



2017 GEORGIA HIGHWAY SAFETY PLAN



9/13/2016

Georgia Governor's Office of Highway Safety

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



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NHTSA Equipment Letter



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Nathan Deal
 GOVERNOR

Harris Blackwood
 DIRECTOR

September 8, 2016

Ms. Carmen Hayes, Regional Administrator
 Atlanta Federal Center
 61 Forsyth Street, SW
 Suite 17130
 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-2017-Alpharetta-00099	402PS	Alpharetta Dept. of Public Safety	SMART board Electronic Message Board	1	\$15,000.00	\$15,000.00
GA-2017-Atlanta F-00005	402OP	Atlanta Fire Rescue Department, City of	F250 Truck for the car seat program	1	\$31,750.00	\$31,750.00
GA-2017-Byron Pol-00014	405BM1*CP	Byron Police Department	Seat Belt Convincer	1	\$18,500.00	\$18,500.00
GA-2017-Camden Cou-00209	402OP	Camden County Sheriff's Office	Manufactured Trailer - audio visual equipment included as a self-contained unit (turn-key) for presentations.	1	\$20,000.00	\$20,000.00
GA-2017-Douglas Co-00260	402PT	Douglas County Sheriff's Office	Intoxlyzer 9000	1	\$8,482.00	\$8,482.00
GA-2017-Hall Count-00144	402PT	Hall County Sheriff's Office	Caban in car Camera System	3	\$5,300.00	\$15,900.00
GA-2017-Hall Count-00144	402PT	Hall County Sheriff's Office	2016 Ford Interceptor EcoBoost Twin-Turbo AWD	3	\$28,000.00	\$84,000.00
GA-2017-Newton Cou-00142	402PT	Newton County Sheriff's Office	2016 Dodge Charger fully equipped	3	\$33,631.50	\$100,894.50
GA-2017-Pierce Cou-00074	402PT	Pierce County Sheriff's Office	Civil Intoxlyzer 9000	1	\$8,500.00	\$8,500.00
GA-2017-Savannah-C-00153	405BM1*PT	Savannah-Chatham Metropolitan Police Department	2016 Ford Police Interceptor Fully Equipped	3	\$36,000.00	\$108,000.00

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,



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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



2017 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 and 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 2016, 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 2017 include:

- To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- To decrease speeding-related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

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 decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2016.

This target will be accomplished through continuing partnerships with the Georgia Department of Public Health, the University of Georgia's Traffic Injury Prevention Institute, 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. The Thunder Task Force enforcement campaigns indicate citation numbers for child passenger seats have dramatically increased in recent months. 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 Strategic Highway Safety Plan not only guides our resource allocation decisions; it also drives our legislative strategies. During the 2016 legislative session, the Georgia General Assembly reauthorized the Georgia Drivers Education Commission until 2019. The legislation authorizes driver's training programs which are funded through surcharges levied on traffic fines. The commission, after a two-year authorization during the 2014 legislative session, resumed administering programs in state fiscal year 2015 and has continued since that time. The state funded program is being administered by the Governor's Office of Highway Safety.

During the 2016 Regular Session, House Bill 205 was passed into law and signed by the Governor. Effective July 1, 2016, this bill allows drivers arrested for DUI to avoid the ALS process by obtaining an ignition interlock permit. Any interlock permit issued by the Department of Driver Services is valid for one year. Drivers who took the state test will still get their full driver's privileges back if acquitted or the charge is reduced, however drivers who refused the test who opt for an interlock permit must remain on the interlock device for the full 12 months, regardless of what happens with the criminal case. Interlock permits may be revoked if the driver is convicted of a moving violation, tampers with the device, or fails to report for monitoring or to complete a required substance abuse evaluation. Drivers on interlock permits are also limited as to where they can drive while on the permit. Any driver required to have an interlock device who drives in violation of that permit is guilty of a misdemeanor.

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 performance measures and targets listed in the 2017 Highway Safety Plan (HSP) are in alignment with the 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 and in place during FY 2016 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency management, 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 quarterly Safety Program Leadership Meetings for the Executive Board and 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

Epidemiologist Partnership

Georgia GOHS has contracted an epidemiologist to help with traffic fatalities and injury reporting for grant applications and 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), 2. Thunder Task Force, 3. Traffic Enforcement Networks, and 4. High Visibility Enforcement surrounding NHTSA campaigns including Click it or Ticket and Drive Sober or Get Pulled Over.

Problem Identification and Program Description

In 2014, the State of Georgia suffered 1,164 fatalities in motor vehicle crashes. Impaired driving killed 278 persons in those crashes, and unrestrained fatalities numbered 363. Two hundred and thirteen (213) of the total 1,164 fatalities were related to speeding – an 8.1% increase since previous years. While some of this data is showing an increase from previous years, the rate of total traffic fatalities in Georgia has steadily declined since 2005. 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 the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this document showing the decrease in overall traffic fatalities proves the effectiveness of these programs including High Visibility Enforcement, Thunder Task Force, Traffic Enforcement Networks, and H.E.A.T., (CTW, Chapter 1: pages 19-22,24)

Georgia has approximately 59,300 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 2016, the Governor's Office of Highway Safety (GOHS) funded seventeen (17) 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 2017. 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 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 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 typically returns to the jurisdiction for a follow up visit and evaluation.

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.

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 message refers to GOHS' statewide DUI enforcement initiatives. As an integral element of Georgia's impaired driving message, 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 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 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 97.3%, 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. campaign: Nearly 18% 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 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://eqohsplus.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 by invitation using a ranking system, through responses to request for proposals (RFP), and through unsolicited submissions where documented highway safety problems exist. 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. Generally, grants are funded for no more than three years. 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 - GOHS contracts with an epidemiologist who provides a statistical data sheet analysis for each application based on (in many cases) a three-year average of the crashes, injuries and fatalities related to the program area in which they are seeking federal funds. This step ensures that potential projects are data driven and tie into the overall targets and objectives of GOHS. Next, 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. 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 also highlighted.

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 summarized 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.

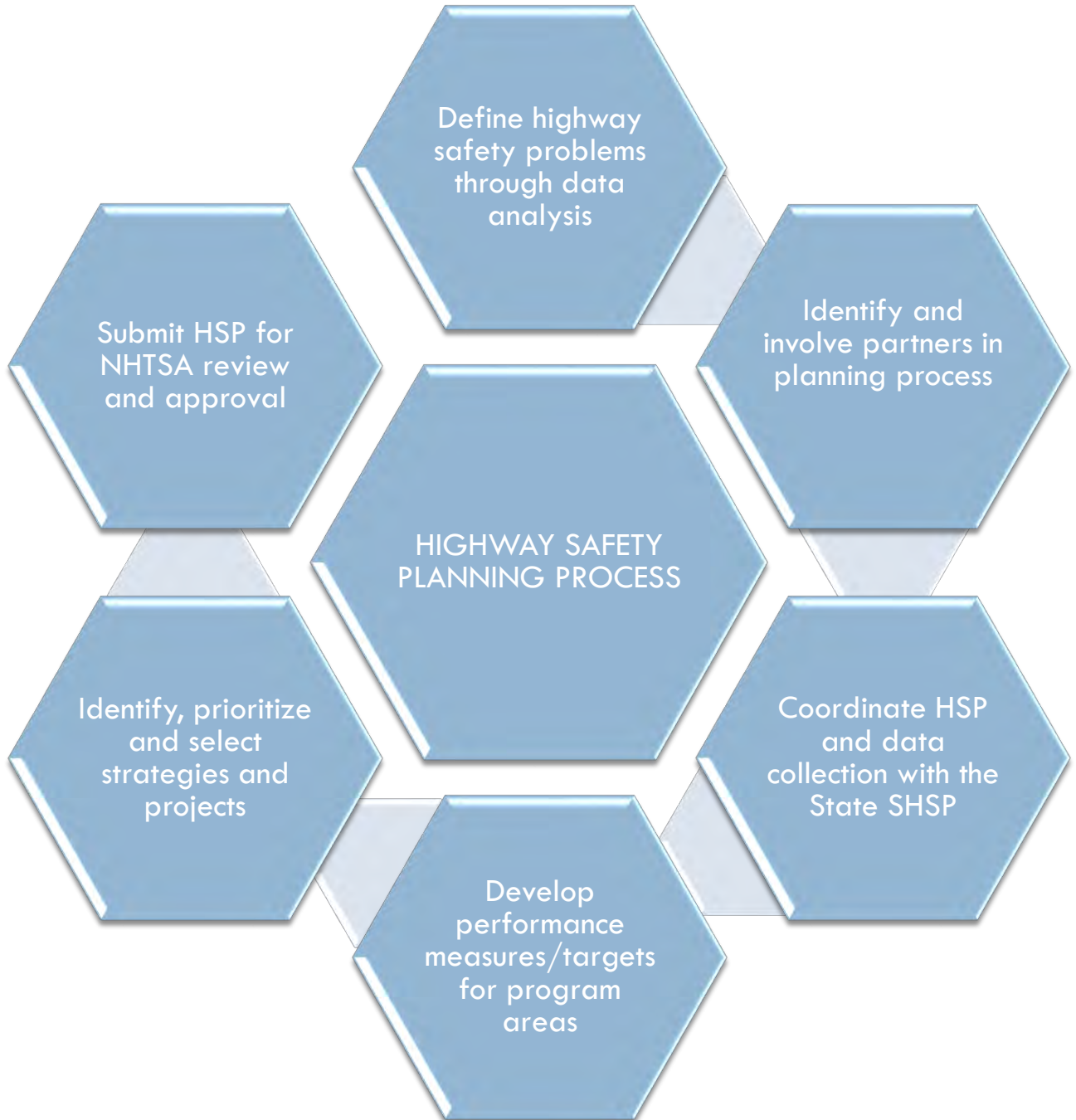
Future Funding

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 2017 Planning Calendar

December 2015	Define the highway safety problem through data analysis, outcomes, and results for prior year planning and implementation.
December - June 2016	Identify and involve partners in each planning process.
January - March 2016	Coordinate HSP and data collection for the state with SHSP.
January – May 2016	Data analysis to define highway safety problem and to develop program area performance targets and measures.
January 2016	Produce an annual ranking report, identifying available funds, and develop program's Request for Proposals (RFPs).
February - March 2016	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 2016	Submission of grant applications.
April – June 2016	Identify, review, prioritize, select strategies, and finalize projects and grant applications.
July 1, 2016	Submit Highway Safety Plan for NHTSA review and approval. Notify grant awarded applicants.
July - August 2016	Respond to NHTSA comments/recommendations.
October 2016	Beginning of grant year.
December 2016	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 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. 21 Jun. 2016. < 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. 21 Jun. 2016. < 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 2015. 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". 2015. 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, 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 2014 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 2014, there were 1,164 motor vehicle fatalities in the State of Georgia. This is a 1.3% decline in roadway fatalities in comparison to the previous year and a 32% decline from 2005 roadway fatalities. Twelve (12) counties in Georgia had no roadway fatalities in 2014. This same year (2014), there were 117,380 motor vehicle injuries and 378,458 motor vehicle crashes in Georgia. Since 2005, the numbers of injuries and fatalities have decreased by 16 percent and 33 percent, respectively. The total number of motor vehicle crashes has also decreased by 9 percent from 2005. 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 2014 Georgia experienced the lowest fatality rate in fifteen years, with 1.04 fatalities per every 100 million vehicle miles traveled (VMT) – a 3 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 2013 to 2014 the fatality rates in rural areas have decreased by 17 percent and urban fatality rates increase by 10 percent.

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 Sheriff's Association, Administrative Office of the Courts, 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. Generally, grants are funded for no more than three years. All renewal applications are reviewed along with other potential funding requests.

Grant Application Process

Who Can Apply

For the Fy2017 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 the following three (3) major parts. 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.

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.

Milestone Chart

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.

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

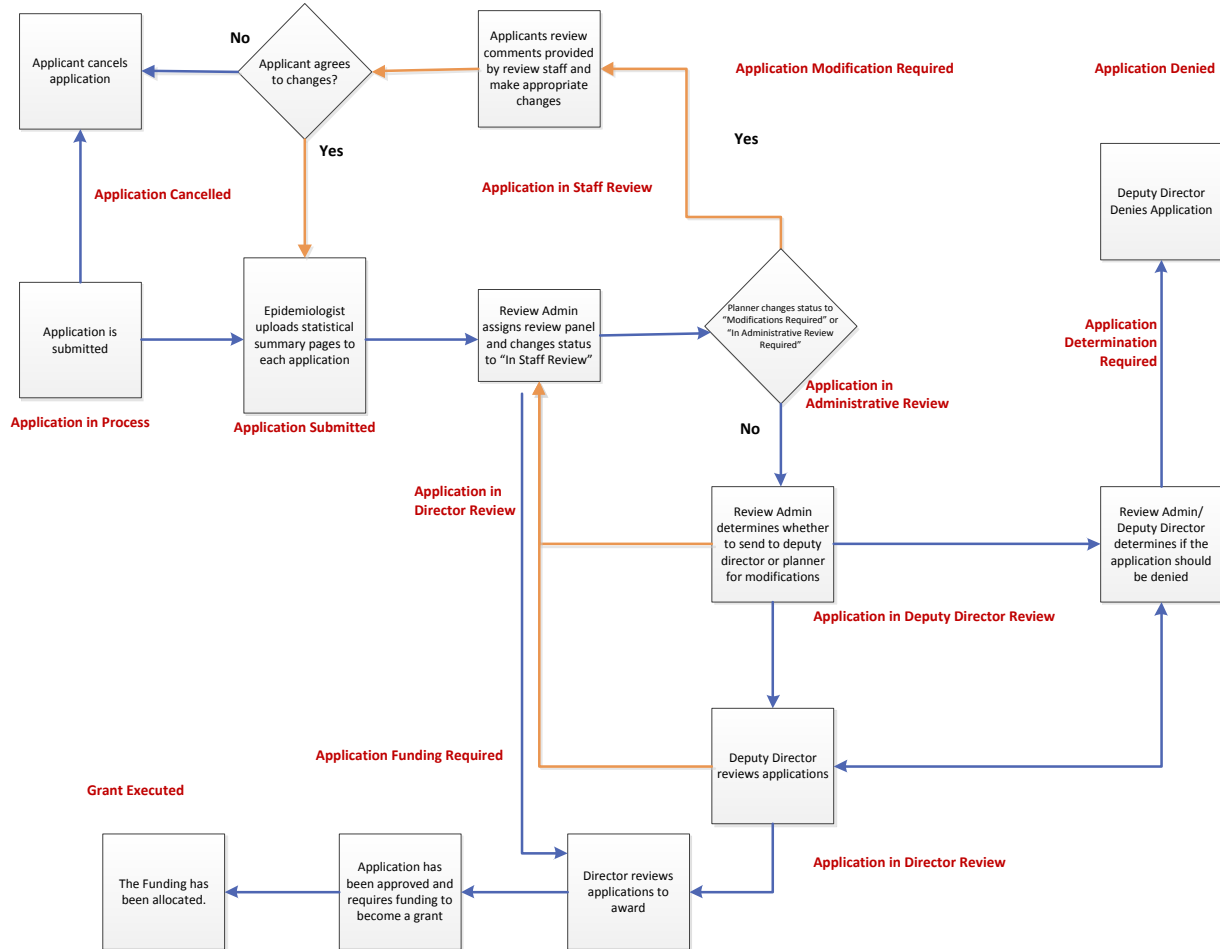
Part III: Grant Terms, Conditions and Certification

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 or Agency Administrator who may be either an elected official and/or agency head. 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 an epidemiologist attaches a statistical analysis to the applications which 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 or does not have a grant with GOHS for the previous fiscal year. 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, a Preliminary Conference 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, and amendments. 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 the Office of Highway Safety 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 required to receive their claim for reimbursement payment electronically via Automatic Clearing House (ACH). Exceptions will be considered on a case by case basis.

Governor's Office of Highway Safety (GOHS) planners complete a Grant Status Report of all completed grantee report submissions to document the progress of the grant. 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 2014, there were 1,164 motor vehicle fatalities in the State of Georgia. This is a 1% decline in roadway fatalities in comparison to the previous year and a 33% decline from 2005 roadway fatalities. Twelve (12) counties in Georgia had no roadway fatalities in 2014.

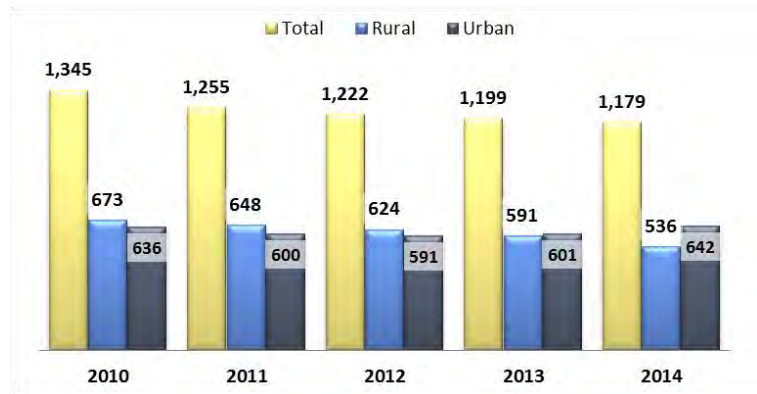
This same year (2014), there were 117,380 motor vehicle injuries and 378,458 motor vehicle crashes in Georgia. The table to the right shows the top 10 counties of 2014 that had the highest motor vehicle fatalities in Georgia. Fulton, DeKalb, Gwinnett, Cobb, and Richmond counties continue to have the highest number of roadway fatalities. In 2014, 23% of all Georgia motor vehicle fatalities occurred in these five counties. Four counties in the top ten, experienced an increase in roadway fatalities in comparison to the previous year.

Georgia Counties by 2014 Ranking		Total Fatalities		% of Total Fatalities	
		2013	2014	2013	2014
1	Fulton	85	77	7%	7%
2	DeKalb	70	55	6%	5%
3	Gwinnett	45	55	4%	5%
4	Cobb	59	49	5%	4%
5	Richmond	23	27	2%	2%
6	Chatham	44	26	4%	2%
7	Henry	26	26	2%	2%
8	Bibb	31	23	3%	2%
9	Bartow	17	21	1%	2%
10	Carroll	16	21	1%	2%
Sub Total 1	Top Ten Counties	428	380	36%	33%
Sub Total 2	All Other Counties	752	784	64%	67%
Total	All Counties	1,180	1,164	100%	100%

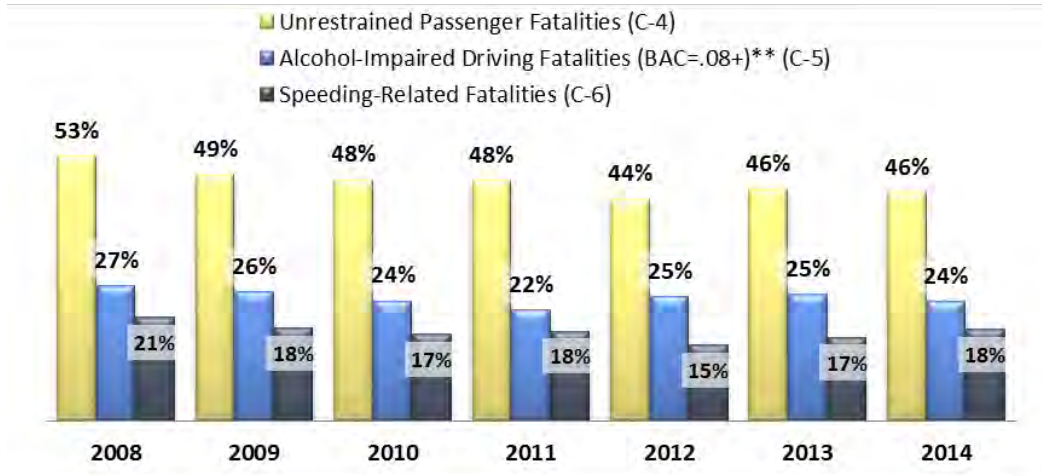
Although urban areas, such as Atlanta Metropolitan Counties (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) have a higher number of crashes, rural areas have significantly higher fatality rates than urban areas. In 2014 Georgia experienced the lowest fatality rate in fifteen years, with 1.04 fatalities 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 2013 to 2014 the fatality rates in rural areas have decreased by 17.8% and urban fatality rates increase by 10.8%.

In 2014, the total 3-year average fatality counts has declined by 1.6%, since 2013. There was an average of 1,179 motor vehicle deaths that occurred from during the 3-year period of 2012-2014. The rural fatality 3-year average has steadily declined, with an average annual decrease of 5%. In 2014, the urban 3-year average fatality counts had a 6.8% increase from 2013 (601 average urban fatalities) to 2014 (642 average urban fatalities).

Three-Year Average Fatalities by Fatality Type (2010-2014)



Speed Related, Alcohol-Impaired and Unrestrained Passenger Georgia Roadway Fatalities



Driving under the influence of drugs and/or alcohol is a problem in Georgia. Over the past five years (from 2010 to 2014), 288 alcohol impaired fatalities occurred per year, representing on average 24% of all roadway fatalities a year. The lowest percentage of alcohol related fatalities occurred in 2011 with 271 deaths representing 22% of all fatalities in that year.

In 2014, the number of unrestrained fatalities for persons older than 5 years of age riding in passenger vehicles decreased by 3.7% from 377 unrestrained fatalities in 2013 to 363 unrestrained fatalities in 2014. The percentage of unrestrained fatalities among passengers in a moving vehicle has decreased from 53% in 2008 to 46% in 2014.

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 213 speed-related crash deaths (18% of all roadway fatalities) in 2014 – This is a significant increase since 2012 with 180 speed related fatalities (15% of all roadway fatalities) in 2012 and 197 speed related fatalities (17% of all roadway fatalities) in 2013.

Core Performance Measures and Targets

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2* : To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.
- C-3a: To decrease rural fatalities per 100M VMT 1.1% from 1.88[§] (2012-2014 average) to 1.86 (2015-2017 average) in 2017.
- C-3b[†]: To decrease urban fatalities per 100M VMT 5% from 0.80 (2012-2014 average) to 0.76 (2015-2017 average) in 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- C-6[†]: To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.
- C-7[†]: To decrease motorcyclist's fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.
- C-8[†]: To decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.
- C-9: To decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.
- C-10: To decrease pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.
- C-11: To decrease bicyclist fatalities 14.3% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.
- B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

* As of June 2016, the state of Georgia does not describe the severity of the injury to motor vehicle crash occupants using the KABCO scale (O= no injury; C= possible injury; B=non-capacitating evident injury; A=incapacitating injury; K=fatal injury). Therefore, the performance measure reported represents all motor vehicle injuries.

[†] Denotes measures where the 2014 baseline values have increased since 2013. The increase in values from 2013 to 2014 affect the 3-year moving average modeling used to establish and inform 2017 targets.

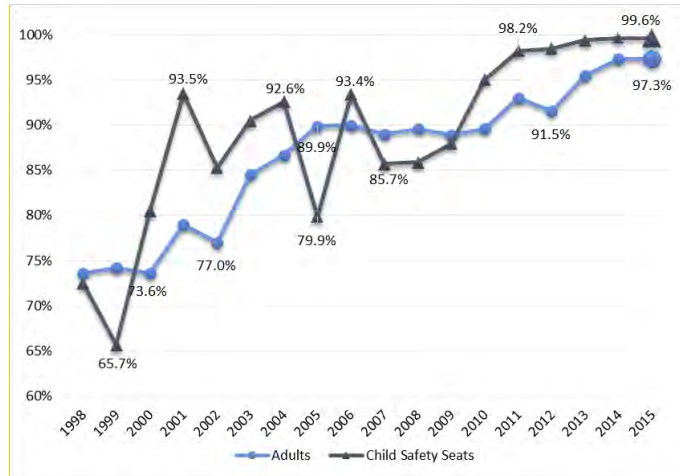
[§] In 2014, the 3-year average Rural Fatalities per 100 million VMT is calculated to be 1.88, using the values reported in FARS as of August 2016. The values reported are: 1.68 in 2012, 2.18 in 2013, and 1.79 in 2014.

Priority Targets

- To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.
- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia.

Core Behavior

Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.



Activities Tracked (No Targets Set)

- A-1:** In FFY 2015, 221,429 seat belt citations were issued during grant-funded enforcement activities. This is an increase (17.1%) in comparison to the previous fiscal year (FY2014).
- A-2:** In FFY 2015, 48,098 impaired driving arrests were made during grant-funded enforcement activities. This is a 9.7% decrease in comparison to the previous fiscal year (FY2014).
- A-3:** In FFY 2015, 658,973 speeding citations were issued during grant-funded enforcement activities. This is a 13.3% decrease in comparison to the previous fiscal year (FY2014).

CORE ACTIVITY MEASURES FFY2009-FFY2015							
	FFY2009	FFY2010	FFY2011	FFY2012	FFY2013	FFY2014	FFY2015
SAFETY BELT CITATIONS	186,416	199,347	193,727	190,042	189,535	189,032	221,429
IMPAIRED DRIVING ARRESTS	52,270	52,775	51,165	48,270	51,022	53,246	48,098
SPEEDING CITATIONS	661,908	631,643	595,387	641,849	669,845	760,180	658,973

Citation data aggregated from GOHS grantee self-reported data and jurisdictions voluntarily reporting monthly data on the GOHS online reporting system.

Traffic Safety Performance Measures*

Core Outcome Measures	Year							Target
	2008	2009	2010	2011	2012	2013	2014	2017
Traffic Fatalities	1,495	1,292	1,247	1,226	1,192	1,180	1,164	1,138
<i>3-year moving average</i>	1,610	1,476	1,345	1,255	1,222	1,199	1,179	1,149
Fatalities Per VMT	1.37	1.18	1.12	1.13	1.11	1.08	1.04	1.01
<i>3-year moving average</i>	1.44	1.34	1.22	1.14	1.12	1.11	1.08 ⁺	1.04
Injuries	115,878	122,961	110,132	104,529	115,618	116,458	117,380	107,868
<i>3-year moving average</i>	125,916	122,385	116,324	112,541	110,093	112,202	116,485	111,238
Aged Under 21	221	148	175	165	158	156	149	143
<i>3-year moving average</i>	268	218	181	163	166	160	154	145
Alcohol-Impaired Driving Fatalities	405	333	299	271	295	299	278	264
<i>3-year moving average</i>	435	394	346	301	288	288	291	263
Speeding-Related Fatalities	309	239	217	220	180	197	213	195
<i>3-year moving average</i>	367	311	255	225	206	199	197	196
Motorcyclist Fatalities	178	140	128	150	134	116	137	132
<i>3-year moving average</i>	165	160	149	139	137	133	129	125
Un-helmeted Motorcyclist Fatalities	15	11	14	15	8	5	8	6
<i>3-year moving average</i>	19	16	13	13	12	9	7	6
Pedestrian Fatalities	147	152	168	130	167	176	163	160
<i>3-year moving average</i>	150	151	156	150	155	158	169	166
Daytime Front Seat Passenger Vehicle Occupants Observed	89.6%	88.9%	89.6%	93.0%	91.5%	95.5%	97.3%	97.7%
<i>3-year moving average</i>	89.5%	89.2%	89.4%	90.5%	91.4%	93.3%	94.8%	97.5%

* 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 Riders Only.

* Brief Methodology to determine 3-year vs. 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 3-year, 4-year, or 5-year trends. The highest coefficient of determination determined the number of historical years to use in the linear analysis.

+ In 2014, the 3-year average Fatalities per 100 million VMT is calculated to be 1.08, using the values reported in FARS as of August 2016. The values reported are: 1.11 in 2012, 1.08 in 2013, and 1.04 in 2014.

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 2017 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 2014, there were 1,164 motor vehicle fatalities in the State of Georgia. This is a 1.3% decline in roadway fatalities in comparison to the previous year and a 33% decline from 2005 roadway fatalities. Twelve (12) counties in Georgia had no roadway fatalities in 2014. This same year (2014), there were 117,380 motor vehicle injuries and 378,458 motor vehicle crashes in Georgia. Since 2005, the numbers of injuries and fatalities have decreased by 16 percent and 33 percent, respectively. The total number of motor vehicle crashes has also decreased by 9 percent from 2005. 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 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 2013 to 2014 the fatality rates in rural areas have decreased by 17.8 percent and urban fatality rates increase by 10.8 percent.

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 Human Resources (DHS), 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.

FFY2017 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.

FFY2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.

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.
- Conduct annual/quarterly programmatic and fiscal audits that meet Governor’s Office of Highway Safety (GOHS), federal and state requirements.
- Collect and analyze current information about motor vehicle crashes and make it available to the general public.

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.											
Project Title:	402 P&A In-house										
Project Number:	GA-2017-GAGOHS - G-00108										
Project Description:	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.										
	<table border="1"> <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:	\$1,185,000.00										

Budget Summary

Planning and Administration (P & A) – Section 402PA Budget Summary		
Description	Federal	State/Match
402PA		\$592,500.00
State Appropriation	\$592,500.00	
Total All 402PA Funds	\$592,500.00	\$592,500.00

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 decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.

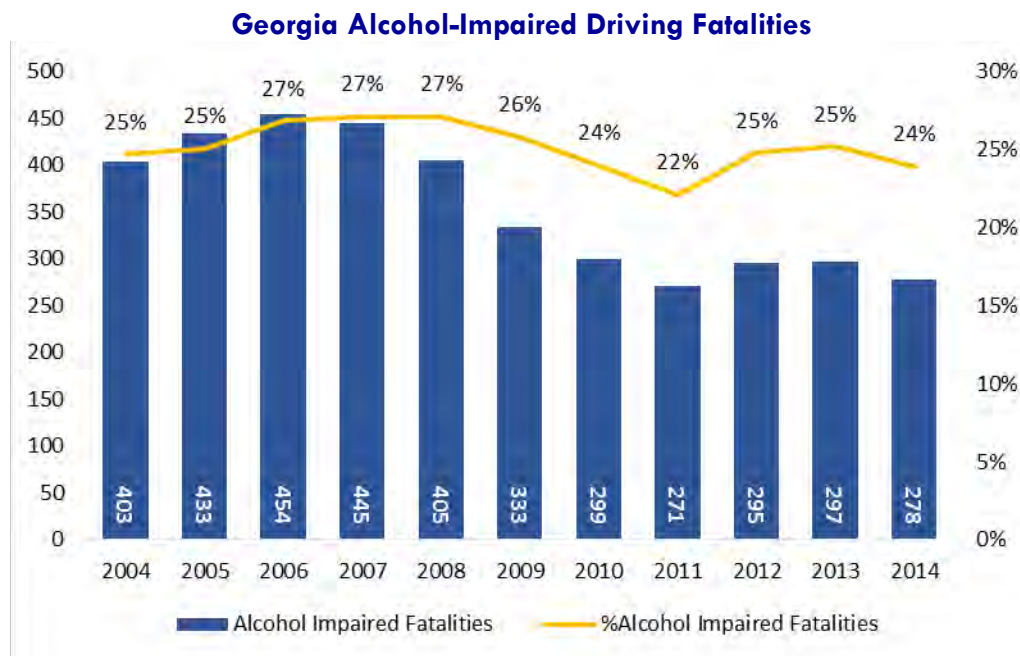
Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Young Adult Program, Students Against Destructive Decisions (CTW, Chapter 1: pages 50, 59)
- Prosecuting Attorney’s Council: Traffic Safety Resource Prosecutors (CTW, Chapter 1: page 12)
- High Visibility Enforcement: H.E.A.T. (CTW, Chapter 1: pages 19-22,24)

Problem Identification and Program Justification

The National Highway Traffic Safety Administration (NHTSA) reports that in 2014, 32,675 people were killed in motor vehicle traffic crashes in the United States, of which 9,967 (31%) were alcohol-related. Every two minutes in America, someone is injured in an alcohol-related crash. Nationally, these crashes result in more than \$277 billion in economic costs on an annual basis.



As indicated in the graph above, alcohol was associated with 278 highway fatalities in Georgia during 2014. This equates to twenty-four percent (24%) of Georgia’s overall fatalities. The number of alcohol-related fatalities decreased by 19 fatalities (6%) from 2013 to 2014.

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 2016, the Governor's Office of Highway Safety (GOHS) funded seventeen (17) 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 2017.

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:

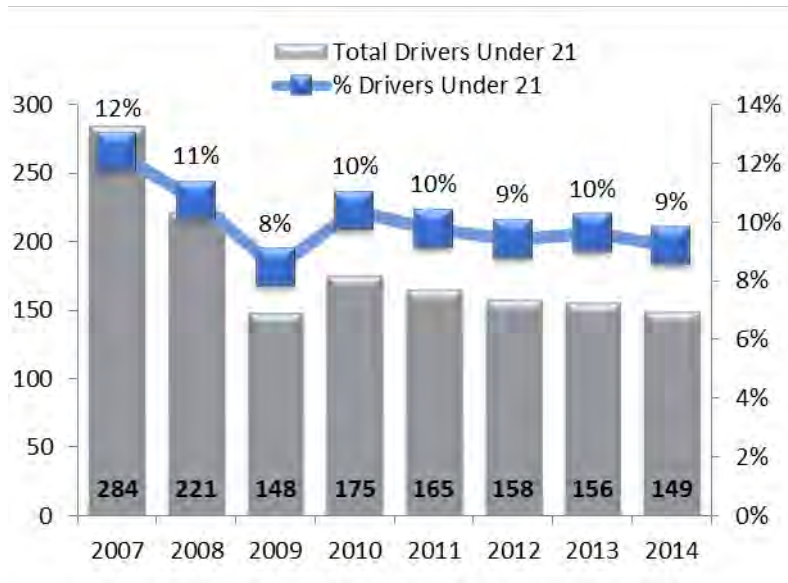
- Reduce the number of impaired driving crashes in jurisdictions identified by 10%
- Enforce laws targeting aggressive driving around Georgia

Teenage and Young Adult Drivers (Ages 15-20 Years)

In 2014, there were a total of 110 motor vehicle fatalities among young people ages 15-20 years. Of those, 62 were driving and lost their lives, 25 were passengers, 18 were pedestrians, and 4 were bicyclists. The number of young drivers under the age 21 involved in fatal crashes has unsteadily decreased since 2007. In 2007, young drivers represented 12% of all drivers involved in fatal crashes (284 young drivers). However, in 2014, young drivers represented 9% of all drivers involved in fatal crashes (149 young drivers). In 2014, the number of young

drivers involved in fatal crashes decreased by 49% (135 less drivers) in comparison to the peak in 2007. GOHS has the goal to decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.

Georgia Young Drivers (under 21 years) Involved in Fatal Crashes Georgia Alcohol-Impaired Driving Fatalities



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.

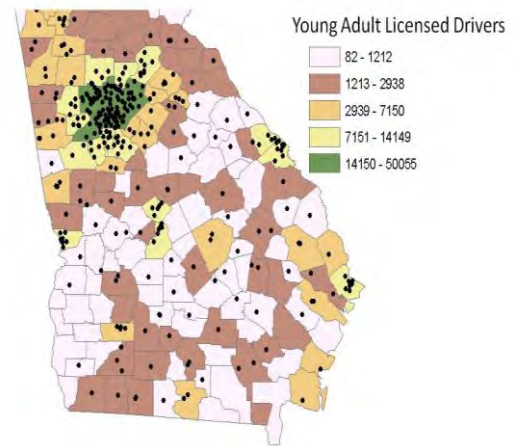
Other recommendations included marking teen driving restrictions on licenses, imposing community service punishments to replace fines, encouraging high schools to use No Texting pledges in order for students to receive parking privileges, placing signage on Georgia roadways reminding motorists of Caleb's 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 2017, 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).

The Governor's Office of Highway Safety (GOHS) targets 15-18 year olds by supporting 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 FFY2016, GOHS funded 16 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 2017 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 15% of Georgia public high schools. (2,289 high schools in Georgia as of 2012).
- 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.

FFY2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- C-9: To decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.

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 National Highway Safety campaigns and report numbers for each campaign to the Governor’s Office of Highway Safety online.
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.																													
Project Title:	402TSP: Teen Traffic Safety Program																												
Project Number:	GA-2017-GAGOHS - G-00261																												
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:	\$10,000.00																												
Project Title:	Clayton County Public Schools - Students Against Destructive Decisions (SADD) – 12 High Schools																												
Project Number:	GA-2017-Clayton Co-00097																												
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 eleven (11) high schools within the Clayton County public School System for simplicity.																												
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Budget:	\$80,500.00																												
Project Title:	Fulton County Public Schools - Students Against Destructive Decisions (SADD) – 10 High Schools																												
Project Number:	GA-2017-Fulton Cou-00138																												
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 seventeen (10) high schools within the Fulton County School System for simplicity.																												
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Budget:	\$87,979.27																																													
Project Title:	How to Teach Your Teen How to Drive: a New App for Parents																																													
Project Number:	GA-2017-Shepherd C-00171																																													
Project Description:	<p>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.</p>																																													
Budget:	\$175,000.00																																													

Project Title:	Life Changing Experience Community Education Project																																													
Project Number:	GA-2017-Children a-00155																																													
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																																													
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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:	\$111,441.15																																													

Budget Summary

Alcohol and Other Drugs Countermeasures – 402TSP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00261	402TSP: Teen Traffic Safety Program	\$10,000.00	402TSP
GA-2017-Clayton Co-00097	Clayton County Public Schools – Students Against Destructive Decisions (SADD) – 12 High Schools	\$80,500.00	402TSP
GA-2017-Fulton Cou-00138	Fulton County Public Schools - Students Against Destructive Decisions (SADD) – 10 High Schools	\$67,500.00	402TSP
See Above List	Students Against Destructive Decisions – SADD – 14 Individual High Schools	\$87,979.27	402TSP
GA-2017-Shepherd C-00171	How to Teach Your Teen How to Drive: A New App For Parents	\$175,000.00	402TSP
GA-2017-Children a-00155	Life Changing Experience Community Education Project	\$350,000.00	402TSP
See Above List	Young Adult Programs – 14 Colleges and Universities	\$111,441.15	402TSP
Total All 402TSP Funds		\$882,420.42	

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-2017-GAGOHS - G-00145
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:	\$223,300.00

Budget Summary

Alcohol and Other Drugs Countermeasures – 402AL Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00145	Governor’s Office of Highway Safety – Administration, Training, PI&E and Partnership Initiatives (GOHS)	\$223,300.00	402AL
Total All 402AL Funds		\$223,300.00	

Impaired Driving Countermeasures – 405d M5OT Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	Mothers Against Drunk Driving Georgia
Project Number:	GA-2017-Mothers Ag-00028
Project Description:	Work to eliminate impaired driving by successfully recruiting, engaging and activating volunteers through MADD’s mission.
Budget:	\$135,000.00

Budget Summary

Impaired Driving Countermeasures – 405d M5OT Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-Mothers Ag-00028	Mothers Against Drunk Driving Georgia	\$135,000.00	405d M5OT
Total All 405d M5OT Funds		\$135,000.00	

Impaired Driving Countermeasures – 405d M6X Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	405d M6X Paid Media
Project Number:	GA-2017-GAGOHS - G-00149
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
<hr/>	
Project Title:	Alcohol and Drug Awareness Program
Project Number:	GA-2017-Driver Ser-00009
Project Description:	The purpose of this grant is to increase alcohol and drug awareness among Georgia teens, including the effects on being able to safely operate a motor vehicle.
Budget:	\$48,178.98
<hr/>	
Project Title:	Traffic Safety Adjudication Program
Project Number:	GA-2017-Prosecutin-00006
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:	\$296,000.00
<hr/>	
Project Title:	Impaired Driving Training Programs/SFST & DRE
Project Number:	GA-2017-Public Saf-00027
Project Description:	Consists of advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.
Budget:	\$490,367.46
<hr/>	
Project Title:	HEAT/Nighthawk DUI Task Force-North/South
Project Number:	GA-2017-Public Saf-00004
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:	\$1,700,402.00

Budget Summary

Impaired Driving Countermeasures – 405d M6X Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00149	405d M6X Paid Media	\$838,000.00	405d M6X
GA-2017-Driver Ser-00009	Alcohol and Drug Awareness Program	\$48,178.98	405d M6X
GA-2017-Prosecutin-00006	Traffic Safety Adjudication Program	\$296,000.00	405d M6X
GA-2017-Public Saf-00027	Impaired Driving Training Programs/SFST & DRE	\$490,367.46	405d M6X
GA-2017-Public Saf-00004	HEAT/Nighthawk DUI Task Force-North/South	\$1,700,402.00	405d M6X
Total All 405d M6X Funds		\$3,372,948.44	

Occupant Protection

PROGRAM TARGETS: The overall program target is to increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Seat Distribution and Inspection Sites (CTW, Chapter 2: pages 27, 34-35)
- Child Passenger Safety Caravan and Thunder Task Force (CTW, Chapter 2: page 29)

Problem Identification and Program Justification

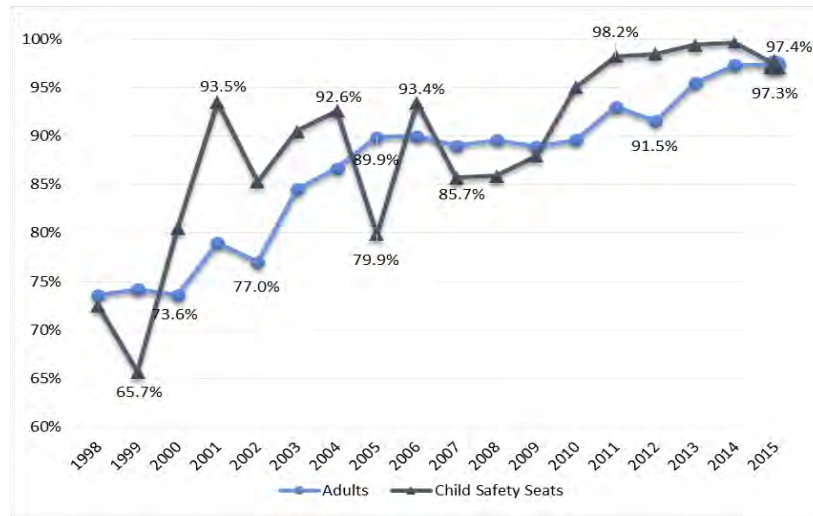
One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In Georgia, non-restraint use is consistently associated with over fifty percent (50%) of all vehicle crash fatalities. The National Highway Traffic Safety Administration (NHTSA) data that shows 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 2015 report are as follows:

- Statewide safety belt usage in 2015 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, a rate that is unchanged from 2014.
- Safety belt usage was 98.6% in passenger cars, 96.6% in vans, and 95.1% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.7%), followed by rural areas (96.5%), and the non-Atlanta MSAs (95.7%).

Child safety seat usage in 2015 was 97.4%, a decrease of 2.2% from the 2014 usage rate. Child safety seat usage in the Atlanta MSA was 96.4%, 98.2% in other MSAs and 95.4% in rural areas of the state.

Georgia Restraint Use Observational Survey



In 2014, a total of 63 children ages 4 years and under were involved in fatal motor vehicle crashes (crashes that led to more than one fatality) in Georgia. Of those children involved in fatal crashes, 31 were injured and 11 were killed. Only 10 out of the 63 fatality injured children were reported to not be using a supplemental restraint, such as a child safety seat or a booster seat, in addition to the adult seat belt.

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 the gap in our law and what the statistics are 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 2017 Performance Objectives

- Objective 1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2014 to 97.7% in 2017.
- Objective 2: To increase the use of child safety restraint systems for children age seven and under of 99.6% in 2017.
- Objective 3: To increase safety belt use rate by 1% for rural drivers and passengers in the FFY 2017.
- Objective 4: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.

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 the University of Georgia to implement 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.
9. Provide funds to the University of Georgia to conduct twelve (12) Child Passenger Safety Technician (CPST) Certification Courses, certifying 150 new technicians and to offer 24 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2017 to encourage recertification and enhance the quality of instruction.
10. Provide funds to the University of Georgia to provide training during scheduled Child Passenger Safety Technician (CPST) courses to a minimum of six bilingual students Spanish/English).
11. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
12. Provide funds to the University of Georgia to coordinate and conduct two Child Passenger Safety (CPS) awareness presentations for Spanish-speaking communities with high Hispanic/Latino populations and to give 2 "Safe Transportation of Children in Child Care" presentations to child care providers.
13. Provide funds to the University of Georgia to coordinate and host a minimum of two combined CarFit Event Coordinator/Technician trainings, certifying 20 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.
14. 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.

Occupant Protection Countermeasures – 402OP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	402 Occupant Protection
Project Number:	GA-2017-GAGOHS - G-00087
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:	\$175,900.00
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Project Title:	Occupant Protection Education Program
Project Number:	GA-2017-Camden Cou-00209
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:	\$26,000.00
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Project Title:	UGA-GTIPI Occupant Protection Education
Project Number:	GA-2017-Georgia, U-00024
Project Description:	GTIPI is a primary resource for statewide occupant protection education, training, publications and consultation in child and adult highway safety education.
Budget:	\$379,139.14
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Project Title:	Child Occupant Safety Project
Project Number:	GA-2017-Public Hea-00019
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:	\$479,802.65
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Project Title:	Atlanta Fire Rescue Fitting Stations
Project Number:	GA-2017-Atlanta Fi-00005
Project Description:	To provide low income families with free car seats and proper installation/seat belt uses in their vehicle.
Budget:	\$230,698.52

Budget Summary

Occupant Protection Countermeasures – 402OP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00087	402 Occupant Protection	\$175,900.00	402OP
GA-2017-Camden Cou-00209	Occupant Protection Education Program	\$26,000.00	402OP
GA-2017-Georgia, U-00024	UGA-GTIPI Occupant Protection Education	\$379,139.14	402OP
GA-2017-Public Hea-00019	Child Occupant Safety Project	\$479,802.65	402OP
GA-2017-Atlanta Fi-00005	Atlanta Fire Rescue Fitting Stations	\$230,698.52	402OP
Total All 402 OP Funds		\$1,291,540.31	

Occupant Protection Countermeasures – 405b M1.OP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	Seat Belt Convincer
Project Number:	GA-2017-Byron Poli-00014
Project Description:	The "Convincer" will be used to show the benefits of wearing a seat belt.
Budget:	\$22,500.00

Budget Summary

Occupant Protection Countermeasures – 405b M1.OP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-Byron Poli-00014	Seat Belt Convincer	\$22,500.00	405b M1.OP
Total All 405b M1.OP Funds		\$22,500.00	

Traffic Safety Information Systems

PROGRAM TARGET: Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 91% in performance period Jan 1 - Dec 31, 2015 to 93% by performance period Jan 1 - Dec 31, 2017.

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.

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Traffic Fatalities	1,693	1,641	1,495	1,292	1,247	1,226	1,192	1,180	1,164
Fatalities Rate*	1.49	1.46	1.37	1.18	1.12	1.13	1.11	1.08	1.04
Crashes	342,156	337,824	306,342	286,896	290,611	296,348	330,102	363,798	378,458
Crash Rate++	3.01	2.98	2.72	2.63	2.66	2.69	3.07	3.32	3.39
Injuries	133,399	128,315	115,878	122,961	110,132	104,529	115,618	116,458	117,380
Injury Rate++	1.18	1.13	1.03	1.01	1.01	0.95	1.08	1.06	1.05
VMT(millions)	113,509	113,532	112,541	109,057	109,258	110,370	107,488	109,355	111,535

*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 2016, 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.	
Project Title:	Traffic Records Program
Project Number:	GA-2017-GAGOHS - G-00122
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:	\$60,000.00
Project Title:	GECPS Outreach
Project Number:	GA-2017-Driver Ser-00012
Project Description:	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:	\$376,961.42
Project Title:	Software Support for MMUCC Motor Vehicle Crash Reporting
Project Number:	GA-2017-Transporta-00234
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
Project Title:	LEA Technology Grant GACP
Project Number:	GA-2017-Georgia As-00036
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:	\$165,500.00

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-2017-Public Hea-00030
Project Description:	The goal is to provide continuous, direct access to Hospital Discharge and Emergency Room visit data, Death data and Motor Vehicle crash data, analysis and mapping on an online query.
Budget:	\$193,536.51
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Project Title:	GPH - OEMS GEMISIS
Project Number:	GA-2017-Public Hea-00042
Project Description:	To maintain the Georgia Emergency Medical Services Information System (GEMISIS), to upgrade the system to v3.4 and to create a data mart to link GEMISIS to other data sets such as crash data.
Budget:	\$289,999.98
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Project Title:	Support for CODES Crash Data Linkage
Project Number:	GA-2017-Public Hea-00034
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:	\$104,200.00

Budget Summary

Traffic Safety Information Systems – 405c Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00122	Traffic Records Program	\$60,000.00	405c
GA-2017-Driver Ser-00012	GECPS Outreach	\$376,961.42	405c
GA-2017-Transporta-00234	Software Support for MMUCC Motor Vehicle Crash Reporting	\$500,000.00	405c
GA-2017-Georgia As-00036	LEA Technology Grant GACP	\$165,500.00	405c
GA-2017-Public Hea-00030	Public Access to crash data in crash, death, hospital discharge and emergency room visit data sources via OASIS web query	\$193,536.51	405c
GA-2017-Public Hea-00042	GPH - OEMS GEMISIS	\$289,999.98	405c
GA-2017-Public Hea-00034	Support for CODES Crash Data Linkage	\$104,200.00	405c
Total All 405c Funds		\$1,690,197.91	

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 to decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

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" from Memorial Day until Labor Day. H.E.A.T stands for Highway Enforcement of Aggressive Traffic. National Highway Traffic Safety Administration (NHTSA) safety experts estimate that nationally in 2012, 30% of all fatal crashes involve drivers who were exceeding the speed limits or driving too fast for conditions. 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		2010	2011	2012	2013	2014
Georgia	Speed-Related Fatalities	217	220	180	197	213
	% Speed-Related	17%	18%	15%	17%	18%
	Annual % Change in	-9%	1%	-18%	9.7%	8.1%
National	Speed-Related Fatalities	10,508	10,001	10,219	9,613	9,262
	% Speed-Related	32%	31%	30%	29%	28%
	Annual % Change in	-1%	-5%	+2%	-6%	-4%

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 2014, 23 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, 10% of all young (ages 15-24 years) motorcycle riders involved in fatal crashes were speeding, as compared to 13% for passenger car drivers. Georgia had 213 speed-related crash deaths (18% of all roadway fatalities) in 2014 – This is a significant increase since 2012 with 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 2017 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

Decrease speeding-related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-6: To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

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.	
Project Title:	Speed Enforcement Training Programs
Project Number:	GA-2017-Public Saf-00025
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:	\$39,912.49

Budget Summary

Speed and Aggressive Driving Countermeasures – 402SC Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-Public Saf-00025	Speed Enforcement Training Programs	\$39,912.49	402 SC
Total All 402SC Funds		\$39,912.49	

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 the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Evidence Based Traffic Enforcement Plan (see page 8)
- Thunder Task Force, High Visibility Enforcement, Traffic Enforcement Networks, Highway Enforcement of Aggressive Traffic (HEAT), (CTW, Chapter 1: pages 19-22, 24; Chapter 2: pages 16-22; Chapter 3: page 16)

Problem Identification and Program Justification

For the past several years, the rate of highway safety fatalities in Georgia declined. This is due in part to stringent, high visibility enforcement. Through more concentrated high visibility enforcement campaigns such as “Click It or Ticket” and “Drive Sober or Get Pulled Over”, the rates are expected to drop even more.

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 as well as interdicting the criminal element through traffic enforcement.

FFY 2017 Traffic Enforcement Mobilizations	Dates
Click it or Ticket	November 14, 2016 – November 27, 2016
Drive Sober or Get Pulled Over	December 14, 2016 – January 1, 2017
Click it or Ticket	May 15, 2017 – May 29, 2017
Drive Sober or Get Pulled Over	June 19, 2017 – July 5, 2017
Drive Sober or Get Pulled Over	August 21, 2017 – September 4, 2017

Georgia has a total of 59,329 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, as well as line officers, on to the importance of high visibility enforcement and the impact on highway safety. This same message must be conveyed to the prosecutors and judicial communities as well. 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 market the campaigns for highly visible public recognition.

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.

Governor's Challenge

In an effort to recognize the outstanding performance and dedication of Georgia's law enforcement agencies in the area of Highway Safety, the Georgia Governor's Office of Highway Safety has established the Governor's Challenge Awards Program, patterned after the International Association of Chiefs of Police's (IACP) National Law Enforcement Challenge. The Governor's Challenge Program is an awards program designed to recognize law enforcement agencies for outstanding achievements regarding highway safety enforcement and education programs throughout the state. Law enforcement agencies are judged on their overall highway safety program which includes departmental policies, enforcement initiatives, public information activities and innovative approaches. Included in this year's Governor's Challenge application was the opportunity for agencies to address their local highway safety problems. These range from speed to impaired driving to lack of seatbelt use. Winning agencies are recognized at a special awards ceremony and are awarded with a personalized plaque in recognition of their outstanding enforcement efforts in the focus areas. The grand prize is a fully equipped law enforcement vehicle which is purchased through corporate donations. The Governor's Challenge Awards Program targets four major traffic safety priorities; occupant protection, impaired driving, distracted driving and speeding. 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, as well as interdicting *the criminal element through traffic enforcement*.

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 2017 Performance Objectives

- Objective 1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2014 to 97.7% in 2017.
- Objective 2: To maintain the number of corporate partners for FFY 2017 who provide support for the Governor's Office of Highway Safety's law enforcement projects to at least 40.
- 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.
- Objective 4: To attain at least 75% of Georgia Law Enforcement Agencies reporting enforcement data on the Governor's Office of Highway Safety Online Reporting System.

Ultimate Measure

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

FFY 2017 Performance Measures

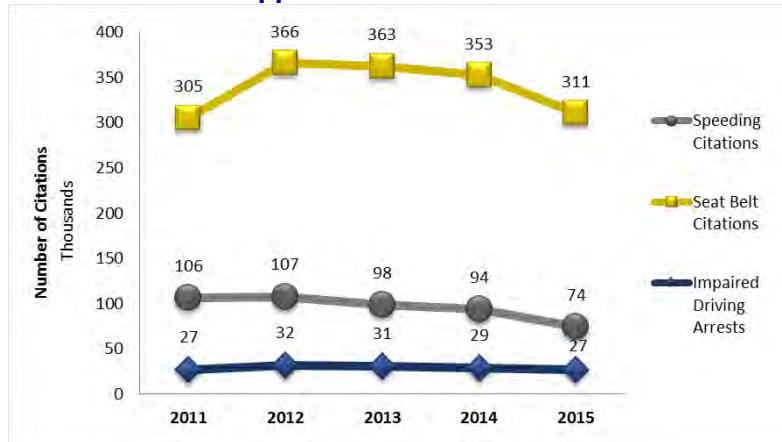
- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

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. Ensure breath alcohol testing equipment (Intoxilyzer 9000) is deployed to strategic areas of the state to allow law enforcement ready access to state administered tests of alcohol impaired drivers.
6. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting.
7. Continue to support and market Drug Recognition Expert and Standardized Field Sobriety Test training to Georgia's law enforcement agencies and officers.
8. 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.
9. Encourage and facilitate 100% law enforcement participation in five waves of high visibility enforcement during FFY 2017.
10. Continue to recruit corporate partners to assist with The Governor's Office of Highway Safety supported law enforcement campaigns and initiatives.
11. 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.
12. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events.
13. 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.
14. 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.
15. Conduct at least three Thunder Task Force mobilizations during FY 2017.
16. Facilitate the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) concepts to Georgia's law enforcement community.
17. Encourage agencies to submit a Governor's Challenge application.
18. Conduct one (1) Governor's Challenge Awards Banquet.

Law Enforcement Citation Data Deterring Unsafe Driving in Georgia Grant-Supported Enforcement Activities



Grant-Supported Enforcement Activities by Program Number of Citations 2011-2015

	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	6,361	327	31,530
	2013	17,598	6,280	6,303	375	30,556
	2014	11,059	10,628	6,533	423	28,643
	2015	10,045	10,117	6,186	281	26,629
	5-yr. Total		69,064	41,674	31,632	1,647
Seatbelt Citations*	2011	70,205	23,619	11,346	997	106,167
	2012	67,885	29,541	9,948	53	107,427
	2013	63,852	21,920	12,239	414	98,425
	2014	46,023	39,425	7,581	650	93,679
	2015	33,874	32,259	7,763	437	74,333
	5-yr. Total		281,839	146,764	48,877	2,551
Speeding Citations	2011	196,724	70,779	37,148	820	305,471
	2012	207,343	123,814	35,045	53	366,255
	2013	241,565	83,797	37,074	117	362,553
	2014	164,775	154,370	32,253	1,266	352,664
	2015	143,013	137,089	30,494	443	311,039
	5-yr. Total		953,420	569,849	172,014	2,699

*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:	<p>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.</p> <table border="1"> <thead> <tr> <th>Project Number</th> <th>Agency</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>TEN-2017-Barrow Cou-00002</td> <td>Barrow County Sheriff's Office</td> <td>\$19,996.00</td> </tr> <tr> <td>TEN-2017-Butler, Ci-00032</td> <td>Butler, City of</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Byron Poli-00003</td> <td>Byron Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Demorest P-00025</td> <td>Demorest Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Douglas Co-00010</td> <td>Douglas County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Dublin Pol-00017</td> <td>Dublin Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Early Coun-00035</td> <td>Early County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Effingham -00020</td> <td>Effingham County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Gilmer Cou-00033</td> <td>Gilmer County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Hazlehurst-00018</td> <td>Hazlehurst Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Lowndes Co-00012</td> <td>Lowndes County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Milledgevi-00008</td> <td>Milledgeville Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Peachtree -00028</td> <td>Peachtree City Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Richmond C-00034</td> <td>Richmond County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Rome Polic-00029</td> <td>Rome Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2017-Zebulon Po-00024</td> <td>Zebulon Police Department</td> <td>\$20,000.00</td> </tr> </tbody> </table>	Project Number	Agency	Amount	TEN-2017-Barrow Cou-00002	Barrow County Sheriff's Office	\$19,996.00	TEN-2017-Butler, Ci-00032	Butler, City of	\$20,000.00	TEN-2017-Byron Poli-00003	Byron Police Department	\$20,000.00	TEN-2017-Demorest P-00025	Demorest Police Department	\$20,000.00	TEN-2017-Douglas Co-00010	Douglas County Sheriff's Office	\$20,000.00	TEN-2017-Dublin Pol-00017	Dublin Police Department	\$20,000.00	TEN-2017-Early Coun-00035	Early County Sheriff's Office	\$20,000.00	TEN-2017-Effingham -00020	Effingham County Sheriff's Office	\$20,000.00	TEN-2017-Gilmer Cou-00033	Gilmer County Sheriff's Office	\$20,000.00	TEN-2017-Hazlehurst-00018	Hazlehurst Police Department	\$20,000.00	TEN-2017-Lowndes Co-00012	Lowndes County Sheriff's Office	\$20,000.00	TEN-2017-Milledgevi-00008	Milledgeville Police Department	\$20,000.00	TEN-2017-Peachtree -00028	Peachtree City Police Department	\$20,000.00	TEN-2017-Richmond C-00034	Richmond County Sheriff's Office	\$20,000.00	TEN-2017-Rome Polic-00029	Rome Police Department	\$20,000.00	TEN-2017-Zebulon Po-00024	Zebulon Police Department	\$20,000.00
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Budget:	\$319,996.00																																																			

Project Title:	402 Police Traffic Services
Project Number:	GA-2017-GAGOHS - G-00070
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:	\$965,295.20
<hr/>	
Project Title:	HEAT Habersham County Sheriff's Office
Project Number:	GA-2017-Habersham -00086
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:	\$52,072.20
<hr/>	
Project Title:	Hall County Heat
Project Number:	GA-2017-Hall Count-00144
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:	\$249,694.35

Project Title:	HEAT Henry County Police Department
Project Number:	GA-2017-Henry Coun-00020
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:	\$60,911.34
Project Title:	HEAT Houston County Sheriff's Office
Project Number:	GA-2017-Houston Co-00071
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:	\$155,002.21
Project Title:	HEAT Lowndes County SO
Project Number:	GA-2017-Lowndes Co-00098
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:	\$126,010.79
Project Title:	HEAT Marietta Police Department
Project Number:	GA-2017-Marietta P-00031
Project Description:	HEAT/DUI grant: Working to reduce impaired driving crashes, reduce excessive speeding, increase seat belt usage and to educate the public on traffic safety issues within the city of Marietta, GA.
Budget:	\$55,533.06
Project Title:	HEAT Newton County SO
Project Number:	GA-2017-Newton Cou-00142
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:	\$250,000.00
Project Title:	Intoxilyzer 9000 Grant
Project Number:	GA-2017-Pierce Cou-00074
Project Description:	Purchase Intoxilyzer 9000 for law enforcement agencies. This county consists of 343 square miles and 3 law enforcement agencies. At the present time there is no breath alcohol testing equipment in the county. With the placement of an Intoxilyzer 9000 at the county jail all law enforcement officers in the county – to include the Georgia State Patrol –will have access to the required testing instrument.
Budget:	\$8,500.00
Project Title:	HEAT/Nighthawk DUI Task Force- Middle- GA
Project Number:	GA-2017-Public Saf-00008
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:	\$942,208.84

Project Title:	HEAT Richmond County Sheriff's Office
Project Number:	GA-2017-Richmond C-00139
Project Description:	H.E.A.T. Unit to reduce fatalities, crashes, and injuries on the roadways of Richmond County.
Budget:	\$82,702.97
<hr/>	
Project Title:	HEAT Athens-Clarke County PD
Project Number:	GA-2017-Athens-Cla-00124
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:	\$117,422.19
<hr/>	
Project Title:	HEAT Bartow County Sheriff's Office
Project Number:	GA-2017-Bartow Cou-00150
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:	\$128,661.78
<hr/>	
Project Title:	HEAT Macon-Bibb County Sheriff's Office
Project Number:	GA-2017-Bibb Count-00104
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:	\$53,753.09

Project Title:	HEAT DeKalb County Police Department
Project Number:	GA-2017-DeKalb Cou-00023
Project Description:	This project seeks to continue efforts to reduce traffic crashes, injuries and traffic-related fatalities on the roadway of DeKalb County.
Budget:	\$69,707.83
Project Title:	HEAT Douglas County Sheriff's Office
Project Number:	GA-2017-Douglas Co-00017
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:	\$64,481.18
Project Title:	Intoxilyzer 9000 Grant
Project Number:	GA-2017-Douglas Co-00260
Project Description:	Purchase Intoxilyzer 9000 for law enforcement agencies. This county is 201 square miles and is a major metropolitan area. Law Enforcement officers conduct over 275 sobriety checkpoints per year within the county. This instrument will be located in a mobile breath alcohol testing (BAT) trailer that, when deployed at the checkpoint location will provide law enforcement quick access to the required testing instruments.
Budget:	\$8,482.00
Project Title:	HEAT Douglas PD/Coffee County S.O.
Project Number:	GA-2017-Douglas Po-00011
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:	\$79,310.65
Project Title:	HEAT Glynn County PD
Project Number:	GA-2017-Glynn Coun-00146
Project Description:	Selective traffic enforcement program to aide in the reduction of motor vehicle crashes, injuries, and fatalities.
Budget:	\$54,225.99

Budget Summary

Police Traffic Services – 402PT Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
See list above	Traffic Enforcement Networks (TEN)	\$319,996.00	402PT
GA-2017-GAGOHS - G-00070	402 Police Traffic Services	\$965,295.20	402PT
GA-2017-Habersham -00086	HEAT Habersham County Sheriff's Office	\$52,072.20	402PT
GA-2017-Hall Count-00144	Hall County Heat	\$249,694.35	402PT
GA-2017-Henry Coun-00020	HEAT Henry County Police Department	\$60,911.34	402PT
GA-2017-Houston Co-00071	HEAT Houston County Sheriff's Office	\$155,002.21	402PT
GA-2017-Lowndes Co-00098	HEAT Lowndes County SO	\$126,010.79	402PT
GA-2017-Marietta P-00031	HEAT Marietta Police Department	\$55,533.06	402PT
GA-2017-Newton Cou-00142	HEAT Newton County SO	\$250,000.00	402PT
GA-2017-Pierce Cou-00074	Intoxilyzer 9000 Grant	\$8,500.00	402PT
GA-2017-Public Saf-001398	HEAT/Nighthawk DUI Task Force- Middle- GA	\$942,208.84	402PT
GA-2017-Richmond C-00139	HEAT Richmond County Sheriff's Office	\$82,702.97	402PT
GA-2017-Athens-Cla-00124	HEAT Athens-Clarke County PD	\$117,422.19	402PT
GA-2017-Bartow Cou-00150	HEAT Bartow County Sheriff's Office	\$128,661.78	402PT
GA-2017-Bibb Count-00104	HEAT Macon-Bibb County Sheriff's Office	\$53,733.09	402PT
GA-2017-DeKalb Cou-00023	HEAT DeKalb County Police Department	\$69,707.83	402PT
GA-2017-Douglas Co-00017	HEAT Douglas County Sheriff's Office	\$64,481.18	402PT
GA-2017-Douglas Co-00260	Intoxilyzer 9000 Grant	\$8,482.00	402PT
GA-2017-Douglas Po-00011	HEAT Douglas PD/Coffee County S.O.	\$79,310.65	402PT
GA-2017-Glynn Coun-00146	HEAT Glynn County PD	\$54,225.99	402PT
Total All 402PT Funds		\$3,843,951.67	

Police Traffic Services – 405b M1.PT Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	HEAT Savannah-Chatham Co.
Project Number:	GA-2017-Savannah-C-00153
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:	\$249,975.73

Budget Summary

Police Traffic Services – 405b M1.PT Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-Savannah-C-00153	HEAT Savannah-Chatham Co.	\$249,975.73	402PT
Total All 405b M1.PT Funds		\$249,975.73	

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 decrease pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.

Effectiveness of Programs

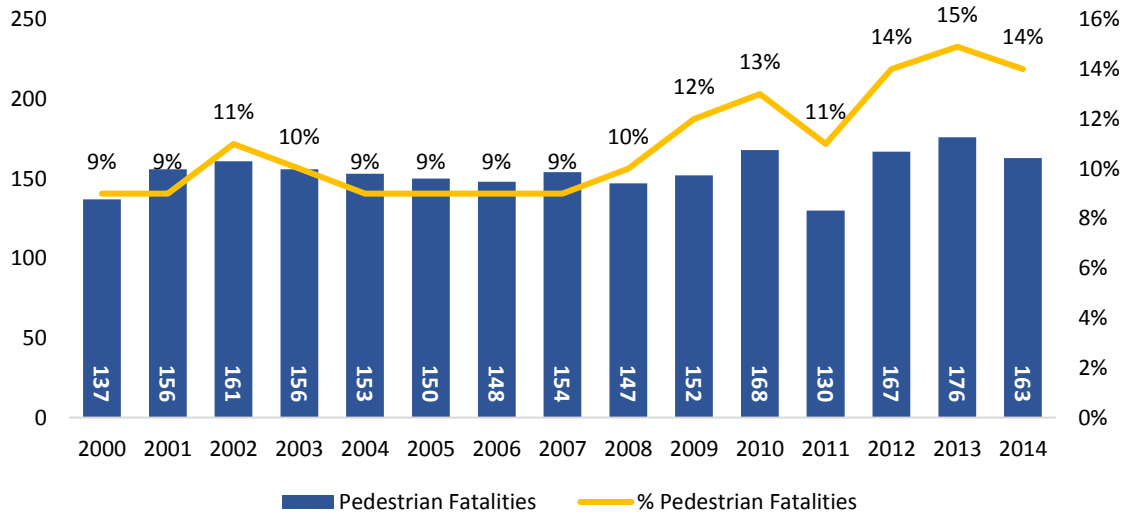
The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in Citations Reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Savannah Bikes, Bike Athens, Atlanta Bicycle Campaign, GDOT (CTW, Chapter 9: pages 8-31)

Problem Identification and Program Justification - Pedestrians

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.

Georgia Pedestrian Fatalities, 1994-2014



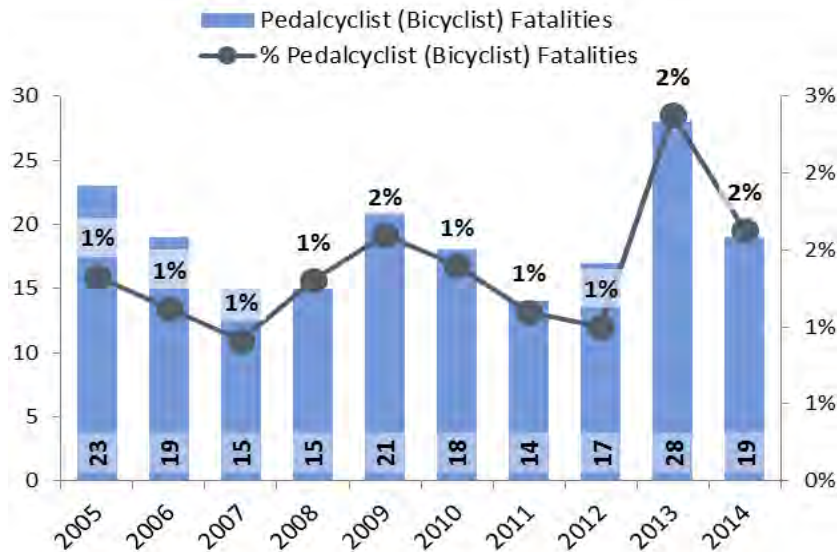
From 2008 through 2014, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2014, 163 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 14% of all motor vehicle fatalities in 2014, and the number of pedestrian fatalities DECREASED by 13 bodies (- 7.5%) 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. In 2013, there were a total of 28 bicycle-related deaths and in 2014 there were 19 bicycle-related deaths in Georgia – a 32% decrease. 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).

Georgia Pedalcyclist (Bicyclist) Fatalities, 1994-2014



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% of all crash fatalities in Georgia in 2013 and 2014. 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.

Target Population

The target population is pedestrians and bicyclists in Georgia.

FFY 2017 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 2017 Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-10: To decrease pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.
- C-11: To decrease bicyclist fatalities 14.3% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.

Strategies

1. Increase awareness of motorists and cyclists 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 safety through enforcement and training.
4. Provide funding to the Atlanta Bicycle Campaign 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 pedestrian and bicyclist safety programs to include: Georgia Bikes, Bike Athens, Savannah Bicycle Campaign and Share the Road Projects.
7. Based upon the qualifying criteria for the 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.	
Project Title:	2017 Bicycle Safety Campaign
Project Number:	GA-2017-Alpharetta-00099
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:	\$26,985.00
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Project Title:	City of Atlanta Bicycle Safety Program
Project Number:	GA-2017-Atlanta, C-00235
Project Description:	The City of Atlanta Bicycle Safety Program will focus on implementing enforcement and education strategies to reduce bicycle-related injuries and fatalities and raise awareness about bike share safety. Specifically, this grant will be used to hire a staff people to teach bike and bike share safety classes, create a 'three-foot' passing law enforcement program and launch a public marketing campaign about bicycle and bike share safety.
Budget:	\$71,680.00
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Project Title:	Brookhaven Police Pedestrian Safety Project: Encouraging Pedestrian Safety Through Education and Enforcement
Project Number:	GA-2017-Brookhaven-00219
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:	\$64,056.74
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Project Title:	Cobb County Pedestrian Safety Campaign
Project Number:	GA-2017-Cobb Count-00223
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:	\$59,350.00

Budget Summary

Pedestrian and Bicycle Safety – 402PS Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-Alpharetta-00099	2017 Bicycle Safety Campaign	\$26,985.00	402PS
GA-2017-Atlanta, C-00235	City of Atlanta Bicycle Safety Program	\$71,680.00	402PS
GA-2017-Brookhaven-00219	Brookhaven Police Pedestrian Safety Project: Encouraging Pedestrian Safety Through Education and Enforcement	\$64,056.74	402PS
GA-2017-Cobb Count-00223	Cobb County Pedestrian Safety Campaign	\$59,350.00	402PS
Total All 402PS Funds		\$222,071.74	

Pedestrian & Bicycle Safety – 405b M1.PS Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	Athens Area Bicycle Education Program
Project Number:	GA-2017-BikeAthens-00029
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
Project Title:	Bicycle Safety and Pedestrian Awareness
Project Number:	GA-2017-Fulton Cou-00242
Project Description:	In 2012 and 2015 Fulton County Sheriff's Office received funding for the Pedestrian Safety grant from the State of Georgia. The grant was a huge success. We were able to reach a lot of elementary schools. However, with over 58 elementary schools in Fulton we were not able to reach all 58 schools. The Fulton County Sheriff's Office is seeking funding to continue to educate elementary school aged children about pedestrian safety.
Budget:	\$9,371.00
Project Title:	Reducing Bicycle-related Injuries and Fatalities In Chatham County
Project Number:	GA-2017-Savannah B-00132
Project Description:	A bicycle safety project to build public awareness of road safety issues and educate bicyclists and drivers on best practices for safe vehicle operation.
Budget:	\$27,549.40

Budget Summary

Pedestrian and Bicycle Safety – 405b M1. PS Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-BikeAthens-00029	Athens Area Bicycle Education Program	\$46,539.80	405b M1.PS
GA-2017-Fulton Cou-00242	Bicycle Safety and Pedestrian Awareness	\$9,371.00	405b M1.PS
GA-2017-Savannah B-00132	Reducing Bicycle-related Injuries and Fatalities In Chatham County	\$27,549.40	405b M1.PS
Total All 405b M1.PS Funds		\$83,460.20	

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 the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Department of Public Health, Older Driver Initiative (CTW, Chapter 7: Pages 9-11).

Problem Identification and Program Justification

In 2014, Georgia experienced 1,164 roadway fatalities (Fatality Analysis Reporting System), 117,380 roadway injuries, and 378,458 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 (77 fatalities in 2014).

Year	2006	2007	2008	2009	2010	2011	2012	2013	2014
Traffic Fatalities	1,693	1,641	1,495	1,292	1,247	1,226	1,192	1,180	1,164
Fatality Rate	1.49	1.46	1.37	1.18	1.12	1.13	1.11	1.08	1.04

Crashes are the leading cause of death for people age 2-34 years and the largest contributor to spinal and head injuries. These crashes exact 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.

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.

From 2009-2012, Hispanics have accounted for approximately 3% of all vehicle-related deaths in the state of Georgia. 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 168 Spanish-speaking technicians which we will utilize in

the before mentioned communities. Additionally, the University of Georgia Traffic Injury Prevention Institute (GTIPI) will train approximately 6 new bilingual Child Passenger Safety Technicians for FY2017. The Child Occupant Safety Project Bilingual Program Consultant will work with these 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.

More than a quarter 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.

Target Population

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

FFY 2017 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 2017 Key Performance Measures

- -1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.

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. Will host one GOHS Highway Safety Conference and encourage all grantees to attend.

Community Traffic Safety Countermeasures – 402CP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	402 Community Traffic Safety
Project Number:	GA-2017-GAGOHS - G-00088
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:	\$562,100.00
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Project Title:	Mobile Truck Exhibit
Project Number:	GA-2017-Georgia Op-00040
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
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Project Title:	First Responder Railroad Safety Training
Project Number:	GA-2017-Georgia Op-00041
Project Description:	Conduct special First Responder training classes for law enforcement and emergency responders in Georgia about handling Train-Motor Vehicle crashes.
Budget:	\$8,040.00
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Project Title:	Older Driver Safety Program
Project Number:	GA-2017-Public Hea-00033
Project Description:	The Older Driver Safety Program works to identify and foster implementation of comprehensive, evidence-based strategies that balance the mobility and safety needs of older drivers other road users.
Budget:	\$197,409.59

Budget Summary

Community Traffic Safety Countermeasures – 402CP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00088	402 Community Traffic Safety	\$562,100.00	402CP
GA-2017-Georgia Op-00040	Mobile Truck Exhibit	\$22,844.00	402CP
GA-2017-Georgia Op-00041	First Responder Railroad Safety Training	\$8,040.00	402CP
GA-2017-Public Hea-00033	Older Driver Safety Program	\$197,409.59	402CP
Total All 402CP Funds		\$790,393.59	

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 2017 Performance Objective

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

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- C-6: To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.
- C-7: To decrease motorcyclist's fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.
- C-8: To decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.
- C-9: To decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.
- C-10: To decrease pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.
- C-11: To decrease bicyclist fatalities 14.3% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.

Strategies

1. 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.
2. 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 decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Department of Driver Services and Governor's Office of Highway Safety (CTW, Chapter 5: pages 15, 22-24)

Problem Identification and Program Justification

Motorcycles are an increasingly popular means of transportation. In 2015, there were 196,276 registered motorcycles in the state of Georgia. The number of registered motorcycles increased 6.1% from 2008 to 2014. However, percentage of motorcycle fatalities has remained fairly consistent during the same time period. In 2015, approximate 7 out of every 10,000 registered motorcyclists died – the same rate as in 2009. 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 2014, 12 percent (137 persons) of the people killed in motor vehicle crashes in Georgia were motorcycle drivers—an 18% INCREASE since the previous year. 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 2014, motorcycle fatalities have decreased 7% 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 2014, motorcyclists accounted for 15.3% of all traffic fatalities nationwide and 4.3% 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 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 2014, six percent (8 fatalities) of all 137 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 2008-2014

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

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

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 2014, 38 of the 137 (27%) motorcyclist's fatal crashes in Georgia involved alcohol from the rider

In 2014, Georgia has an alcohol reporting rate of 41% -- 41% of all drivers involved in fatal crashes were tested for alcohol consumption with recorded BAC. In Georgia, 1622 drivers were involved in fatal crashes, and 668 drivers were tested. The highest alcohol testing occurred among the fatally injured (61%), followed by Non-Incapacitating Evident Injured drivers (22%).

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
2010	Georgia	880	190	806	501	1,686	691
	US	23,527	7,927	21,072	16,405	44,599	24,332
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

Source: FARS 2010-2014

According to a study conducted by the Pacific Institute for Research and Evaluation (PIRE), the percent of riders dying with low BAC levels is almost twice that of drivers of passenger vehicles.

Target Population

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

FFY 2017 Performance Objectives

- Objective 1: To decrease the total number of motorcycle crashes.
- Objective 2: To decrease motorcyclist's fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- C-7: To decrease motorcyclist's fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.
- C-8: To decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

Strategies

To help achieve these targets, the communication efforts will focus primarily on those areas where the majority of serious motorcycle crashes occur, in the major metropolitan area of Georgia. These metropolitan areas include: Atlanta, Gainesville, Augusta, Savannah, Columbus, Athens, and Albany where a majority of the fatalities occurred in 2014. 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 and motorcyclists 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 top 10 counties where motorcycle fatalities occur.
- 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 10 counties where motorcycle fatalities occur.
- 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.	
Project Title:	405 (f) Motorcycle Safety
Project Number:	GA-2017-GAGOHS - G-00081
Project Description:	Statewide Motorist Safety Awareness Program focusing on motorcyclists.
Budget:	\$25,000.00
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Project Title:	Motorcycle Safety
Project Number:	GA-2017-Driver Ser-00013
Project Description:	Statewide Motorcycle Safety Awareness Outreach Program focusing on Motorist Awareness using the “Share the Road” message.
Budget:	\$97,730.32

Budget Summary

Motorcycle Programs – 405f M9X Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00081	405 (f) Motorcycle Safety	\$25,000.00	405f M9X
GA-2017-Driver Ser-00013	Motorcycle Safety	\$97,730.32	405f M9X
Total All 405f M9X Funds		\$122,730.32	

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 2017. Those campaigns include year-round messaging for Georgia driver safety.

Effectiveness of Programs

The National Highway Traffic Safety Administration (NHTSA) has proven the effectiveness of the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

High Visibility Enforcement:

- Impaired Driving (CTW, Chapter 1: pages 19-21, 44)
- Occupant Protection (CTW, Chapter 2: pages 16, 22-23, 28)
- Aggressive Driving and Speeding (CTW, Chapter 3: pages 16, 27)
- Motorcycle Safety (CTW, Chapter 5: page 24)

Problem Identification and Program Justification

IMPAIRED DRIVING: Drive Sober or Get Pulled Over

In 2014, the State of Georgia suffered 1,164 fatalities in motor vehicle crashes. Impaired driving killed 278 persons in those crashes. Alcohol related fatal crashes accounted for 24% of all fatal crashes in Georgia in 2014. 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 2016 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 percent (70%) 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 97.3%, 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 18% 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-promotion 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 2014, 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 decrease motorcyclist’s fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.

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 and motorcyclists in Georgia’s secondary audience with a motorcycle safety and awareness message. Simultaneously, GOHS is targeting motorists with a Share the Road, Motorcycle Safety Awareness campaign in those jurisdictions where the incidences of impaired motorcycle crashes are the highest. When available, funds will also be allocated to out of home advertising such as billboards.

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.

Target Population - Georgia’s Secondary Audience

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 2017 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 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.
- C-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.
- C-6: To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.
- C-7: To decrease motorcyclist’s fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.
- C-8: To decrease un-helmeted motorcyclist’s fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

- C-9: To decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.
- C-10: To decrease pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.
- C-11: To decrease bicyclist fatalities 14.3% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.
- B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

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 Affairs

The Governor's Office of Highway Safety GOHS employs a full-time Communications Manager and a full-time Communication Specialists. Both have a deep background in media and the law enforcement community. The Public Affairs section 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 and Twitter.

GOHS' media buyer of record is the InterConnect Group. The Public Affairs team 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 the college football game between the University of Georgia and University of Florida; and the annual NASCAR race at Atlanta Motor Speedway.

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 just are not 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-along 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 and motorcyclists in Georgia’s secondary audience with a motorcycle safety and awareness message.
- To target motorcyclists with safe and sober cycling messages in jurisdictions where incidences of impaired motorcycle crashes are the highest.
- 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.

GOHS will conduct a minimum of five Paid Media initiatives during 2016-2017, to include:

- The “Click it or Ticket” (CIOT) Thanksgiving 2016 Campaign
- The “Operation Zero Tolerance” (OZT) Christmas-New Year 2016/2017 Campaign “Drive Sober or Get Pulled Over”
- The “Click it or Ticket” (CIOT) Memorial Day 2017 Campaign
- The “Operation Zero Tolerance” (OZT) Independence Day 2017 Campaign
- The “Operation Zero Tolerance” (OZT) Labor Day 2017 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.	
Project Title:	402 Paid Media
Project Number:	GA-2017-GAGOHS - G-00109
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-2017-GAGOHS - G-00109	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 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 the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Governor’s Office of Highway Safety, Communication and Outreach on Distracted Driving (CTW, Chapter 4: page 18)

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 all manners of ways drivers can become distracted. 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 2010-2014 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.

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%

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 2017 Performance Objectives

Objective: 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.

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.

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 M8X Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	405e Distracted Driving
Project Number:	GA-2017-GAGOHS - G-00140
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:	\$683,000.00
<hr/>	
Project Title:	UGA-GTIPI Distracted Driving and Traffic Safety Education
Project Number:	GA-2017-Georgia, U-00026
Project Description:	GTIPI is a primary resource for statewide distracted driving and traffic safety education, training, publications and consultation for teen and adult drivers.
Budget:	\$440,609.64

Budget Summary

Distracted Driving Countermeasures – 405e M8X Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2017-GAGOHS - G-00140	405e Distracted Driving	\$683,000.00	405e M8X
GA-2017-Georgia, U-00026	UGA-GTIPI Distracted Driving and Traffic Safety Education	\$440,609.64	405e M8X
Total All 405e M8X Funds		\$1,123,609.64	

Other Funded Projects - Driver's Education

The Georgia Driver's Education Commission provides 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 accepted applications from one strategic partner, the Technical College System of Georgia, for delivery of the driver's education scholarship program. The remaining projects will be managed by the Georgia Driver's Education Commission through an in-house grant. During fiscal year 2017, the Georgia Driver's Education Commission will award scholarships to students and allow the student to choose the driver's education provider from a list of authorized driving schools including technical colleges and private driving schools. The funding for this project is provided by a 1.5% surcharge on all traffic citations issued in the State of Georgia.

State Funds – Driver's Education Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	GDEC In House 2017
Project Number:	DE-2017-GAGOHS - G-00026
Project Description:	Georgia Driver's Education Commission 2017 In House Grant
Budget:	\$2,798,895.00
<hr/>	
Project Title:	Technical College System of Georgia Driver's Education & Training Program
Project Number:	DE-2017-Technical -00035
Project Description:	To provide driver's education and driver training to young Georgians by delivering a 30/6 driver training program.
Budget:	\$89,997.40

Budget Summary

Project Number	Project Title	Budget Amount
DE-2017-GAGOHS - G-00026	GDEC In House 2017	\$2,798,895.00
DE-2017-Technical -00035	Technical College System of Georgia Driver's Education & Training Program	\$89,997.40
Total All Driver's Ed Funds		\$2,888,892.40

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.	
Project Title:	Share the Road in-house grant
Project Number:	GA-2017-GAGOHS - G-00078
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
<hr/>	
Project Title:	Atlanta Bicycle Safety
Project Number:	GA-2017-Atlanta Bi-00092
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:	\$72,046.51
<hr/>	
Project Title:	Promoting Safe Bicycling in GA
Project Number:	GA-2017-Georgia Bi-00022
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:	\$71,480.63

Budget Summary

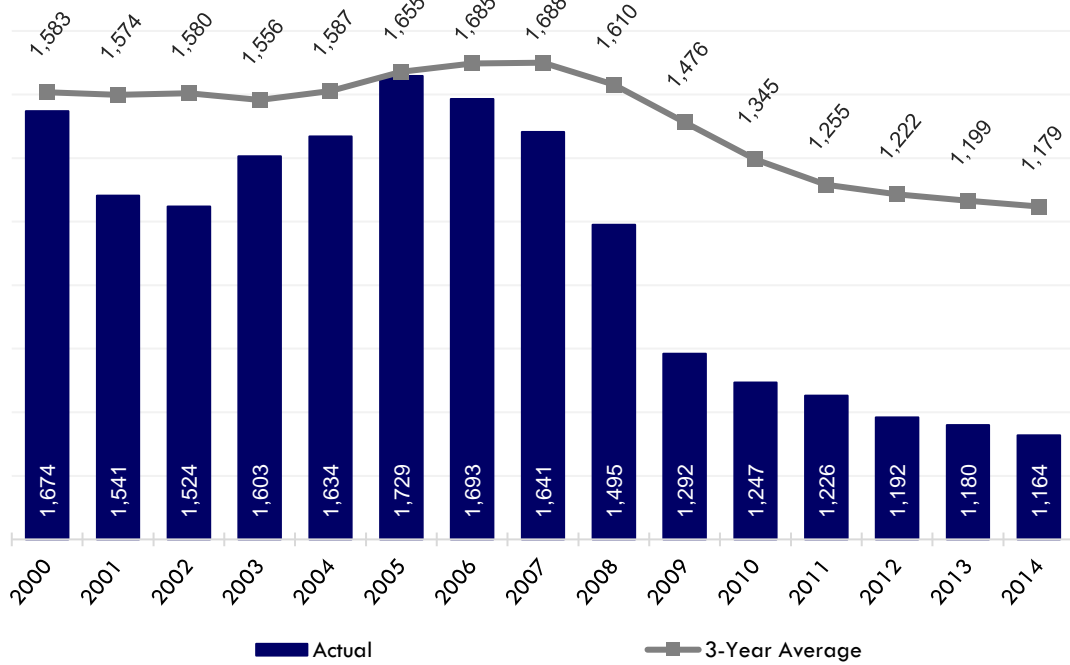
Project Number	Project Title	Budget Amount
GA-2017-GAGOHS - G-00078	Share the Road in-house grant	\$20,000.00
GA-2017-Georgia Bi-00022	Promoting Safe Bicycling in GA	\$71,480.63
GA-2017-Atlanta Bi-00092	Atlanta Bicycle Safety	\$72,046.51
Total All Share the Road Funds		\$163,527.14

SECTION 4: PERFORMANCE REPORT

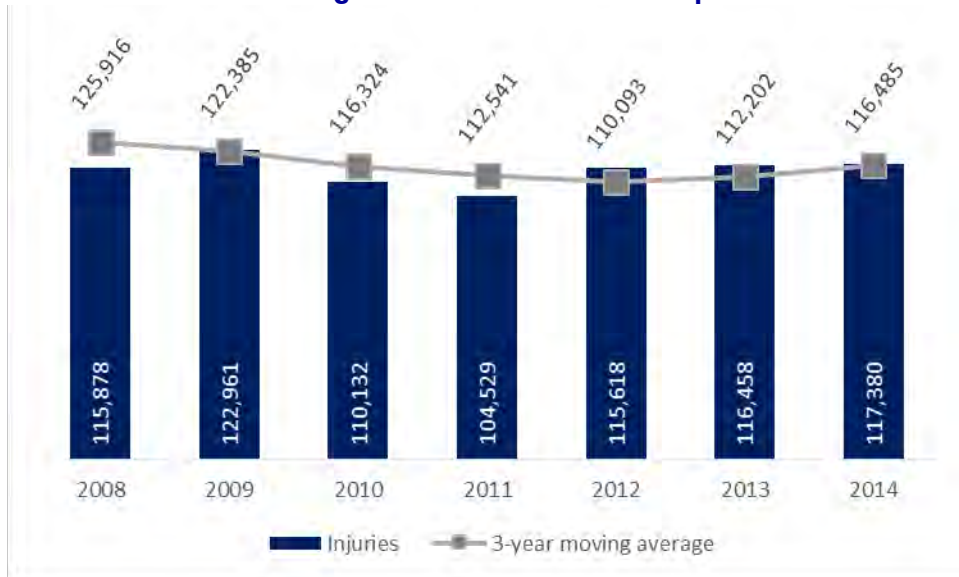


Core Outcome Measures /Trends

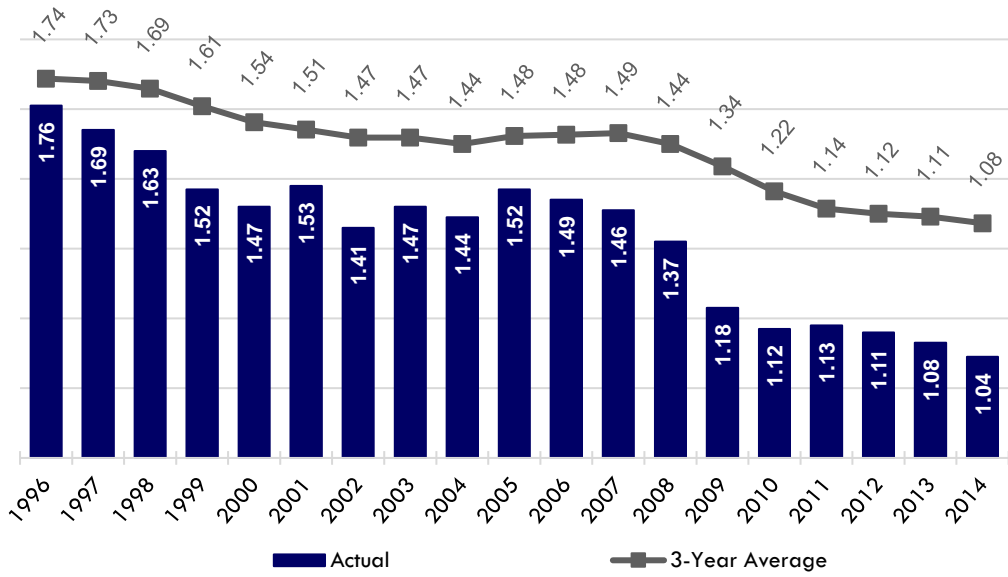
Core Measure 1: Georgia Total Traffic Fatalities: 2000-2014



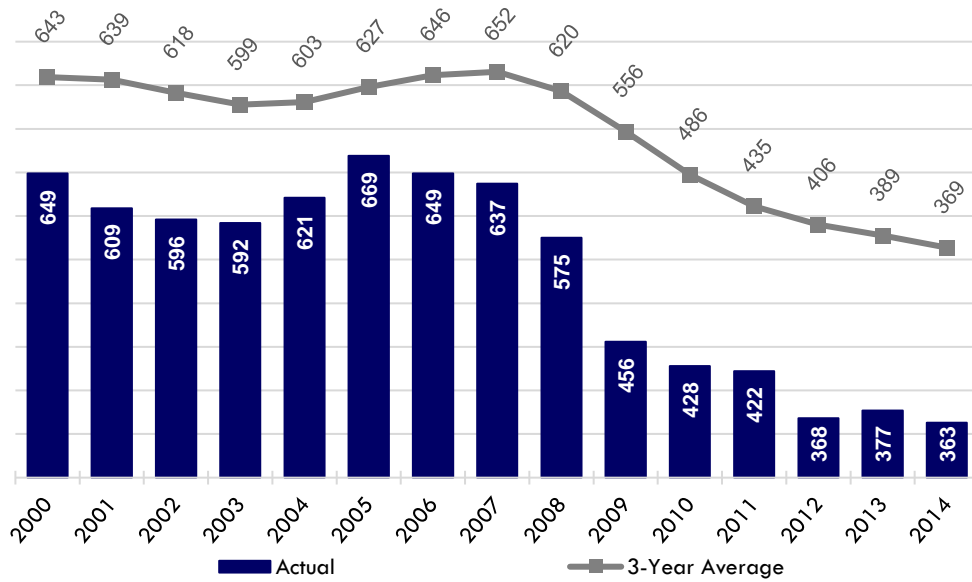
Core Measure 2: Georgia Motor Vehicle Traffic Injuries: 2008-2014



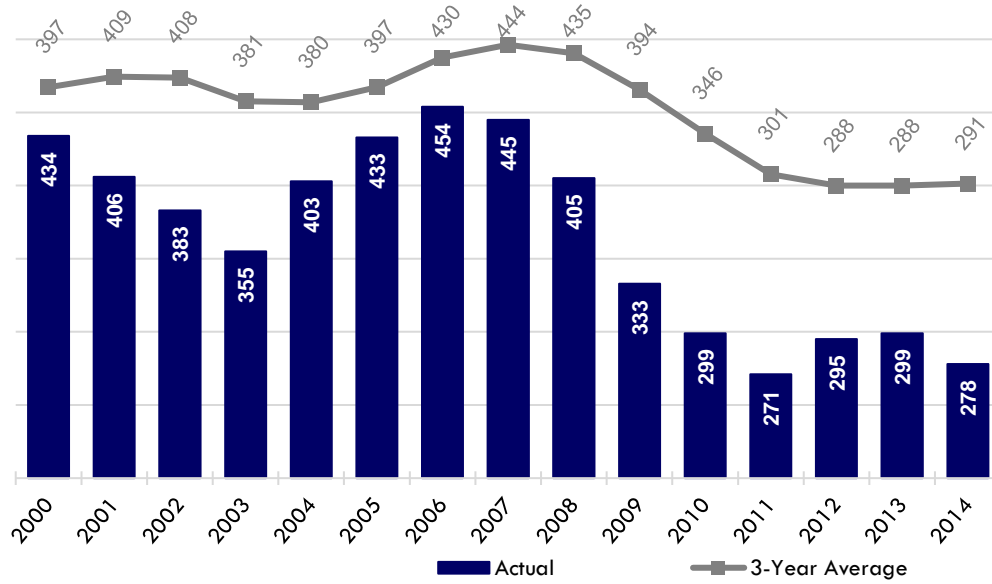
Core Measure 3: Georgia Fatalities Per 100 Million Vehicle Miles Driven: 1996-2014



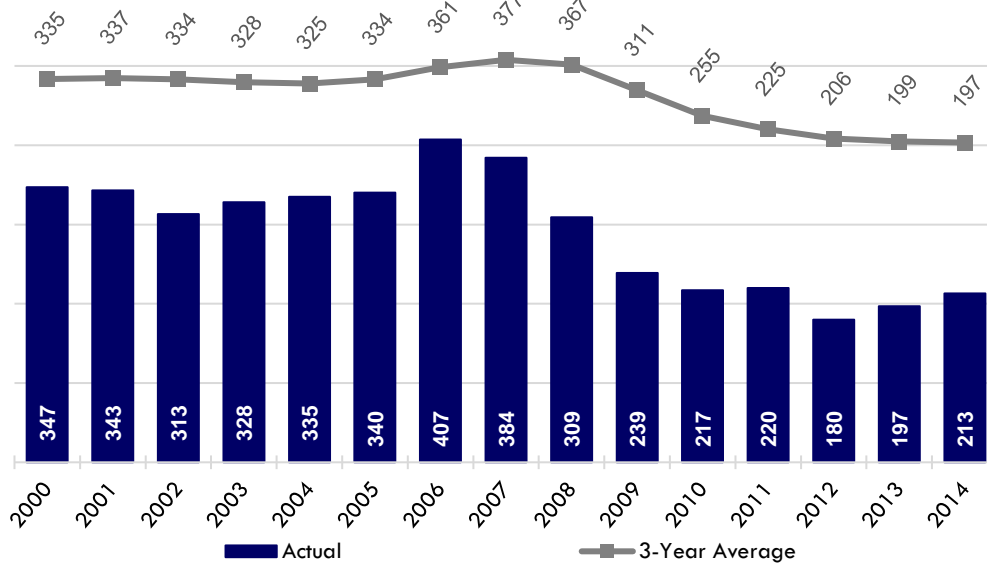
Core Measure 4: Georgia Unrestrained Fatalities: 1996-2014



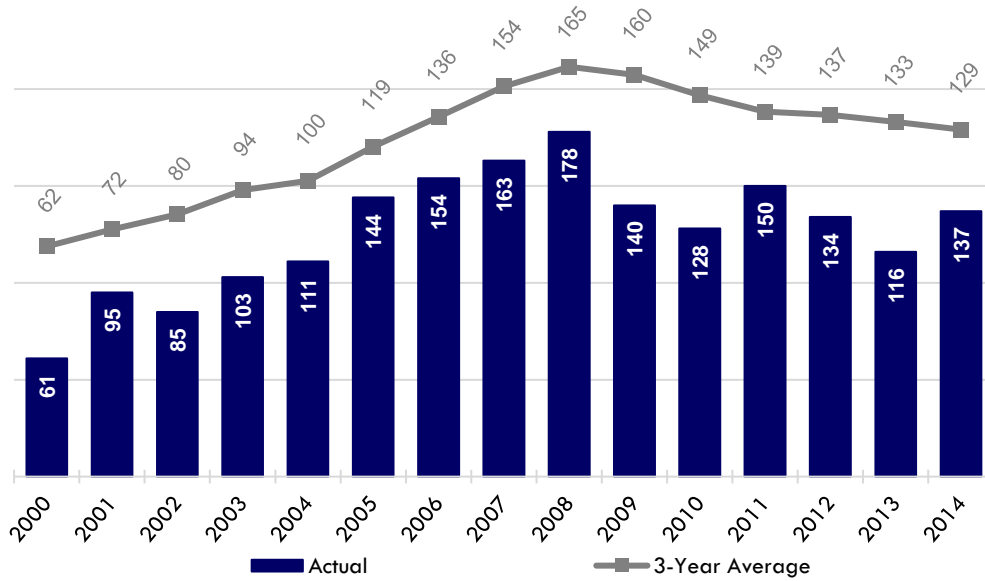
Core Measure 5: Georgia Alcohol-Related Fatalities: 2000-2014



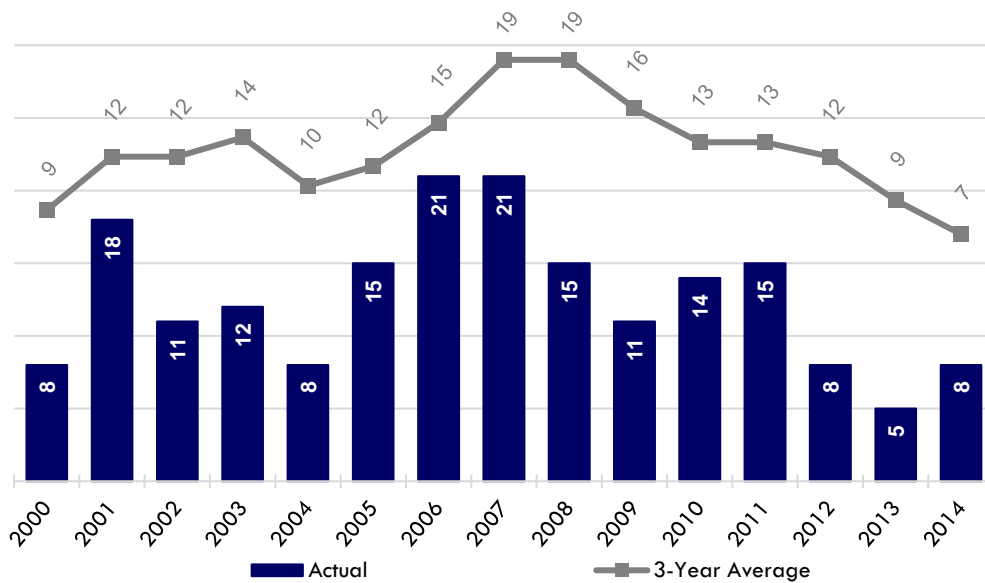
Core Measure 6: Georgia Speed-Related Fatalities: 2000-2014



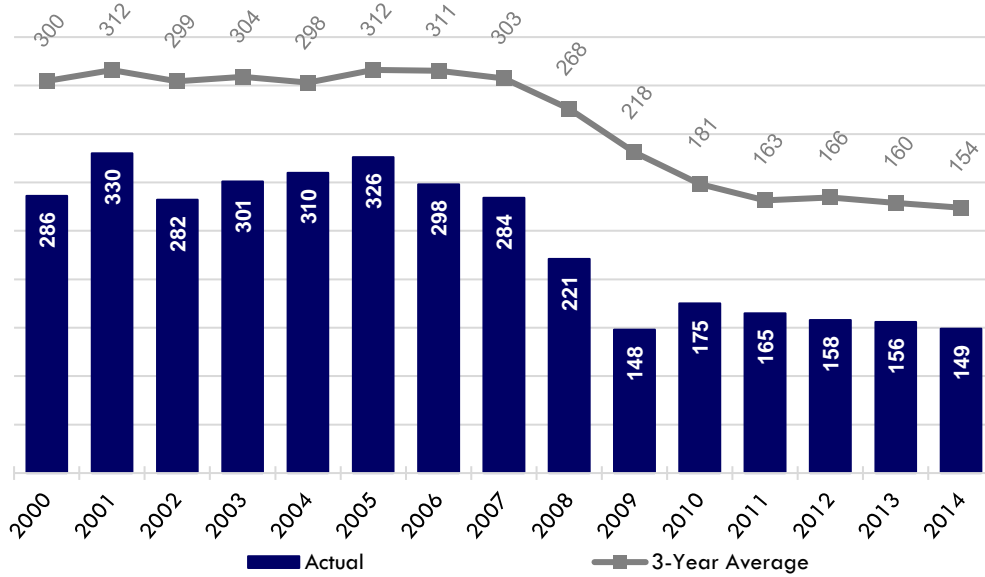
Core Measure 7: Georgia Motorcyclist Fatalities: 2000-2014



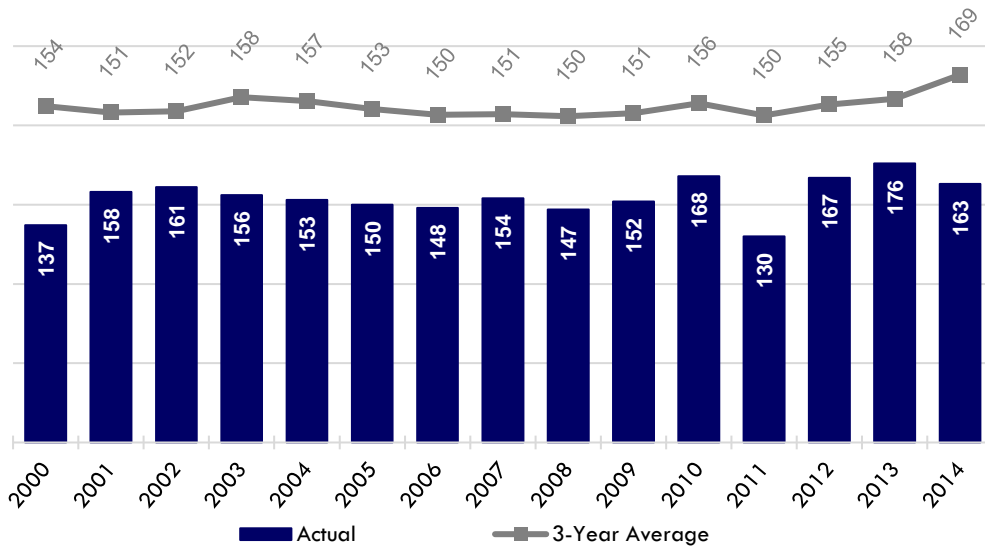
Core Measure 8: Georgia Un-Helmeted Motorcyclist Fatalities: 2000-2014



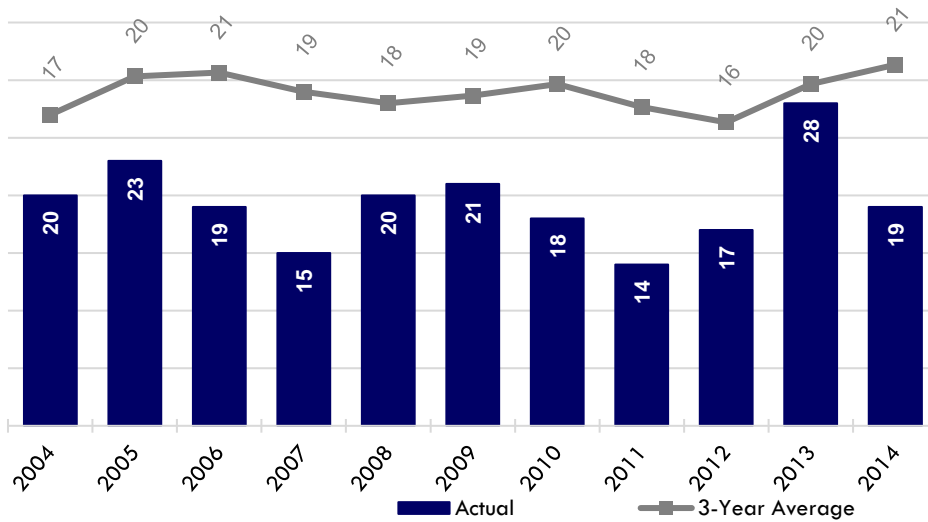
Core Measure 9: Georgia Drivers Under Age 21 Involved in Fatal Crashes: 2000-2014



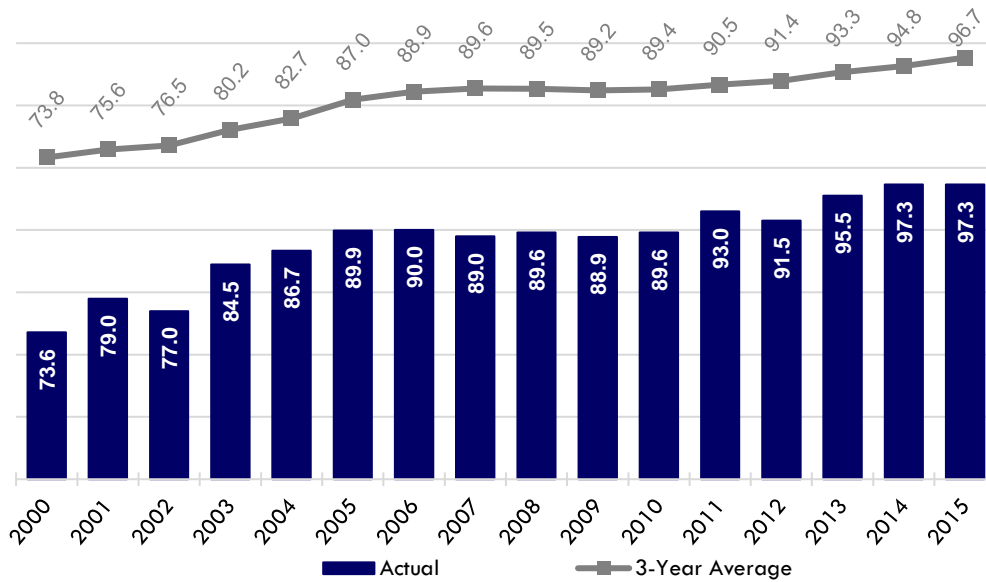
Core Measure 10: Georgia Pedestrian Fatalities: 2000-2014



Core Measure 11: Georgia Bicyclist Fatalities: 2000-2014



Behavioral Measure 1: Georgia Observed Safety Belt Use: 2000-2015



Performance Targets[†] and Trends[‡]

Core Measure 1: Georgia Total Traffic Fatalities

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Progress	Progress	Met	--
Baseline (Value, Year)	1,493 (2008)	1,495 (2008)	1,284 (2009)	1,244 (2010)	1,223 (2011)	1,222 (2010-2012)
HSP Target	1,418	1,400	1,122	1,142	1,169	1,111
Actual	1,247	1,226	1,192	1,180	1,164	<i>data not available</i>

Core Measure 2: Georgia Motor Vehicle Traffic Injuries

Performance Measure[§] Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Regress	Regress	Regress	--
Baseline (Value, Year)	115,737 (2008)	115,737 (2008)	109,685 (2009)	115,737 (2010)	115,116 (2011)	115,116 (2012)
HSP Target	114,580	107,000	105,326	114,580	112,256	112,256
Actual	110,132	104,529	115,618	116,458	117,380	<i>data not available</i>

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

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Met	Progress	Met	--
Baseline (Value, Year)	1.46 (2007)	1.37 (2008)	1.18 (2009)	1.11 (2010)	1.09 (2011)	1.11 (2010-2012)
HSP Target	1.40	1.16	1.11	1.05	1.07	1.07
Actual	1.12	1.13	1.11	1.08	1.04	<i>data not available</i>

[†] Some numbers reported in this FFY 2017 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.

Core Measure 4: Georgia Unrestrained Fatalities: 1996-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Met	Met	Met	--
Baseline (Value, Year)	578 (2008)	578 (2008)	454 (2009)	427 (2010)	421 (2011)	406 (2010-2012)
HSP Target	550	491	410	389	402	314
Actual	428	422	368	377	363	<i>data not available</i>

Core Measure 5: Georgia Alcohol-Related Fatalities: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Met	Regress	Regress	--
Baseline (Value, Year)	416 (2008)	416 (2008)	331 (2009)	298 (2010)	277 (2011)	290 (2010-2012)
HSP Target	396	360	299	268	234	276
Actual	299	271	295	299	278	<i>data not available</i>

Core Measure 6: Georgia Speed-Related Fatalities: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Met	Progress	Met	--
Baseline (Value, Year)	309 (2008)	309 (2008)	238 (2009)	217 (2010)	220 (2011)	206 (2010-2012)
HSP Target	303	300	215	183	217	145
Actual	217	220	180	197	213	<i>data not available</i>

Core Measure 7: Georgia Motorcyclist Fatalities: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Progress	Met	Met	--
Baseline (Value, Year)	177 (2008)	177 (2008)	140 (2009)	127 (2010)	149 (2011)	136 (2010-2012)
HSP Target	172	160	126	125	140	135
Actual	128	150	134	116	137	<i>data not available</i>

Core Measure 8: Georgia Un-Helmeted Motorcyclist Fatalities: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	No Change	Regress	Met	Met	Met	--
Baseline (Value, Year)	14 (2008)	14 (2008)	11 (2009)	14 (2010)	15 (2011)	8 (2012)
HSP Target	10	12	10	13	14	7
Actual	14	15	8	5	8	<i>data not available</i>

Core Measure 9: Georgia Drivers Under Age 21 Involved in Fatal Crashes: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Met	Met	Regress	Progress	Met	--
Baseline (Value, Year)	221 (2008)	221 (2008)	148 (2009)	175 (2010)	165 (2011)	166 (2010-2012)
HSP Target	199	177	134	143	152	162
Actual	175	165	158	156	149	<i>data not available</i>

Core Measure 10: Georgia Pedestrian Fatalities: 2000-2014

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Regress	Met	Regress	Regress	Regress	--
Baseline (Value, Year)	146 (2008)	146 (2008)	150 (2009)	168 (2010)	130 (2011)	166 (2012)
HSP Target	139	144	141	167	129	166
Actual	168	130	167	176	163	<i>data not available</i>

Core Measure 11: Georgia Bicyclist Fatalities: 2000-2015

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	Measure not tracked	Measure not tracked	Measure not tracked	Measure not tracked	Measure not tracked	--
Baseline (Value, Year)	--	--	--	--	--	16 (2010-2012)
HSP Target	--	--	--	--	--	14
Actual	18	14	17	28	19	<i>data not available</i>

Behavioral Measure 1: Georgia Observed Safety Belt Use: 2000-2015

Performance Measure Outcome Status: 2010 – 2015

	2010	2011	2012	2013	2014	2015
Outcome Status	No Change	Met	Progress	Met	Met	--
Baseline (Value, Year)	89.6 (2008)	88.9 (2008)	89.6 (2009)	89.6 (2010)	91.5 (2011)	91.5 (2012)
HSP Target	91.0	90.1	91.6	90.1	92.0	96.0
Actual	89.6	93.0	91.5	95.5	97.3	<i>data not available</i>

Crash Summary

While complete traffic safety data are difficult to obtain for one or even two years after the end of any given year, GOHS uses the timeliest sources available to evaluate its effectiveness. For this report, data from the daily fatality reports 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, there were 1,164 traffic fatalities in Georgia in CY 2014, a 1.3% decrease from 1,180 in CY 2013 and an 6.7% drop over the last five years. The reduction in 2014 total deaths marks the ninth straight year of decreasing fatalities in Georgia and the lowest level since 1982. According to GDOT, injuries on Georgia roads rose .7% from 2013 to 2014 with total injuries increasing 5.8% over the last five years.

According to local data from GDOT, 2014 unrestrained fatalities on Georgia roads have decreased by 15.1% over the last five years. Alcohol-impaired driving fatalities fell 7% in CY2014 from CY2013 and have fallen 7% over the previous five years. In Georgia, 23.8% of all fatalities were alcohol-impaired in 2014, which is below the US percentage of 30% for 2014. In 2014, speed-related fatalities increased 8.1% to 213 from 197 in 2013; however, speed-related fatalities have decreased 1.8% over the previous five years. According to preliminary state data, motorcyclist fatalities increased 18.1% between 2013 and 2014 and 7% over the last five years. Un-helmeted motorcyclist fatalities increased 60% from 2013 to 2014 but has fallen 42.8% over the last five years.

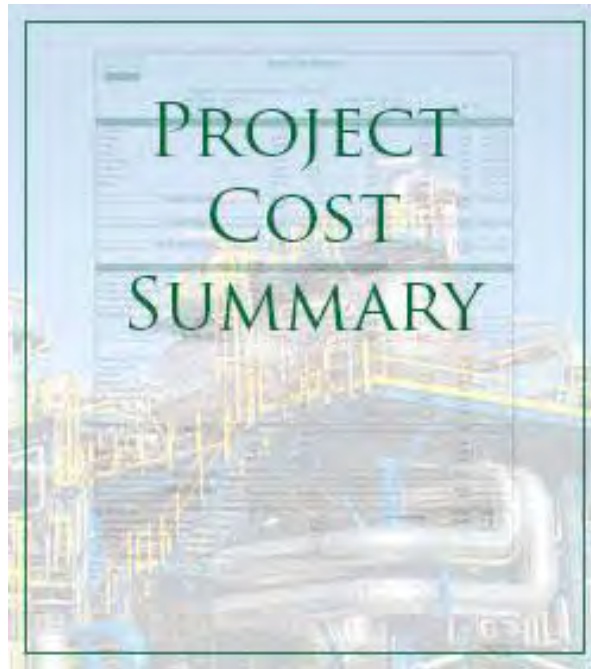
The number of Georgia drivers under the age of 21 involved in fatal crashes decreased slightly in 2014 to 149 from 156 in 2013. Over the previous five years, the number of young drivers involved in fatal crashes decreased 14.8%, the result of previous laws implementation which is now being realized and GOHS' programmatic efforts. However, the recent reversal of this trend is likely attributable to emerging traffic safety hazards that impact young drivers such as distracted driving. Pedestrian fatalities decreased in Georgia from 176 in 2013 to 163 in 2014, a 7.3% decrease, and an 2.9% decrease over the last five years. Bicyclist fatalities show a decrease of 32% from 28 in 2013 to 19 in 2014.

Citation Data

Core Activity Measures / Trends	Baseline Data FFY 2009-FFY 2015						
	FFY2009	FFY2010	FFY2011	FFY2012	FFY2013	FFY2014	FFY2015
Safety Belt Citations	186,416	199,347	193,727	190,042	189,535	189,032	221,429
Safety Belt Citations Trend	186,416	192,882	196,537	191,885	189,789	189,284	205,231
Impaired Driving Arrests	52,270	52,775	51,165	48,270	51,022	53,246	48,098
Impaired Driving Arrests Trend	52,270	52,523	51,970	49,718	49,646	52,134	50,672
Speeding Citations	661,908	631,643	595,387	641,849	669,845	760,180	658,973
Speeding Citations Trend	661,908	646,776	613,515	618,618	655,847	715,013	709,577

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



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NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-GA-01-08	COHS	\$ 0.00	\$592,500.00	\$ 0.00	\$592,500.00	\$592,500.00	\$ 0.00
	Total		\$ 0.00	\$592,500.00	\$ 0.00	\$592,500.00	\$592,500.00	\$ 0.00
Alcohol								
	AL-2017-GA-01-45	EDHS	\$ 0.00	\$ 0.00	\$ 0.00	\$273,300.00	\$273,300.00	\$ 0.00
	Alcohol Total		\$ 0.00	\$ 0.00	\$ 0.00	\$273,300.00	\$273,300.00	\$ 0.00
Occupant Protection								
	OP-2017-GA-00-35	ATLANTA FIRE RESCUE DEPARTMENT, CITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$230,698.52	\$230,698.52	\$ 0.00
	OP-2017-GA-00-19	PUBLIC HEALTH, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$476,602.65	\$176,802.65	\$ 0.00
	OP-2017-GA-00-74	GEORGIA UNIVERSITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$379,139.14	\$379,139.14	\$ 0.00
	OP-2017-GA-00-87	COHS	\$ 0.00	\$ 0.00	\$ 0.00	\$175,900.00	\$175,900.00	\$ 0.00
	OP-2017-GA-02-06	CAMDEN COUNTY SO	\$ 0.00	\$ 0.00	\$ 0.00	\$20,300.00	\$20,300.00	\$ 0.00
	Occupant Protection Total		\$ 0.00	\$ 0.00	\$ 0.00	\$1,206,540.31	\$1,206,540.31	\$256,698.52
Pedestrian/Bicycle Safety								
	PS-2017-GA-03-99	ALPHARETTA DEPT OF PUBLIC SAFETY	\$ 0.00	\$ 0.00	\$ 0.00	\$20,983.00	\$20,983.00	\$ 0.00
	PS-2017-GA-02-19	BROOKLYN POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$64,076.74	\$64,076.74	\$ 0.00
	PS-2017-GA-02-23	COBB COUNTY DOT	\$ 0.00	\$ 0.00	\$ 0.00	\$59,352.00	\$59,352.00	\$ 0.00
	PS-2017-GA-02-46	ATLANTA, CITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$77,080.00	\$77,080.00	\$ 0.00
	Pedestrian/Bicycle Safety Total		\$ 0.00	\$ 0.00	\$ 0.00	\$222,071.74	\$222,071.74	\$222,071.74
Police Traffic Services								
	PT-2017-GA-00-08	PUBLIC SAFETY, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$947,208.84	\$947,208.84	\$ 0.00
	PT-2017-GA-00-11	DODDAS POLICE DEPARTMENT, CITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$79,310.63	\$79,310.63	\$ 0.00

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	PT-2017-GA-00-17	DOUGLAS COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$4,481.16	\$4,481.16	\$64,463.18
	PT-2017-GA-00-20	HENRY CO POLY/HENRY CO SOC	\$400	\$300	\$00	\$50,911.34	\$50,911.34	\$60,911.34
	PT-2017-GA-00-23	DEKALB COUNTY POLICE DEPARTMENT	\$400	\$300	\$00	\$39,707.81	\$39,707.81	\$68,707.83
	PT-2017-GA-00-31	MARLBETTA POLICE DEPARTMENT	\$400	\$300	\$00	\$55,533.06	\$55,533.06	\$55,533.06
	PT-2017-GA-00-70	GLIENS PI	\$400	\$300	\$00	\$95,795.24	\$95,795.20	\$00
	PT-2017-GA-20-71	HOLISTON COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$155,002.21	\$155,002.21	\$155,002.21
	PT-2017-GA-20-74	WILCOX COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2017-GA-20-88	HABERSHAM COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$52,072.20	\$52,072.20	\$52,072.20
	PT-2017-GA-20-08	LOWMEDES COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$126,010.79	\$126,010.79	\$126,010.79
	PT-2017-GA-21-04	BIER COUNTY GOVERNMENT	\$400	\$300	\$00	\$53,753.29	\$53,753.29	\$53,753.29
	PT-2017-GA-21-24	ATHENS-CLARKE COUNTY POLICE DEPT	\$400	\$300	\$00	\$117,422.19	\$117,422.19	\$117,422.19
	PT-2017-GA-21-59	RICHMOND COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$82,702.97	\$82,702.97	\$82,702.97
	PT-2017-GA-21-42	NEWIDN CO SD	\$400	\$300	\$00	\$252,000.00	\$252,000.00	\$252,000.00
	PT-2017-GA-21-44	FALL COUNTY SD	\$400	\$300	\$00	\$245,694.35	\$245,694.35	\$245,694.35
	PT-2017-GA-21-45	GIYVA CO POLICE DEPT	\$400	\$300	\$00	\$51,225.99	\$51,225.99	\$51,225.99
	PT-2017-GA-21-50	HARLOW COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$123,661.78	\$123,661.78	\$123,661.78
	PT-2017-GA-21-60	DOUGLAS COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$51,225.99	\$51,225.99	\$51,225.99
	PT-2017-TT-00-22	BARROW COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$19,996.00	\$19,996.00	\$19,996.00
	PT-2017-TT-00-23	WYONK POLICE DEPARTMENT	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2017-TT-00-28	MILLERGETTLE POLICE DEPARTMENT	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2017-TE-00-10	DOUGLAS COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2017-TE-00-12	LOWMEDES COUNTY SHERIFFS OFFICE	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2017-TE-00-17	DUBLIN POLICE DEPARTMENT	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2017-TE-00-18	HAZLEBURG POLICE DEPARTMENT	\$400	\$300	\$00	\$20,000.00	\$20,000.00	\$20,000.00

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	FT-2017-TE-00-20	EFFINGHAM COUNTY SHERIFFS OFFICE	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-24	ZULULON POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-25	DEHRIST POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-28	PEACHTREE CITY POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-29	ROSE POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-32	BUTLER, CITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-34	CLYMER COUNTY SHERIFFS OFFICE	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-35	RICHMOND COUNTY SHERIFFS OFFICE	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
	FT-2017-TE-00-35	EARLY COUNTY SHERIFFS OFFICE	\$ 0.00	\$ 0.00	\$ 0.00	\$20,000.00	\$20,000.00	\$20,000.00
		Police Traffic Services Total	\$ 0.00	\$ 0.00	\$ 0.00	\$2,843,971.67	\$2,843,971.67	\$2,878,676.47
		Community Traffic Safety Project						
	CP-2017-GA-00-13	PUBLIC HEALTH, GEORGIA, DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$79,400.50	\$79,400.50	\$ 0.00
	CP-2017-GA-00-40	GEORGIA OPERATION LIFESAVER, INC.	\$ 0.00	\$ 0.00	\$ 0.00	\$22,844.00	\$22,844.00	\$22,844.00
	CP-2017-GA-00-41	GEORGIA OPERATION LIFESAVER, INC.	\$ 0.00	\$ 0.00	\$ 0.00	\$8,040.50	\$8,040.50	\$8,040.50
	CP-2017-GA-00-88	SOUS CP	\$ 0.00	\$ 0.00	\$ 0.00	\$562,100.00	\$562,100.00	\$ 0.00
		Community Traffic Safety Project Total	\$ 0.00	\$ 0.00	\$ 0.00	\$790,385.50	\$790,385.50	\$30,884.00
		Spend Management						
	SC-2017-GA-00-25	PUBLIC SAFETY TRAINING CENTER, GEORGIA	\$ 0.00	\$ 0.00	\$ 0.00	\$39,912.49	\$39,912.49	\$ 0.00
		Spend Management Total	\$ 0.00	\$ 0.00	\$ 0.00	\$39,912.49	\$39,912.49	\$ 0.00
		Paid Advertising						
	PH-2017-GA-01-09	GDHS PA	\$ 0.00	\$ 0.00	\$ 0.00	\$180,000.00	\$180,000.00	\$ 0.00
		Paid Advertising Total	\$ 0.00	\$ 0.00	\$ 0.00	\$180,000.00	\$180,000.00	\$ 0.00
		Teen Safety Program						
	TSP-2017-GA-00-97	CLAYTON COUNTY PUBLIC SCHOOLS	\$ 0.00	\$ 0.00	\$ 0.00	\$80,500.00	\$80,500.00	\$80,500.00

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	TSP-2017-GA-31-38	HILTON COUNTY SCHOOL SYSTEM	5,00	1,00	1,00	\$67,500.00	\$67,500.00	\$67,500.00
	TSP-2017-GA-31-35	CILBERTEN AND BARRETT RESEARCH	5,00	1,00	1,00	\$380,000.00	\$380,000.00	\$380,000.00
	TSP-2017-GA-31-71	SHEPHERD CENTER	5,00	1,00	1,00	\$171,300.00	\$171,000.00	\$171,000.00
	TSP-2017-GA-03-01	GOHLS TSP	5,00	1,00	1,00	\$10,500.00	\$10,000.00	1,00
	TSP-2017-SA-00-05	SOUTH LITNEMAN HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-08	LAMAR COUNTY SCHOOL SYSTEM	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-09	LEHIGH WASHINGTON CAREER HIGH SCHOOL	5,00	1,00	1,00	\$6,000.00	\$6,000.00	\$6,000.00
	TSP-2017-SA-00-11	EARLY COLLEGE ACADEMY	5,00	1,00	1,00	\$0,200.00	\$0,200.00	\$0,200.00
	TSP-2017-SA-00-14	KENDRICK HIGH SCHOOL	5,00	1,00	1,00	\$6,000.00	\$6,000.00	\$6,000.00
	TSP-2017-SA-00-17	PERDUE HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-19	GRAVSON HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-22	WOODSTOCK HIGH SCHOOL	5,00	1,00	1,00	\$6,000.00	\$6,000.00	\$6,000.00
	TSP-2017-SA-00-23	HARDWAY HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-26	BALDWIN HIGH SCHOOL	5,00	1,00	1,00	\$6,999.98	\$6,999.98	\$6,999.98
	TSP-2017-SA-00-25	SWANG HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-SA-00-29	TOWNS COUNTY SCHOOLS	5,00	1,00	1,00	\$6,479.30	\$6,479.30	\$6,479.30
	TSP-2017-SA-00-40	THOMASVILLE CITY SCHOOL	5,00	1,00	1,00	\$6,499.99	\$6,499.99	\$6,499.99
	TSP-2017-SA-00-41	WAYNE COUNTY HIGH SCHOOL	5,00	1,00	1,00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-VA-00-07	GEORGIA COLLEGE & STATE UNIVERSITY	5,00	1,00	1,00	\$7,399.95	\$7,399.95	\$7,399.95
	TSP-2017-VA-00-08	GSU RESEARCH & SERVICE FOUNDATION, INC.	5,00	1,00	1,00	\$8,597.00	\$8,597.00	\$8,597.00
	TSP-2017-VA-00-11	WALDOSTA STATE UNIVERSITY	5,00	1,00	1,00	\$8,075.00	\$8,075.00	\$8,075.00
	TSP-2017-VA-00-15	NORTH GEORGIA UNIVERSITY OF	5,00	1,00	1,00	\$8,599.80	\$8,599.80	\$8,599.80
	TSP-2017-VA-00-16	WEST GEORGIA UNIVERSITY OF	5,00	1,00	1,00	\$12,312.00	\$12,312.00	\$12,312.00
	TSP-2017-VA-00-17	AAAC	5,00	1,00	1,00	\$6,544.00	\$6,544.00	\$6,544.00

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	TSP-2017-YA-00-19	GEORGIA SOUTHWESTERN STATE UNIVERSITY	\$ 0.00	\$ 0.00	\$ 0.00	\$11,726.40	\$11,726.40	\$10,729.43
	TSP-2017-YA-00-21	GEORGIA TECH RESEARCH CORP.	\$ 0.00	\$ 0.00	\$ 0.00	\$14,996.86	\$14,996.86	\$10,098.58
	TSP-2017-YA-00-24	CLAYTON STATE UNIVERSITY	\$ 0.00	\$ 0.00	\$ 0.00	\$5,000.00	\$5,000.00	\$5,000.00
	TSP-2017-YA-00-29	FORT VALLEY STATE UNIVERSITY	\$ 0.00	\$ 0.00	\$ 0.00	\$4,990.50	\$4,990.50	\$4,000.50
	TSP-2017-YA-00-31	AUGUSTA UNIVERSITY	\$ 0.00	\$ 0.00	\$ 0.00	\$8,700.01	\$8,700.01	\$6,700.01
	TSP-2017-YA-00-37	KENNESAW STATE UNIVERSITY RESEARCH AND S	\$ 0.00	\$ 0.00	\$ 0.00	\$10,995.93	\$10,995.93	\$10,995.93
	TSP-2017-YA-00-39	EAST GEORGIA COLLEGE	\$ 0.00	\$ 0.00	\$ 0.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2017-YA-00-40	YOUNG HARRIS COLLEGE	\$ 0.00	\$ 0.00	\$ 0.00	\$5,000.00	\$5,000.00	\$5,000.00
	Teen Safety Program Total		\$ 0.00	\$ 0.00	\$ 0.00	\$882,420.42	\$882,420.42	\$872,420.42
	MAP 21 402 Total		\$ 0.00	\$592,500.00	\$ 0.00	\$8,363,110.22	\$8,363,110.22	\$4,260,751.15
	MAP 21 405b OP High							
	405b High Occupant Protection							
	ML-OP-2017-GA-00-14	UNION POLICE DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$22,500.00	\$22,500.00	\$ 0.00
	405b High Occupant Protection Total		\$ 0.00	\$ 0.00	\$ 0.00	\$22,500.00	\$22,500.00	\$ 0.00
	405b High Pedestrian/Bicycle Safety							
	MTPS-2017-GA-00-28	BIKE ATHENS	\$ 0.00	\$ 0.00	\$ 0.00	\$48,529.50	\$48,529.50	\$ 0.00
	MTPS-2017-GA-01-32	SAVANNAH BICYCLE CAMPAIGN	\$ 0.00	\$ 0.00	\$ 0.00	\$27,580.40	\$27,580.40	\$ 0.00
	MTPS-2017-GA-02-42	FULTON COUNTY SHERIFF'S OFFICE	\$ 0.00	\$ 0.00	\$ 0.00	\$9,371.10	\$9,371.10	\$ 0.00
	405b High Pedestrian/Bicycle Safety Total		\$ 0.00	\$ 0.00	\$ 0.00	\$85,481.00	\$85,481.00	\$ 0.00
	405b High Police Traffic Services							
	ML-PT-2017-GA-01-53	SAVANNAH-CHAT-HAM	\$ 0.00	\$ 0.00	\$ 0.00	\$249,975.73	\$249,975.73	\$ 0.00
	405b High Police Traffic Services Total		\$ 0.00	\$ 0.00	\$ 0.00	\$249,975.73	\$249,975.73	\$ 0.00
	MAP 21 405b OP High Total		\$ 0.00	\$ 0.00	\$ 0.00	\$355,935.93	\$355,935.93	\$ 0.00
	MAP 21 405c Data Program							
	M3DA-2017-GA-00-12	DRIVER SERVICES, GEORGIA DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$376,901.42	\$376,901.42	\$ 0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr./(Decre.)	Current Balance	Share to Local
	MAP4-2017-GA-00-30	PUBLIC HEALTH, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$159,556.51	\$ 159,556.51	\$ 0.00
	MAP4-2017-GA-00-34	PUBLIC HEALTH, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$124,208.02	\$124,208.02	\$ 0.00
	MAP4-2017-GA-00-36	GEORGIA ASSOCIATION OF OFFICERS OF POLICE	\$ 0.00	\$ 0.00	\$ 0.00	\$125,500.00	\$125,500.00	\$ 0.00
	MAP4-2017-GA-00-42	PUBLIC HEALTH, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$288,999.98	\$288,999.98	\$ 0.00
	MAP4-2017-GA-01-22	GOHS MEDA	\$ 0.00	\$ 0.00	\$ 0.00	\$80,000.00	\$80,000.00	\$ 0.00
	MAP4-2017-GA-02-34	GA DOT	\$ 0.00	\$ 0.00	\$ 0.00	\$500,000.00	\$500,000.00	\$ 0.00
	405d Data Program Total		\$ 0.00	\$ 0.00	\$ 0.00	\$1,690,197.91	\$1,690,197.91	\$ 0.00
	MAP 21 405d Impaired Driving Mid							
	MAP 21 405d Impaired Driving Mid							
	405d Mid Other Based on Problem ID Total		\$ 0.00	\$ 0.00	\$ 0.00	\$135,000.00	\$135,000.00	\$ 0.00
	MAP 21 405d Impaired Driving Mid Total		\$ 0.00	\$ 0.00	\$ 0.00	\$135,000.00	\$135,000.00	\$ 0.00
	MAP 21 405d Impaired Driving Low							
	405d Impaired Driving Low							
	MSX-2017-GA-00-04	PUBLIC SAFETY, GEORGIA DEPARTMENT OF	\$ 0.00	\$ 0.00	\$ 0.00	\$1,700,402.00	\$1,700,402.00	\$ 0.00
	MSX-2017-GA-00-06	PROSECUTIVE ATTORNEY'S COUNCIL	\$ 0.00	\$ 0.00	\$ 0.00	\$298,000.00	\$298,000.00	\$ 0.00
	MSX-2017-GA-00-09	DRIVER SERVICES, GEORGIA DEPARTMENT	\$ 0.00	\$ 0.00	\$ 0.00	\$48,178.08	\$48,178.08	\$ 0.00
	MSX-2017-GA-00-17	PUBLIC SAFETY TRAINING CENTER, GEORGIA	\$ 0.00	\$ 0.00	\$ 0.00	\$430,367.48	\$430,367.48	\$ 0.00
	MSX-2017-GA-01-19	GOHS MEDA	\$ 0.00	\$ 0.00	\$ 0.00	\$838,000.00	\$838,000.00	\$ 0.00
	405d Impaired Driving Low Total		\$ 0.00	\$ 0.00	\$ 0.00	\$3,372,948.44	\$3,372,948.44	\$ 0.00
	MAP 21 405d Impaired Driving Low Total		\$ 0.00	\$ 0.00	\$ 0.00	\$3,372,948.44	\$3,372,948.44	\$ 0.00
	MAP 21 405d Distracted Driving							
	405d Distracted Driving							
	MSX-2017-GA-00-26	GEORGIA UNIVERSITY OF	\$ 0.00	\$ 0.00	\$ 0.00	\$440,600.64	\$440,600.64	\$ 0.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
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 For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	NHX-2017-GA-01-00 GOMS NHX		\$ 00	\$ 00	\$ 00	\$683,400.00	\$683,400.00	\$ 00
	405e Distracted Driving Total		\$ 00	\$ 00	\$ 00	\$1,123,609.64	\$1,123,609.64	\$ 00
	MAP 21 405e Distracted Driving Total		\$ 00	\$ 00	\$ 00	\$1,123,609.64	\$1,123,609.64	\$ 00
MAP 21 405F Motorcycle Programs								
405F Motorcycle Programs								
	NHX 2017-GA-00-23 DRIVER SERVICES, GEORGIA DEPARTMENT		\$ 00	\$ 00	\$ 00	\$07,730.32	\$07,730.32	\$ 00
	NHX 2017-GA-00-61 GOMS NHX		\$ 00	\$ 00	\$ 00	\$23,000.00	\$23,000.00	\$ 00
	405F Motorcycle Programs Total		\$ 00	\$ 00	\$ 00	\$122,730.32	\$122,730.32	\$ 00
	MAP 21 405F Motorcycle Programs Total		\$ 00	\$ 00	\$ 00	\$122,730.32	\$122,730.32	\$ 00
	NHTSA Total		\$ 00	\$ 00	\$ 00	\$15,163,532.46	\$15,163,532.46	\$4,260,751.15
	Total		\$ 00	\$ 00	\$ 00	\$15,163,532.46	\$15,163,532.46	\$4,260,751.15

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

State: GEORGIA	Number: 2017-HSP-3	Date: 9/9/2016			
Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs (Intra/Extrastate)	Current Balance	Federal Share to Local
NHTSA 402					
PA-2017 Planning & Administration	\$ 592,500.00	\$ 592,500.00		\$ 592,500.00	\$ -
AL-2017 Alcohol	\$ 223,300.00	\$ 55,825.00		\$ 223,300.00	\$ -
CP-2017 Occupant Protection	\$ 1,288,540.31	\$ 322,135.08		\$ 1,288,540.31	\$ 256,898.52
es-2017 Pedestrian/Bicycle Safety	\$ 222,071.74	\$ 55,517.94		\$ 222,071.74	\$ 222,071.74
PT-2017 Police Traffic Services	\$ 3,843,871.67	\$ 1,847,000.20		\$ 3,843,871.67	\$ 2,878,676.47
CP-2017 Community Traffic Safety Project	\$ 790,393.59	\$ 197,598.40		\$ 790,393.59	\$ 30,884.00
SC-2017 Speed Control	\$ 39,972.49	\$ 9,978.12		\$ 39,972.49	\$ -
HM-2017 Paid Advertising	\$ 480,000.00	\$ 120,000.00		\$ 480,000.00	\$ -
TSP-2017 Teen Traffic Safety Program	\$ 882,420.42	\$ 220,605.11		\$ 882,420.42	\$ 872,420.42
NHTSA 402 Total	\$ 8,363,110.22	\$ 3,221,159.84		\$ 8,363,110.22	\$ 4,260,751.15
MAP 21 405b OP High					
405b IM1'OP-2017	\$ 22,500.00	\$ 5,625.00		\$ 22,500.00	\$ -
405b IM1'PS-2017	\$ 83,460.20	\$ 20,865.05		\$ 83,460.20	\$ -
405b IM1'PT-2017	\$ 249,875.75	\$ 154,248.52		\$ 249,875.75	\$ -
MAP 21 405b High OP Total	\$ 355,935.95	\$ 180,738.57		\$ 355,935.95	\$ -
MAP 21 405c Data Program					
405c MBOA-2017	\$ 1,690,197.91	\$ 422,549.48		\$ 1,690,197.91	\$ -
MAP 21 405c Data Program Total	\$ 1,690,197.91	\$ 422,549.48		\$ 1,690,197.91	\$ -
MAP 21 405d Impaired Driving Mid					
405d IM5OT-2017	\$ 135,000.00	\$ 33,750.00		\$ 135,000.00	\$ -
MAP 21 405d Impaired Driving Mid Total	\$ 135,000.00	\$ 33,750.00		\$ 135,000.00	\$ -
MAP 21 405d Impaired Driving Mid					
405d IM8X-2017	\$ 3,372,948.44	\$ 843,237.11		\$ 3,372,948.44	\$ -
MAP 21 405d Impaired Driving Low Total	\$ 3,372,948.44	\$ 843,237.11		\$ 3,372,948.44	\$ -
MAP 21 405e Distracted Driving					
405e IM8X-2017	\$ 1,123,609.64	\$ 280,902.41		\$ 1,123,609.64	\$ -
MAP 21 405e Distracted Driving Total	\$ 1,123,609.64	\$ 280,902.41		\$ 1,123,609.64	\$ -
MAP 21 405f Motorcycle Safety					
405f IM8X-2017	\$ 122,730.32	\$ 30,682.58		\$ 122,730.32	\$ -
MAP 21 405f Motorcycle Safety Total	\$ 122,730.32	\$ 30,682.58		\$ 122,730.32	\$ -

2017-HSP-3

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

HIGHWAY SAFETY PROGRAM COST SUMMARY						
State: GEORGIA	Number: 2017-HSP-3	Date: 9/9/2016				
Program Area	Approved Program Costs	State/local Funds	Federally Funded Programs: Invoiced/Disburs	Current Balance	Federal Share to Local	
250 Share the Road	\$ 163,527.14	\$ 163,527.14	\$	\$ 163,527.14	\$	-
Driver's Education	\$ 89,997.40	\$ 89,997.40	\$	\$ 89,997.40	\$	-
TOTAL (All Program Areas)	\$ 15,417,057.00	\$ 5,266,544.53	\$	\$ 15,417,057.00	\$	4,260,751.15

HIGHWAY SAFETY PROGRAM MODEL COST SUMMARY
STATE OF GEORGIA
FISCAL YEAR 2017

PROGRAM MODEL AREA: 402 Planning and Administration						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Fed Match	Total Grant	Fed to Local
GA-2017-03-GOHS-Q-00108	GOHS	592,500.00	6.00	592,500.00	592,500.00	1,185,000.00	
State Local Match Detail: State Appropriation: \$892,500 NASCAR 1998: 0.00 Share the Road 1998: \$161,507.14							
	Sub Totals	592,500.00	6.00	592,500.00	592,500.00	1,185,000.00	6.00

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

Task No.	Agency Name	Original RSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Funding Source: 402	
							Fed to Local	
GA-2017-04AC6HS-G-0043	GOHS GOHS State Match (30%)	223,300.00	0.00	223,300.00	0.00	223,300.00		
<i>revised 6/6/16</i>								
	Sub-Totals	223,300.00	0.00	223,300.00	55,825.00	223,300.00		0.00

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

PROGRAM MODULE AREA: 402 Occupant Protection							Funding Source: 402	
Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2017 Atlanta Fire/00035	Atlanta Fire Rescue Department, City of	230,698.52	0.00	230,698.52	0.00	230,698.52	230,698.52	
GA-2017 Camden County/00039	Camden County SO	26,000.00	0.00	26,000.00	0.00	26,000.00	26,000.00	
GA-2017 Georgia Tech/00041	Georgia University of	379,139.14	0.00	379,139.14	0.00	379,139.14		
GA-2017 GOHS/00087	GOHS	175,900.00	0.00	175,900.00	0.00	175,900.00		
GA-2017 Public Health/00019	Public Health, Georgia Department of	476,802.65	0.00	476,802.65	0.00	476,802.65		
	GOHS State Match (20%)				322,135.08			
	SubTotals	1,288,540.31	0.00	1,288,540.31	322,135.08	1,288,540.31	256,698.52	

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

Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Funding Source: 402	
							Fed	Local
GA-2017-41(b)renact0099	Alpharetta Dept of Public Safety	26,945.00	0.00	26,985.00	0.00	26,985.00	26,985.00	
GA-2017 Atlanta C 100235	Atlanta, City of	71,680.00	0.00	71,680.00	0.00	71,680.00	71,680.00	
GA-2017 Decolhave 40219	Brookhaven Police Department	64,056.74	0.00	64,056.74	0.00	64,056.74	64,056.74	
GA-2017 Cobb Count 00225	Cobb County 1001	59,350.00	0.00	59,350.00	0.00	59,350.00	59,350.00	
	COHS State Match (20%)				55,517.94			55,517.94
	SubTotals	222,071.74	0.00	222,071.74	55,517.94	222,071.74	222,071.74	

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

PROGRAM MODULE AREA: 402 Police Traffic							Funding Source: 402	
Task No.	Assoc. Name	Original HSP	Adjustment	Awarded Amount	Street Level Match	Total Grant	Fed to Local	
GA-2017-Adrian-Cor-00124	Adrian Clarke County Police Dept	117,423.19	0.00	117,423.19	39,355.55	146,777.74	117,423.19	
GA-2017-Bartow-Cor-00130	Bartow County Sheriff's Office	128,661.78	0.00	128,661.78	32,165.45	160,827.23	128,661.78	
GA-2017-Bibb-Cor-00101	Bibb County Government	53,753.09	0.00	53,753.09	80,629.64	134,382.73	53,753.09	
GA-2017-DeKalb-Cor-00103	DeKalb County Police Department	69,707.83	0.00	69,707.83	104,561.75	174,269.58	69,707.83	
GA-2017-Douglas-Cor-00017	Douglas County Sheriff's Office	64,481.18	0.00	64,481.18	96,731.77	161,212.95	64,481.18	
GA-2017-Douglas-Cor-00060	Douglas County Sheriff's Office	8,482.00	0.00	8,482.00		8,482.00	8,482.00	
GA-2017-Douglas-Pol-00011	Douglas Police Department, City of	79,310.65	0.00	79,310.65	52,875.17	132,185.82	79,310.65	
GA-2017-Diason-Cor-00116	Diason Co Police Dept	54,235.99	0.00	54,235.99	81,358.99	135,594.98	54,235.99	
GA-2017-GA/GHHS-G-00070	GHHS	965,295.20	0.00	965,295.20		965,295.20		
GA-2017-Heberston-Cor-00086	Heberston County Sheriff's Office	52,072.20	0.00	52,072.20	15,018.05	65,090.25	52,072.20	
GA-2017-Heald-Cor-00144	Heald County SO	249,694.35	0.00	249,694.35		249,694.35	249,694.35	
GA-2017-Henry-Cor-00020	Henry Co PD/Henry Co BOC	60,911.34	0.00	60,911.34	91,367.01	152,278.35	60,911.34	
GA-2017-Houston-Cor-00071	Houston County Sheriff's Office	155,002.21	0.00	155,002.21		155,002.21	155,002.21	
GA-2017-Lawrence-Cor-00096	Lawrence County Sheriff's Office	126,010.79	0.00	126,010.79	126,010.79	252,021.58	126,010.79	
GA-2017-Marietta-Pol-00051	Marietta Police Department	55,533.06	0.00	55,533.06	82,209.59	138,742.65	55,533.06	
GA-2017-Norcon-Cor-00142	Newton Co SO	250,000.00	0.00	250,000.00		250,000.00	250,000.00	
GA-2017-Pierson-Cor-00074	Pierson County Sheriff's Office	8,500.00	0.00	8,500.00		8,500.00	8,500.00	
GA-2017-Public-Saf-00098	Public Safety, Georgia Department of	942,208.84	0.00	942,208.84		942,208.84	942,208.84	
GA-2017-Richmond-Cor-00139	Richmond County Sheriff's Office	82,702.97	0.00	82,702.97	20,675.74	103,378.71	82,702.97	
	SubTotals	3,523,975.67	0.00	3,523,975.67	686,607.29	4,209,982.96	2,558,680.47	

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

PROGRAM/MODULE AREA: 402 Police Traffic							Pending Sources: 402	
Task No.	Agency Name	Original RFP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
TTN 2017 Barrow County-01042	Barrow County Sheriff's Office	19,996.00	0.00	19,996.00		19,996.00	19,996.00	
TTN-2017-Burlier-0100232	Burlier City of	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Busby-Police-010033	Byrne Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Dawson-P-00025	DeKalb Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-DeKalb-Cr-001010	Douglas County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-DeKalb-Pol-00017	Douglas Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-DeKalb-Cr-0009165	Early County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Franklin-00020	Etowah County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Gwinet-Cr-00002	Etowah County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Hadley-00016	Etowah Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Hawkins-Cr-00012	Lowndes County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Milledgeville-00038	Milledgeville Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Peachtree-00028	Peachtree City Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Rockdale-Cr-00014	Rockdale County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Rome-Police-01029	Rome Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
TTN-2017-Zebulon-Pol-00029	Zebulon Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00	
	CRHS State Match (22%)			960,592.92				
	SubT-001	319,996.00	0.00	319,996.00	960,592.92	319,996.00	319,996.00	

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

PROGRAM MODULE AREA: 402 Community Traffic Safety		Funding Source: 402					
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2017-Georgia Op-0040	Georgia Operation Lifesaver, Inc.	22,844.00	0.00	22,844.00	0.00	22,844.00	22,844.00
GA-2017-Georgia Op-0041	Georgia Operation Lifesaver, Inc.	8,040.00	0.00	8,040.00	0.00	8,040.00	8,040.00
GA-2017-GOHS-G-0088	GOHS	562,100.00	0.00	562,100.00	0.00	562,100.00	
GA-2017-Public Hea-0037	Public Health, Georgia Department of	197,408.59	0.00	197,408.59	0.00	197,408.59	
	GOHS State Match (20%)				197,598.40		
	Sub Totals	790,393.59	0.00	790,393.59	197,598.40	790,393.59	30,884.00

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

PROGRAM MODEL AREA: 402 Speed Management							Funding Source: 402	
Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA 2017 Public Safety 0025	Public Safety Training Center, Georgia (K0118 State Match (20%)	39,912.49	0.00	39,912.49	0.00	39,912.49		
					9,978.12			
					9,978.12			
						39,912.49	0.00	
SubTotals		39,912.49	0.00	39,912.49	9,978.12	39,912.49	0.00	

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

PROGRAM MODULE AREA: 402 Paid Media						Funding Source: 402	
Task No.	Agency Name	Original RFP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA 2017 GACG0015 G-26109	UCCHS (OOHS State Match (20%)	480,000.00	0.00	480,000.00	0.00 120,000.00	480,000.00	0.00
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
 FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: 402 Teen Traffic Safety Program							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment <i>revised 9/8/16</i>	Awarded Amount	Spent and Match	Total Grant	Fed to Local	
GA-2017-Children-00135	Children and Parent Resource	350,000.00	0.00	350,000.00	0.00	350,000.00	350,000.00	
GA-2017-Clayton Co 00097	Clayton County Public Schools	80,500.00	0.00	80,500.00	0.00	80,500.00	80,500.00	
GA-2017-Fulton Co 00138	Fulton County School System	67,500.00	0.00	67,500.00	0.00	67,500.00	67,500.00	
GA-2017-GAAGCHSC00261	COHRS	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00	
GA-2017-Sherlock Co 00171	Sherlock Center GOHS State Meet (0954)	175,000.00	0.00	175,000.00	0.00	175,000.00	175,000.00	
	SubTotals	683,000.00	0.00	683,000.00	170,750.00	683,000.00	673,000.00	

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

PROGRAM MODULE AREA: 402 Teen Traffic Safety Program							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Amended Amount	State/Local Share	Total Grant	Fed to Local	
SADD-2017-Hudson H-40024	Baldwin High School	5,999.98	0.00	5,999.98	0.00	5,999.98	5,999.98	
SADD-2017-Early Coll-40011	Forty-Three Academy	6,200.00	0.00	6,200.00	0.00	6,200.00	6,200.00	
SADD-2017-Beane High-00225	Beane High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-George Washington Career High School	George Washington Career High School	6,000.00	0.00	6,000.00	0.00	6,000.00	6,000.00	
SADD-2017-Grasson High School	Grasson High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-Hardaway H-40019	Hardaway High School	5,500.00	0.00	5,500.00	0.00	5,500.00	5,500.00	
SADD-2017-Kenneth H-40014	Kenneth High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-Lamar County-00008	Lamar County School System	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-Perpetual -00017	Perpetual High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017 South East-00015	South-Prichard High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-Townsend-40040	Townsend City Schools	6,499.99	0.00	6,499.99	0.00	6,499.99	6,499.99	
SADD-2017-Townsend-40043	Townsend County Schools	6,479.30	0.00	6,479.30	0.00	6,479.30	6,479.30	
SADD-2017-Wayne County-00041	Wayne County High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2017-Woodstock-40022	Woodstock High School	6,000.00	0.00	6,000.00	0.00	6,000.00	6,000.00	
	GOH's State Match (20%)				21,994.82			
	SubTotals	87,979.27	0.00	87,979.27	21,994.82	87,979.27	87,979.27	

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

PROGRAM MODULE AREA: 402 Teen Traffic Safety Program							Funding Source: 402	
Task No.	Agency Name	Original ISF	Adjustment	Amortized Amount	State/Local Match	Total Grant	Fed to Local	
VA-2017-ARAC Admin 2017	ALAC	6,544.00	0.00	6,544.00	0.00	6,544.00	6,544.00	
VA-2017-Autismal Unit 00031	Angera University	\$3,000.01	0.00	8,700.01	0.00	8,700.01	8,700.01	
VA-2017-Clayton Str 00024	Clayton State University	5,000.00	0.00	5,000.00	0.00	5,000.00	5,000.00	
VA-2017 East Georg 00029	East Georgia College	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
VA-2017-Eden V 00028	Free Valley State University	6,900.50	0.00	6,900.50	0.00	6,900.50	6,900.50	
VA-2017-Georgia Coll 00077	Georgia College & State University	7,399.93	0.00	7,399.93	0.00	7,399.93	7,399.93	
VA-2017 Georgia So 00039	Georgia Southwestern State University	10,728.40	0.00	10,728.40	0.00	10,728.40	10,728.40	
VA-2017-Georgia T 040091	Georgia Tech Research Corp.	10,998.58	0.00	10,998.58	0.00	10,998.58	10,998.58	
VA-2017 GSU Revec 00068	GSU Research & Service Foundation, Inc.	8,597.00	0.00	8,597.00	0.00	8,597.00	8,597.00	
VA-2017-Kennesaw SA 00077	Kennesaw State University Research and Ser	10,095.03	0.00	10,095.03	0.00	10,095.03	10,095.03	
VA-2017 South Geor 00013	North Georgia University of	6,599.80	0.00	6,599.80	0.00	6,599.80	6,599.80	
VA-2017-Valdost 540011	Valdosta State University	5,075.00	0.00	5,075.00	0.00	5,075.00	5,075.00	
VA-2017 West Georg 00018	West Georgia University of	12,312.00	0.00	12,312.00	0.00	12,312.00	12,312.00	
VA-2017 Young Har 00040	Young Harris College	5,000.00	0.00	5,000.00	0.00	5,000.00	5,000.00	
	GOHS State Match			27,860.29				
	Sub Totals	111,441.15	0.00	111,441.15	27,860.29	111,441.15	111,441.15	

HIGHWAY SAFETY PROGRAM MONTHLY COST SUMMARY
 STATE OF GEORGIA
 FIDHRAI FISCAL YEAR 2017

PROGRAM MODULE AREA: 405b MI*OP							Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA 2017-405b-01-0014	Brown Police Department (COIN State Match (20%)	22,500.00	0.00 <small>revised 3/6/15</small>	22,500.00	0.00 \$,625.00	22,500.00	0.00	
	SubTotals	22,500.00	0.00	22,500.00	\$,625.00	22,500.00	0.00	

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

Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
PROGRAM MODULE AREA: 405b MI-PS							
68-2017-Sub-A-0000000000	PrkeAthers	46,539.80	0.00	46,539.80	0.00	46,539.80	
68-2017-Sub-C-00242	Tolom County Sheriff's Office	9,371.00	0.00	9,371.00	0.00	9,371.00	
68-2017-Sub-C-00017	Savannah Bicycle Campaign	27,549.40	0.00	27,549.40	0.00	27,549.40	
	GOHS State Match (20%)				20,865.05		
	SubTotals	83,460.20	0.00	83,460.20	20,865.05	83,460.20	0.00

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

PROGRAM MODULE AREA: 4050 MI-PT							Funding Source: 4050	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State cost Match	Total Cost	Fed to Local	
624-2017-Savannah-C-100133	Savannah (Judith)	249,975.73	0.00	249,975.73	91,154.59	341,130.32	0.00	
	GOHS State Match (20%)				62,491.99			
	SubTotal	249,975.73	0.00	249,975.73	154,246.57	341,130.32	0.00	

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

PROGRAM MODULE AREA: 405: MDA Data Program				Funding Source: 405			
Task No.	Agency Name	Original BSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2017 Public Hea 000012	Driver Services, Georgia Department of Transportation	376,961.42	0.00	376,961.42	0.00	376,961.42	
GA-2017 Public Hea 000014	GA DOT	500,000.00	0.00	500,000.00	0.00	500,000.00	
GA-2017 Public Hea 000016	Georgia Association of Chiefs of Police	165,500.00	0.00	165,500.00	0.00	165,500.00	
GA-2017 Public Hea 000022	COHS	60,000.00	0.00	60,000.00	0.00	60,000.00	
GA-2017 Public Hea 000036	Public Health, Georgia Department of Health	193,536.51	0.00	193,536.51	0.00	193,536.51	
GA-2017 Public Hea 000042	Public Health, Georgia Department of EMS & Trauma	289,999.98	0.00	289,999.98	0.00	289,999.98	
GA-2017 Public Hea 000044	Public Health, Georgia Department of Health	104,200.00	0.00	104,200.00	0.00	104,200.00	
	COHS State Match (20%)				423,549.48		
	Sub Totals	1,690,197.91	0.00	1,690,197.91	423,549.48	1,690,197.91	0.00

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

PROGRAM/MODULE AREA: 4051 MSOT					Funding Source: 4051		
Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Fed Match	Total Grant	Fed to Local
GA 2017 Mothers Against Drunk Driving - Georgia (2015 State Match (20%)	Mothers Against Drunk Driving - Georgia (2015 State Match (20%)	135,000.00	0.00	135,000.00	0.00	135,000.00	0.00
SubTotals		135,000.00	0.00	135,000.00	0.00	135,000.00	0.00

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

PROGRAM MODULE AREA: 405d MGX							Funding Source: 405d	
Task No.	Agency Name	Original ISP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2017-01-Driver Services	Driver Services, Georgia Department of Transportation	48,178.98	0.00	48,178.98	0.00	48,178.98		
GA-2017-01-Prosecuting Attorney's Council	Prosecuting Attorney's Council	296,000.00	0.00	296,000.00	0.00	296,000.00		
GA-2017-01-Public Safety Training Center	Public Safety Training Center, Georgia Department of Transportation	490,367.46	0.00	490,367.46	0.00	490,367.46		
GA-2017-01-Public Safety	Public Safety, Georgia Department of Transportation	1,700,402.00	0.00	1,700,402.00	0.00	1,700,402.00		
GA-2017-01-GOHS	GOHS	838,000.00	0.00	838,000.00	0.00	838,000.00		
	(GOHS State Match (20%)				843,237.11			
	Sub Totals	3,372,948.44	0.00	3,372,948.44	843,237.11	3,372,948.44	0.00	

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

PROGRAM MODULE AREA: 405e M8X							Funding Source: 405e	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA 2017 Georgia U 00026 GA-2017-GV-01HS1-600-30	Georgia, University of GOHS GOHS State Match (25%)	440,609.64 683,000.00	0.00 0.00	440,609.64 683,000.00	0.00 0.00	440,609.64 683,000.00		
Sub Totals		1,123,609.64	0.00	1,123,609.64	280,902.41	1,123,609.64	0.00	

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

Track No.	Agency Name	Original ISP	Adjustment	Funding Source: 405F		Total Grant	Fed To Local
				Awarded Amount	State/Local Match		
GA 2017 Driver Ser 00013	Driver Services, Georgia Department	97,730.32	0.00	97,730.32	0.00	97,730.32	
GA 2017 GVS018S-G-0019-1	CRJIS	25,000.00	0.00	25,000.00	0.00	25,000.00	
	GCHS State Match (20%)				30,682.58		
	SubTotals	122,730.32	0.00	122,730.32	30,682.58	122,730.32	0.00

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
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-2017-Atlanta B-00092	Atlanta Bicycle Coalition	72,046.51	0.00	72,046.51	72,046.51	72,046.51		
GA-2017-Georgia B-00022	Georgia Bikes	71,480.63	0.00	71,480.63	71,480.63	71,480.63		
GA-2017-Georgia G-00078	GOALS	20,000.00	0.00	20,000.00	20,000.00	20,000.00		
	Subtotal	163,527.14	0.00	163,527.14	163,527.14	163,527.14	0.00	

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

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
100-2017-173-0001-0005	Technical College System of Georgia	\$9,997,400	0.00	\$9,997,400	\$9,997,400	\$9,997,400	0.00
SubTotal		\$9,997,400	0.00	\$9,997,400	\$9,997,400	\$9,997,400	0.00

Dr Ed

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SECTION 6: CERTIFICATIONS AND ASSURANCES



Appendix A to Part 1200

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Georgia Fiscal Year: 2017

Each fiscal year the State must sign these Certifications and Assurances that it 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.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 - Uniform Procedures for State Highway Safety Grant 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.frs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to [FRS.gov](https://www.frs.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. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC B103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

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

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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.
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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 the department or agency entering into this transaction.

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

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

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.
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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "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. (See below)
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, 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.

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.

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et. seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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))

At least 40 percent (or 95 percent, as applicable) 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 the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

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))

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;
- 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;
- 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))

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))

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))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

05/05/2018

Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

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: 2017

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.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.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 –

- o Taking appropriate personnel action against such an employee, up to and including termination.
 - o 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 into the HVE Database;
 - 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 vehicle/ar 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))

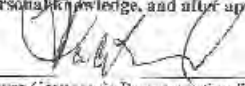
The State: **[CHECK ONLY ONE]**

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 1300.131(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

6/28/16

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

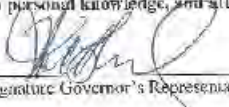
[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Georgia Fiscal Year: 2017

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

06/01/2016

Date

Harris Blackwood

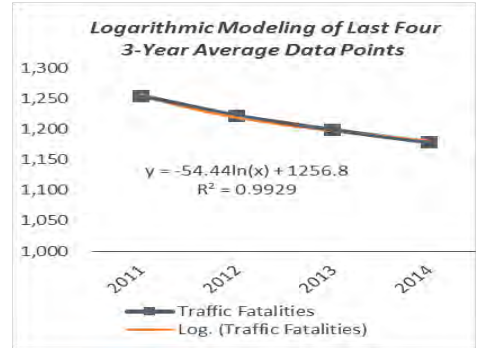
Printed name of Governor's Representative for Highway Safety

SECTION 7: APPENDIX FFY 2017 CORE PERFORMANCE DETAILED DATA JUSTIFICATION



C-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.

Based on the data from 2011-2014 there has been steady decrease of 3-year moving averages of traffic fatalities. The average decrease between calendar year 2010-2013 is 21 fatalities per year. If Georgia continues this trend to the end of the 2017 year, there will be 1,138 roadway fatalities. Since it is difficult to predict human behavior using 3-year smooth averaging method and using natural log regression modeling (R² of 0.99), GOHS has the 2017 target to steadily decrease roadway fatalities to the 3-yr average fatalities of 1,149. This would equate to reducing roadway fatalities to 1,138 or fewer in years 2015, 2016, and 2017.



Year	Traffic Fatalities	3-Year Moving Average	5-Year Moving Average	Annual Change in Fatalities
2002	1,524	--	--	--
2003	1,603	--	--	79
2004	1,634	1,587	--	31
2005	1,729	1,655	--	95
2006	1,693	1,685	1637	(36)
2007	1,641	1,688	1660	(52)
2008	1,495	1,610	1638	(146)
2009	1,292	1,476	1570	(203)
2010	1,247	1,345	1474	(45)
2011	1,226	1,255	1380	(21)
2012	1,192	1,222	1290	(34)
2013	1,180	1,199	1227	(13)
2014	1,164	1,179	1202	(15)
2015*	1,160	1,168	1184	(4)
2016	1,149	1,157	1169	(11)
2017	1,138	1,149	1158	(10)

* represents preliminary data obtained from GEARS.

Yellow rows represent data predicted using trending methodology described in the figure to the right.

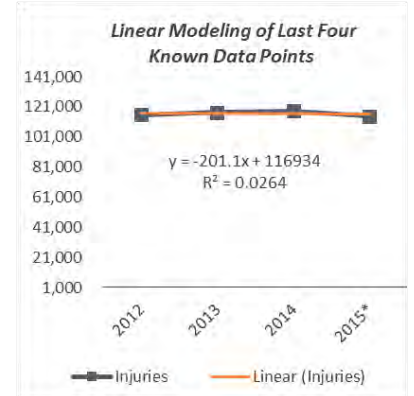
Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore, inversely impacting the 3-year moving average modeling used to establish and inform 2017 targets.

2002-2014 Georgia Traffic Fatalities & 2015-2017 Predicted Fatalities Moving 3-Year & 5-Year Averages



C-2*: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.

Based on the data from 2006-2014 there has been great variability in the number of traffic injuries with the most injuries occurring in 2006 with 133,555 injuries. The average decrease between calendar year 2010-2015 is 1,386 injuries per year. To continue the downward trend experienced in previous years, GOHS has the 2017 target to steady decrease all traffic injuries at or below 107,868 injuries.



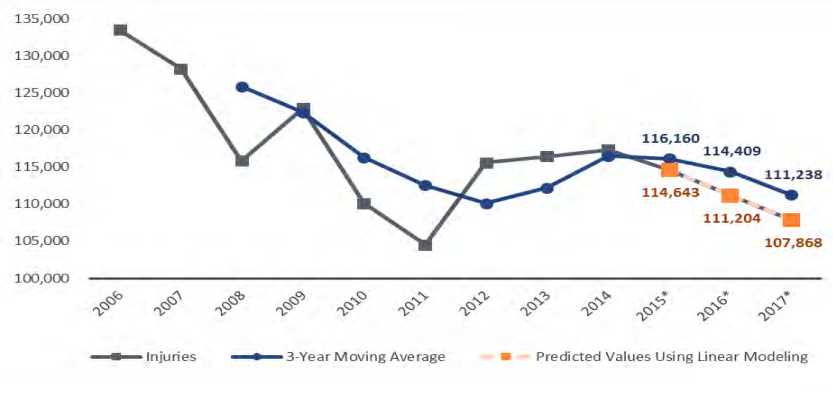
Year	Injuries	3-Year Moving Average	Actual Annual Change in Injuries
2006	133,555	--	--
2007	128,315	--	(5,240)
2008	115,878	125,916	(12,437)
2009	122,961	122,385	7,083
2010	110,132	116,324	(12,829)
2011	104,529	112,541	(5,603)
2012	115,618	110,093	11,089
2013	116,458	112,202	840
2014	117,380	116,485	922
2015*	114,643	116,160	(2,737)
2016	111,204	114,409	(3,439)
2017	107,868	111,238	(3,335.71)

* represents 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 3-year moving average modeling used to establish and inform 2017 targets.

2006-2014 Georgia Traffic Injuries & 2015-2017 Estimated Injuries, Moving 3-Year Averages



*As of June 2016, the state of Georgia does not describe the severity of the injury to motor vehicle crash occupants using the KABCO scale (O= no injury; C= possible injury; B=non-capacitating evident injury;

C-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.

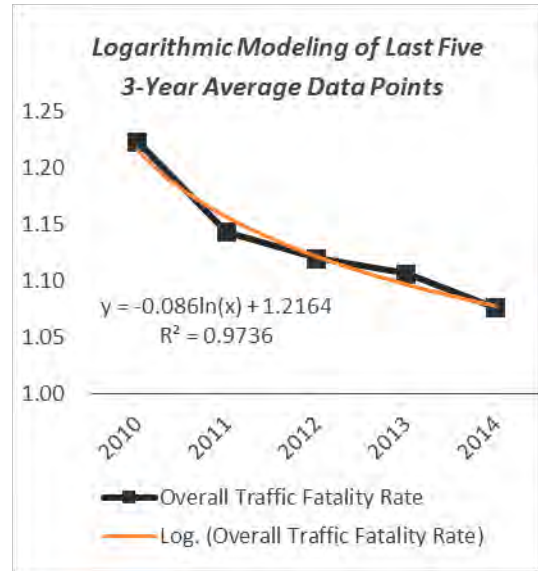
The average decrease of fatalities/VMT from 2011-2014 decreased on average by 0.02 fatalities per VMT. It is expected that there will be a 3.7% or greater decrease by December 2017. The 2017 EOY fatality rates are calculated under the assumption that vehicle miles traveled (VMT) in 2014 did not change significantly. GOHS has the 2017 target to steadily decrease roadway fatality rates below the 3-yr average fatalities to 1.01 fatalities/VMT by 2017.

Year	Traffic Fatalities	Overall Traffic Fatality Rate	3-Year Moving Average
2005	1,729	1.52	--
2006	1,693	1.49	--
2007	1,641	1.46	1.49
2008	1,495	1.37	1.44
2009	1,292	1.18	1.34
2010	1,247	1.12	1.22
2011	1,226	1.13	1.14
2012	1,192	1.11	1.12
2013	1,180	2.18	1.11
2014	1,164	1.04	1.08
2015*	1,160	1.07	1.06
2016	1,149	1.04	1.05
2017	1,138	1.01	1.04

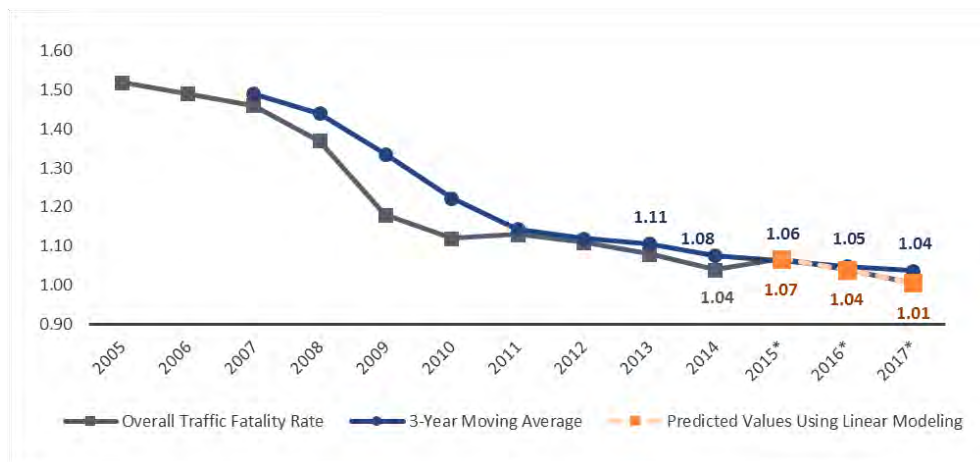
* represents preliminary data obtained from GEARS.

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 3-year moving average modeling used to establish and inform 2017 targets.



2005-2014 Georgia Traffic Fatality Rates (Fatalities per 100M VMT) & 2015-2017 Predicted Fatality Rates Moving 3-Year Averages



C-3a: To decrease rural fatalities per 100M VMT 1.1% from 1.88[§] (2012-2014 average) to 1.86 (2015-2017 average) in 2017.

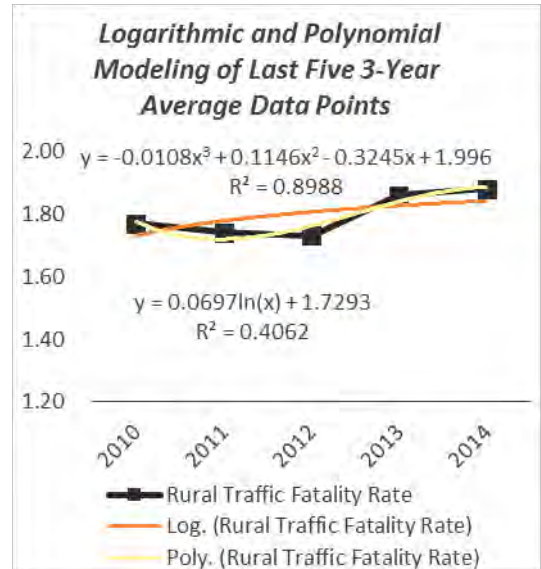
The average decrease of rural fatalities/VMT from 2010-2014 decreased on average by 0.01 fatalities per VMT. However, in 2013 the rural fatality rate per 100M VMT increased by 29.2% —from 1.73 in 2012 to 1.86 in 2013. GOHS has the 2017 target to steadily decrease rural fatality rates below the 3-yr average fatalities to 1.86 fatalities/VMT by 2017.

Year	Traffic Fatalities	Rural Traffic Fatality Rate	3-Year Moving Average
2005	1,729	1.92	
2006	1,693	1.78	
2007	1,641	2.02	1.91
2008	1,495	1.82	1.87
2009	1,292	1.71	1.85
2010	1,247	1.78	1.77
2011	1,226	1.73	1.74
2012	1,192	1.68	1.73
2013	1,180	2.17	1.86
2014	1,164	1.79	1.88
2015*	1,160	1.68	1.88
2016	1,149	2.14	1.87
2017	1,138	1.76	1.86

* represents 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 3-year moving average modeling used to establish and inform 2017 targets.



2005-2014 Georgia Rural Fatality Rates (Fatalities per 100M VMT) & 2015-2017 Target Rural Fatality Rates Moving 3-Year Averages



[§] In 2014, the 3-year average Rural Fatalities per 100 million VMT is calculated to be 1.88, using the values reported in FARS as of August 2016. The values reported are: 1.68 in 2012, 2.18 in 2013, and 1.79 in 2014.

C-3b: To decrease urban fatalities per 100M VMT 5% from 0.80 (2012-2014 average) to 0.76 (2015-2017 average) in 2017.

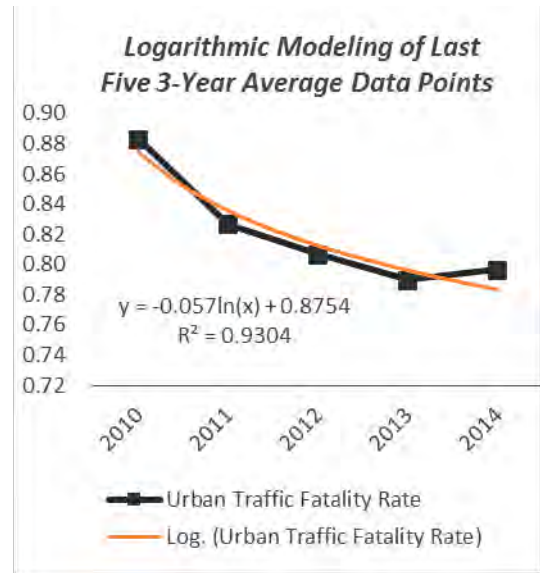
The average decrease of urban fatalities/VMT from 2010-2014 decreased on average by 0.07 fatalities per VMT. However, in 2014 the urban fatality rate per 100M VMT increased by 10.8% —from 0.74 in 2013 to 0.82 in 2014. Using 3-year smooth averaging method and using natural log regression modeling (R2 of 0.9304), GOHS has the 2017 target to steadily decrease urban fatality rates below the 3-yr average fatalities to 0.76 urban fatalities/VMT by 2017. This would equate to reducing the urban fatality rates to below 0.77 in years 2015, 2016, and 2017.

Year	Traffic Fatalities	Urban Traffic Fatality Rate	3-Year Moving Average
2005	1,729	0.91	--
2006	1,693	1.01	--
2007	1,641	1.04	0.99
2008	1,495	0.97	1.01
2009	1,292	0.89	0.97
2010	1,247	0.79	0.88
2011	1,226	0.80	0.83
2012	1,192	0.83	0.81
2013	1,180	0.74	0.79
2014	1,164	0.82	0.80
2015*	1,160	0.76	0.77
2016	1,149	0.71	0.76
2017	1,138	0.80	0.76

* represents 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 3-year moving average modeling used to establish and inform 2017 targets.



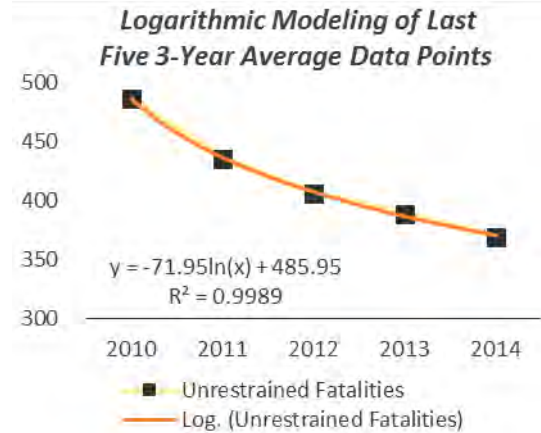
2005-2013 Georgia Urban Fatality Rates (Fatalities per 100M VMT) & 2014-2016 Target Urban Fatality Rates Moving 3-Year Averages



C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been an unsteady decrease of unrestrained passenger vehicle occupants' fatalities. However, in 2013 the number of unrestrained fatalities increased by 2.1% —from 368 in 2012 to 376 unrestrained fatalities. The average decrease between calendar year 2010-2014 is 18.6 fatalities per year. GOHS has the 2017 target to steady decrease roadway unrestrained fatalities below the 3-yr average of 336 fatalities. This equates to 334 unrestrained fatalities in 2017. This target would ideally account for 29% of all roadway fatality passengers that were unrestrained in 2017.

Year	Total Passenger Vehicle Occupant Fatalities	Percent of Unrestrained Fatalities	Unrestrained Fatalities	3-Year Moving Average
2005	1,341	39%	669	627
2006	1,306	39%	649	646
2007	1,244	39%	637	652
2008	1,085	38%	575	620
2009	925	35%	456	556
2010	887	34%	428	486
2011	878	34%	422	435
2012	829	44%	368	406
2013	812	46%	377	389
2014	795	46%	363	369
2015	722	46%	332	357
2016	762	45%	343	346
2017	742	45%	334	336



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.

2002-2014 Georgia Unrestrained Fatalities & 2015-2017 Predicted Unrestrained Fatalities Moving 3-Year Averages



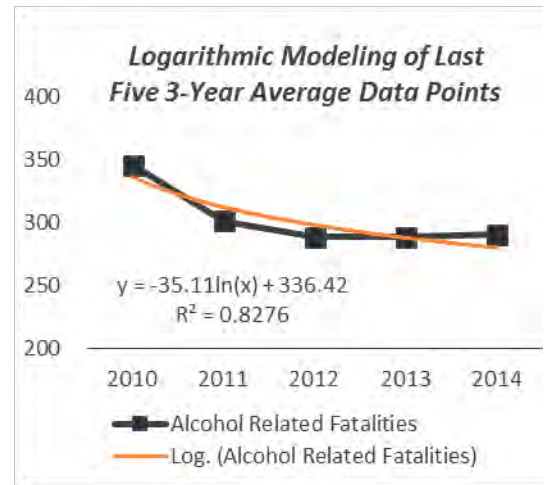
C-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been an unsteady decrease of alcohol impaired driving fatalities. The average decrease between calendar year 2010-2014 is 11 alcohol related fatalities per year. However, in 2013 the number of alcohol impaired driving fatalities increased by 9.5% —from 271 in 2011 to 297 alcohol impaired driving fatalities. Using 3-year smooth averaging method and using logarithmic modeling, GOHS has the 2017 target to steadily decrease alcohol impaired driving fatalities to the 3-yr average of 263 fatalities.

Year	Traffic Fatalities	Percent Alcohol Related Fatalities	Alcohol Related Fatalities	3-Year Moving Average
2002	1,524	25%	383	
2003	1,603	22%	355	
2004	1,634	25%	403	380
2005	1,729	25%	433	397
2006	1,693	27%	454	430
2007	1,641	27%	445	444
2008	1,495	27%	405	435
2009	1,292	26%	333	394
2010	1,247	24%	299	346
2011	1,226	22%	271	301
2012	1,192	25%	295	288
2013	1,180	25%	299	288
2014	1,164	24%	278	291
2015	1,160	21%	244	273
2016	1,149	25%	283	268
2017	1,138	23%	264	263

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.



2002-2014 Georgia Alcohol Related Fatalities & 2015-2017 Predicted Alcohol Related Fatalities Moving 3-Year Averages



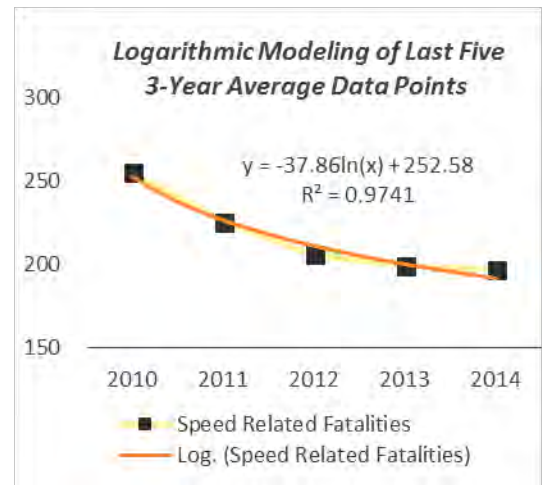
C-6: To decrease speed related fatalities 0.2% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been an unsteady decrease of speeding related fatalities. The average decrease between calendar year 2009-2012 is 5.2 speeding related fatalities per year. However, in 2014 the number of speed related fatalities increased by 18% —from 180 in 2012 to 213 speed related fatalities in 2014. Using 3-year smooth averaging method and using logarithmic regression modeling, GOHS has the 2017 target to steadily and conservatively decrease speed related fatalities below the 3-yr average of 197 fatalities.

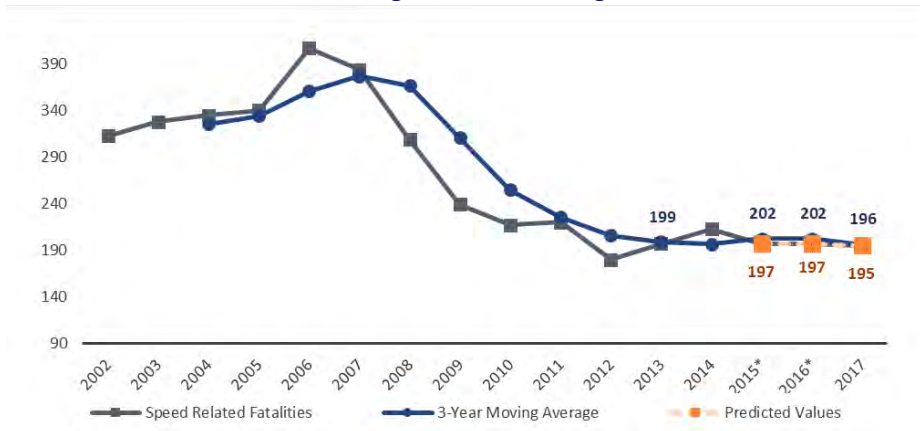
Year	Traffic Fatalities	Percent Speed Related Fatalities	Speed Related Fatalities	3-Year Moving Average
2005	1,729	20%	340	334
2006	1,693	24%	407	361
2007	1,641	23%	384	377
2008	1,495	21%	309	367
2009	1,292	18%	239	311
2010	1,247	17%	217	255
2011	1,226	18%	220	225
2012	1,192	15%	180	206
2013	1,180	17%	197	199
2014	1,164	18%	213	197
2015	1,160	17%	197	202
2016	1,149	17%	197	202
2017	1,138	17%	195	196

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.



2002-2014 Georgia Speed Related Fatalities & 2015-2017 Predicted Speed Related Fatalities Moving 3-Year Averages



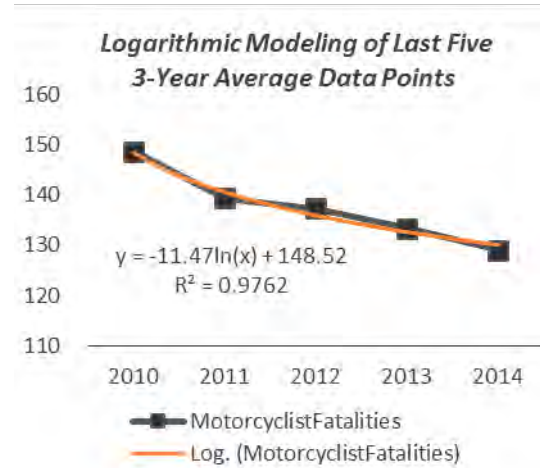
C-7: To decrease motorcyclist’s fatalities 3.4% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.

Based on the data from 2009-2014 there has been an unsteady decrease of motorcyclist fatalities. The average decrease between calendar year 2009-2014 is 7 fatalities per year. However, in 2014 the number of motorcyclist’s fatalities increased by 18%—from 116 in 2013 to 137 motorcyclist’s fatalities in 2014. Using 3-year smooth averaging method and using logarithmic regression modeling (R2 of 0.97), GOHS has the 2017 target to steadily decrease roadway motorcyclist’s fatalities to the 3-yr average fatalities of 125. This would equate to reducing roadway fatalities to 130 or fewer in years 2015, 2016, and 2017.

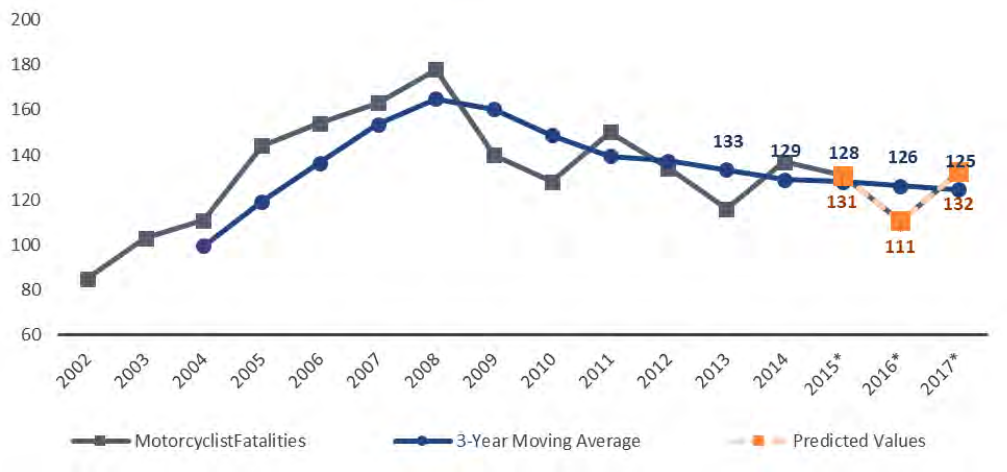
Year	Traffic Fatalities	Percent Motorcyclist Fatalities	Motorcyclist Fatalities	3-Year Moving Average
2005	1,729	8%	144	119
2006	1,693	9%	154	136
2007	1,641	10%	163	154
2008	1,495	12%	178	165
2009	1,292	11%	140	160
2010	1,247	10%	128	149
2011	1,226	12%	150	139
2012	1,192	11%	134	137
2013	1,180	10%	116	133
2014	1,164	12%	137	129
2015	1,160	11%	131	128
2016	1,149	10%	111	126
2017	1,138	12%	132	125

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.



2002-2014 Georgia Motorcyclists Fatalities & 2015-2017 Predicted Motorcyclists Fatalities Moving 3-Year Averages



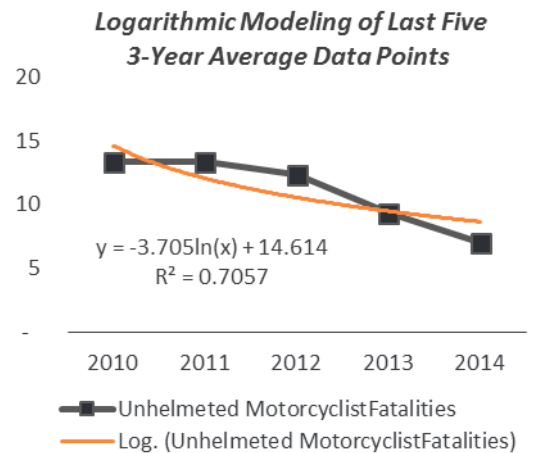
C-8: To decrease un-helmeted motorcyclist’s fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been a small decrease of motorcyclist fatalities un-helmeted. The average between calendar year 2010-2014 is 0.6 un-helmeted motorcyclist’s fatalities per year. The biggest decrease occurred between 2011 and 2012 with 7 less un-helmeted motorcyclist fatalities. However, in 2014 the number of un-helmeted motorcyclist’s fatalities increased by 60% —from 5 in 2013 to 8 un-helmeted motorcyclist’s fatalities in 2014. Using 3-year smooth averaging method and using logarithmic modeling (R2 of 0.71), GOHS has the 2017 target to steadily decrease un-helmeted motorcyclist’s fatalities to the 3-yr average fatalities of 6. This would equate to reducing roadway fatalities to below 7 in years 2015, 2016, and 2017.

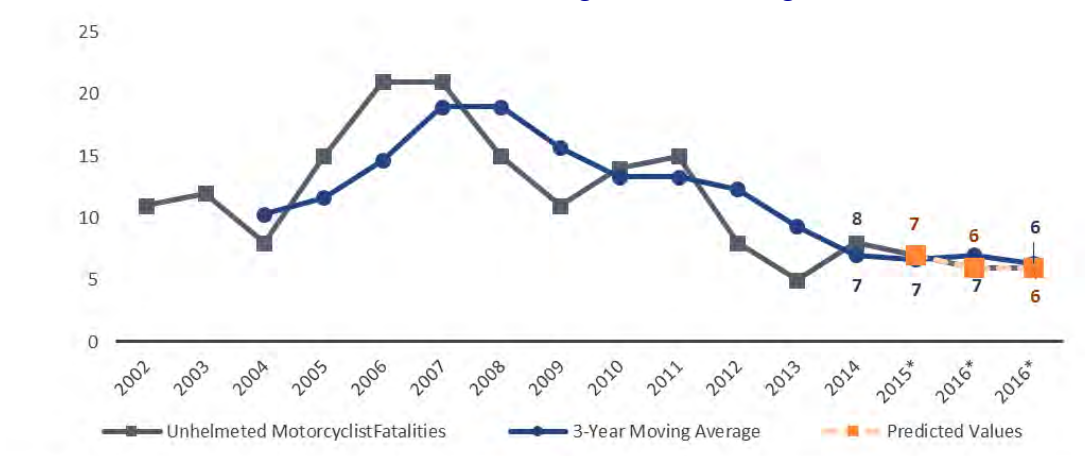
Year	Motorcyclist Fatalities	Percent Un-helmeted Fatalities	Un-helmeted Motorcyclist Fatalities	3-Year Moving Average
2005	144	10.4%	15	12
2006	154	13.6%	21	15
2007	163	12.9%	21	19
2008	178	8.4%	15	19
2009	140	7.9%	11	16
2010	128	10.9%	14	13
2011	150	10.0%	15	13
2012	134	6.0%	8	12
2013	116	4.3%	5	9
2014	137	5.8%	8	7
2015	131	5.3%	7	7
2016	111	5.4%	6	7
2017	132	4.5%	6	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.



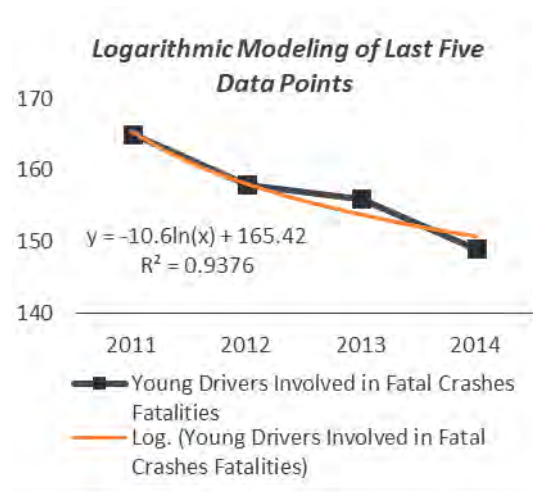
2002-2014 Georgia Un-Helmeted Motorcyclists Fatalities & 2015-2017 Predicted Un-Helmeted Fatalities Moving 3-Year Averages



C-9: To decrease drivers under age 21 involved in fatal crashes 6.3% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been a steady decrease of drivers under age 21 involved in fatal crashes. Most fatal crashes involving drivers under age 21 occurred in 2005 when 326 young drivers were killed. The average decrease between calendar year 2011-2014 is 6.5 young drivers in fatal crashes per year. Using 3-year smooth averaging method and using logarithmic modeling (R2 of 0.93), GOHS has the 2017 target to steadily decrease drivers under age 21 involved in fatal crashes to the 3-yr average fatalities of 145 drivers. This would equate to 146, 145, and 143 young drivers involved in fatal crashes in years 2015, 2016, and 2017, respectively.

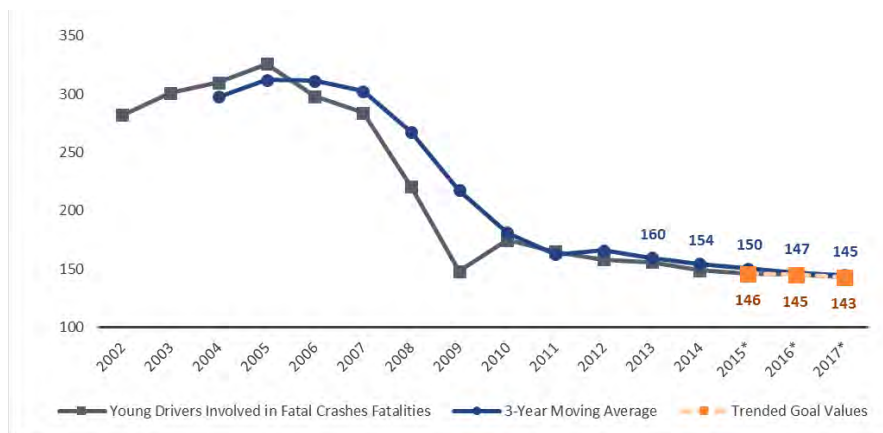
Year	Young Drivers Involved in Fatal Crashes Fatalities	3-Year Moving Average
2005	326	312
2006	298	311
2007	284	303
2008	221	268
2009	148	218
2010	175	181
2011	165	163
2012	158	166
2013	156	160
2014	149	154
2015	146	150
2016	145	147
2017	143	145



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.

2002-2014 Georgia Young Drivers Involved in Fatal Crashes & 2015-2017 Predicted Young Drivers Involved in Fatal Crashes, Moving 3-Year Averages



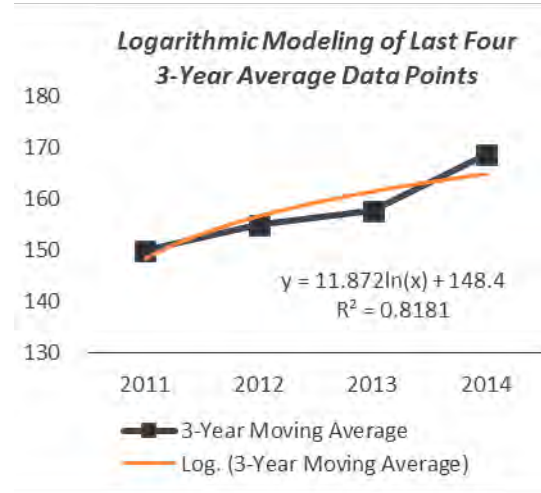
C-10: To decrease pedestrian fatalities 1.6% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.

Based on the data from 2007-2014 there has been unsteady change in pedestrian fatalities with the most fatalities occurring in 2013 with 176 fatalities. In fact, pedestrian fatalities, in the state of Georgia, is on a rise. In 2013 the count of pedestrian fatalities increased by 5% —from 167 in 2012 to 176 pedestrian fatalities. In 2014, the count of pedestrian fatalities decreased by 7.4%. Because the counts of pedestrian fatalities were growing in 2012-2013 and the 3-year averages will increase, GOHS has the 2017 target to reduce the count of pedestrian fatalities from 163 pedestrian fatalities in 2014 to 160 pedestrian fatalities in 2017.

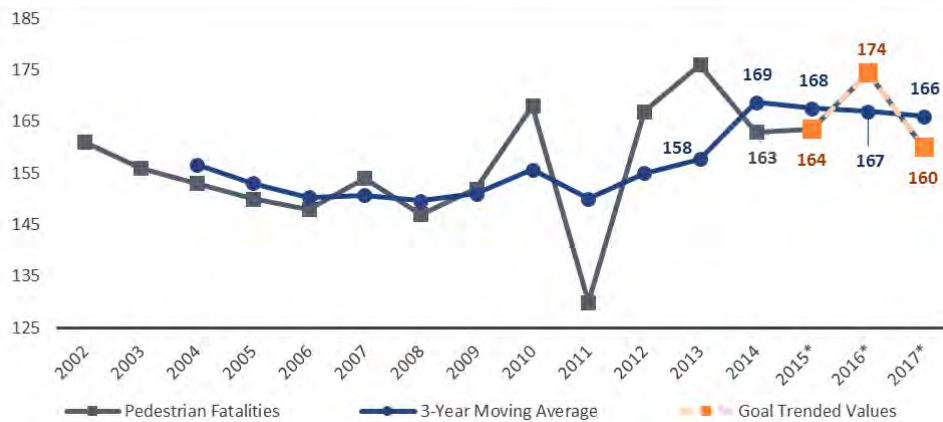
Year	Traffic Fatalities	Percent Pedestrian Fatalities	Pedestrian Fatalities	3-Year Moving Average
2004	1,634	9.4%	153	157
2005	1,729	8.7%	150	153
2006	1,693	8.7%	148	150
2007	1,641	9.4%	154	151
2008	1,495	9.8%	147	150
2009	1,292	11.8%	152	151
2010	1,247	13.5%	168	156
2011	1,226	10.6%	130	150
2012	1,192	14.0%	167	155
2013	1,180	14.9%	176	158
2014	1,164	14.0%	163	169
2015	1,160	14.1%	163	167
2016	1,149	15.2%	174	167
2017	1,138	14.1%	160	166

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.



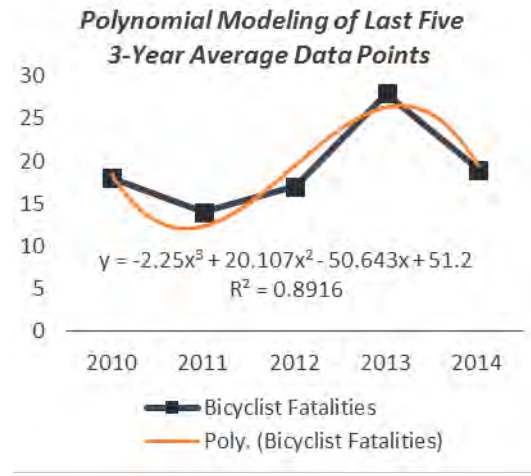
2002-2014 Georgia Pedestrian Fatalities & 2015-2017 Target Pedestrian Fatalities Moving 3-Year Averages



C-11: To decrease bicyclist fatalities 14.2% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.

Based on the data from 2010-2014 there has been unsteady decrease in bicyclist fatalities. The average decrease between calendar year 2010-2014 is 0.4 fatalities per year. In 2013 the count of bicyclist fatalities increased by 100% (doubled) —from 14 in 2011 to 28 pedestrian fatalities. GOHS has the 2017 target to decrease pedestrian fatalities below the 3-yr average of 18 bicyclist fatalities.

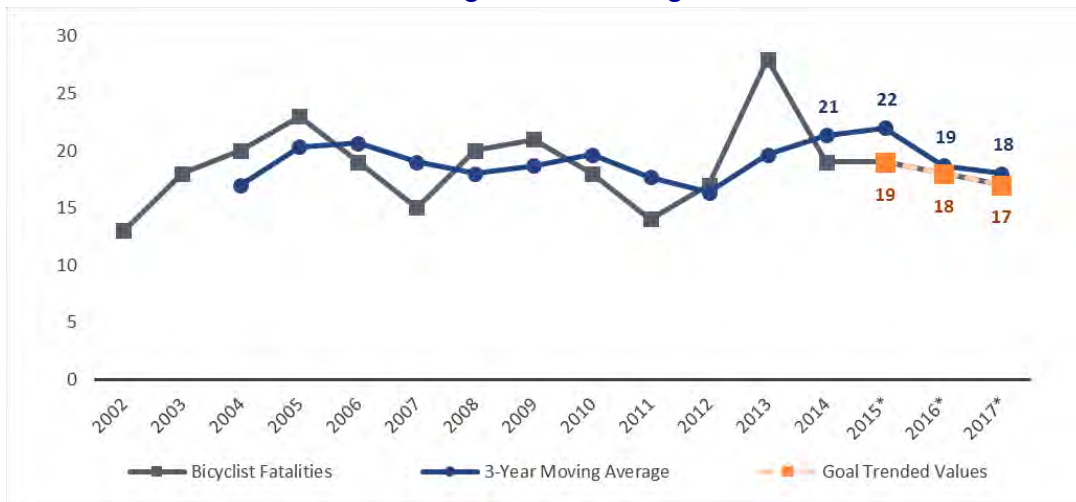
Year	Traffic Fatalities	Percent Bicyclist Fatalities	Bicyclist Fatalities	3-Year Moving Average
2002	1,524	0.9%	13	--
2003	1,603	1.1%	18	--
2004	1,634	1.2%	20	17
2005	1,729	1.3%	23	20
2006	1,693	1.1%	19	21
2007	1,641	0.9%	15	19
2008	1,495	1.3%	20	18
2009	1,292	1.6%	21	19
2010	1,247	1.4%	18	20
2011	1,226	1.1%	14	18
2012	1,192	1.4%	17	16
2013	1,180	2.4%	28	20
2014	1,164	1.6%	19	21
2015	1,160	1.6%	19	22
2016	1,149	1.5%	18	19
2017	1,138	1.4%	17	18



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.

2002-2014 Georgia Bicyclist Fatalities & 2015-2017 Predicted Bicyclist Fatalities Moving 3-Year Averages



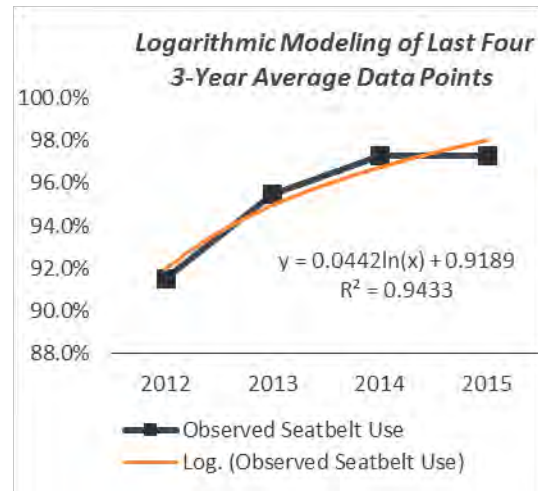
B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

Statewide safety belt usage in 2015 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, an increase of 1.8% from 2013. GOHS has the 2017 target to increase the seatbelt utilization by a net 0.4% from the 2015 baseline.

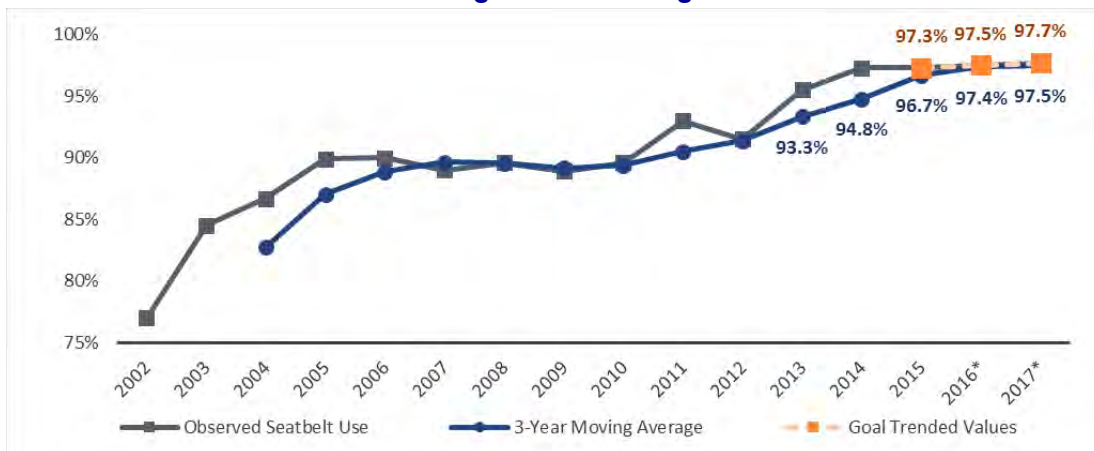
Year	Observed Seatbelt Use	3-Year Moving Average
2004	86.7%	82.7%
2005	89.9%	87.0%
2006	90.0%	88.9%
2007	89.0%	89.6%
2008	89.6%	89.5%
2009	88.9%	89.2%
2010	89.6%	89.4%
2011	93.0%	90.5%
2012	91.5%	91.4%
2013	95.5%	93.3%
2014	97.3%	94.8%
2015	97.3%	96.7%
2016	97.5%	97.4%
2017	97.7%	97.5%

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 & 2016-2017 Observed Restraint Use Moving 3-Year Averages



SECTION 8: 405 APPLICATION

The image shows a close-up of a '405 Application Form'. The form is divided into several sections. At the top, there is a section labeled 'Part II. Education and Training' with the instruction 'Please print graduate's name'. Below this is the main title 'Application Form'. The next section is 'Part I. General Information' with the instruction 'Please review all questions carefully before preparing your application'. This section contains fields for 'First Name', 'Last Name', 'Address', 'City', 'State', and 'Zip'. Below these fields is the 'Application Type' section, which asks 'Which of the following best describes your application?' and provides radio button options for 'New Applicant', 'Renewal Applicant', 'Transfer Applicant', and 'Other'. The form is partially obscured by a blue tab at the top.



2017 SECTION 405 GRANT APPLICATION



06/30/16

Georgia Governor's Office of Highway Safety

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



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Appendix D to Part 1200


**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Georgia Fiscal Year: 2017

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.


Signature Governor's Representative for Highway Safety

6/28/16
Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

All States: *(fill in all blanks below.)*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # HSP pages 211-223
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # HSP pages 211-223
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # HSP pages 211-223
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # HSP pages 211-223

Lower Seat belt Use States: *(Check at least 3 boxes below and fill in all blanks under those checked boxes.)*

- The State's primary seat belt use law, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s): _____

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

Legal citations:

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

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: *[Check one box below and fill in any blanks under that checked box.]*
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____.
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of *[check one box only]* the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____
- The name and title of the State's Traffic Records Coordinator is: _____
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____
- *[Check one box below and fill in any blanks under that checked box.]*
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____
 - OR**
 - For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____
 - OR**
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant.
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant.
 - OR**
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: *[Fill in all blanks below.]*

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- 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, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____. _____ is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving;

- Driver license testing of distracted driving issues;

- Minimum fine of at least \$25 for first offense;

- Increased fines for repeat offenses;

- Exemptions from youth cell phone use ban;

Part 3: Motorcyclist Safety (23 CFR 1200.25)

(Check at least 2 boxes below and fill in any blanks under those checked boxes.)

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # HSP pages 259-271
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # HSP pages 254-271
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # HSP pages 254-271
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # HSP pages 254-271
- Copy of the State strategic communications plan is provided as HSP attachment # HSP pages 254-271

10

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # HSP pages 277
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # HSP pages 277
- The State law or regulation that defines impairment.
 Legal citation(s): O.C.G.A. 40-6-391
HSP pages 277

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____
- The State law or regulation that defines impairment.
 Legal citation(s): _____

11

Use of fees collected from motorcyclists for motorcycle programs: [Check one box below and fill in any blanks under the checked box.]

Applying as a Law State --

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
Legal citation(s):

AND

- The State's law appropriating funds for FY _____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
Legal citation(s):

Applying as a Data State

- Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as IISP attachment # _____

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

11

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as IISP attachment # _____

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as IISP attachment # _____

405 (b)
23 CFR 1200.21

I. Occupant Protection (405 b)

**OCCUPANT PROTECTION
(23 U.S.C. 405(b))**

Instructions: States may elect to apply for an occupant protection grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 1.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 1.2 and complete the form.

PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)

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

All States: *[Fill in all blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # HSP pages 212-223.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # HSP pages 212-223.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # HSP pages 212-223.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # HSP pages 212-223.

Lower Seat belt Use States:

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

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____;
- Coverage of all passenger motor vehicles: _____;
- Minimum fine of at least \$25: _____;

- Exemptions from restraint requirements: _____
_____.
- ┌ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
_____.
- ┌ The State's **high risk population countermeasure program** is provided as HSP page or
attachment # _____.
- ┌ The State's **comprehensive occupant protection program** is provided as HSP attachment #
_____.
- ┌ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on
_____.

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Occupant Protection

PROGRAM GOALS: The overall program goal is to increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017

Problem Identification and Program Justification

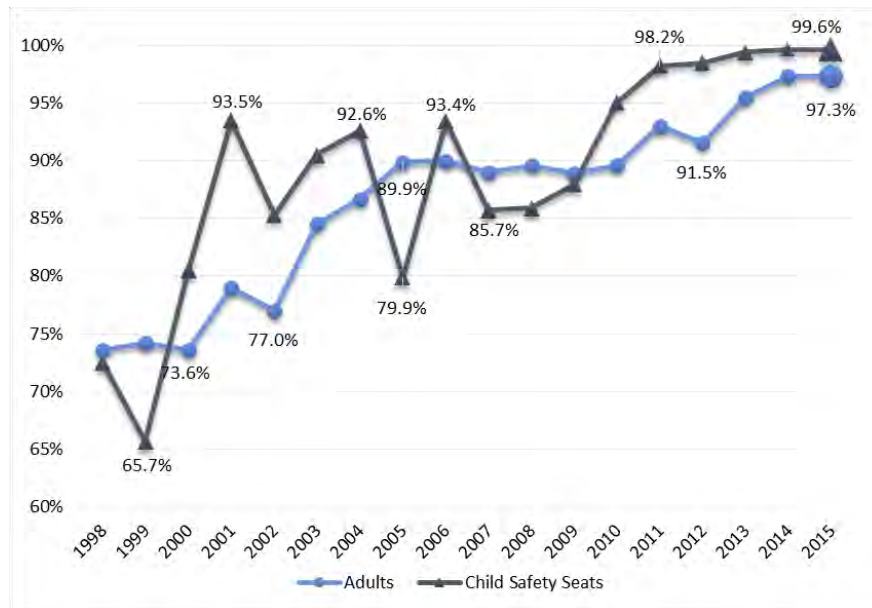
One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In Georgia, non-restraint use is consistently associated with over fifty percent (50%) of all vehicle crash fatalities. The National Highway Traffic Safety Administration (NHTSA) data that shows 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 2015 report are as follows:

- Statewide safety belt usage in 2015 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, a rate that is unchanged from 2014.
- Safety belt usage was 98.6% in passenger cars, 96.6% in vans, and 95.1% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.7%), followed by rural areas (96.5%), and the non-Atlanta MSAs (95.7%).

Child safety seat usage in 2015 was 97.4%, a decrease of 2.2% from the 2014 usage rate. Child safety seat usage in the Atlanta MSA was 96.4%, 98.2% in other MSAs and 95.4% in rural areas of the state.

Georgia Restraint Use Observational Survey



In 2014, a total of 63 children ages 4 years and under were involved in fatal motor vehicle crashes (crashes that led to more than one fatality) in Georgia. Of those children involved in fatal crashes, 31 were injured and 11 were killed. Only 10 out of the 63 fatality injured children were reported to not be using a supplemental restraint, such as a child safety seat or a booster seat, in addition to the adult seat belt.

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 the gap in our law and what the statistics are 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 2017 Performance Objectives

- Objective 1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2014 to 97.7% in 2017.
- Objective 2: To maintain the use of child safety restraint systems for children age seven and under of 99.6% in 2017.
- Objective 3: To increase safety belt use rate by 1% for rural drivers and passengers in the FFY 2017.
- Objective 4: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,178 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year average of 114,643 to 107,868 by 2017.
- C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.

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 the University of Georgia to implement 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.
9. Provide funds to the University of Georgia to conduct twelve (12) Child Passenger Safety Technician (CPST) Certification Courses, certifying 150 new technicians and to offer 24 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2017 to encourage recertification and enhance the quality of instruction.
10. Provide funds to the University of Georgia to provide training during scheduled Child Passenger Safety Technician (CPST) courses to a minimum of six bilingual students Spanish/English).
11. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
12. Provide funds to the University of Georgia to coordinate and conduct two Child Passenger Safety (CPS) awareness presentations for Spanish-speaking communities with high Hispanic/Latino populations and to give 2 "Safe Transportation of Children in Child Care" presentations to child care providers.
13. Provide funds to the University of Georgia to coordinate and host a minimum of two combined CarFit Event Coordinator/Technician trainings, certifying 20 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.
14. Provide 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.

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 59,329 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. 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) 2017, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) Traffic Enforcement Mobilization Campaigns planned:

- November 14 – November 27, 2016 which covers the Thanksgiving Holiday Period
- May 15 – May 29, 2017 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.

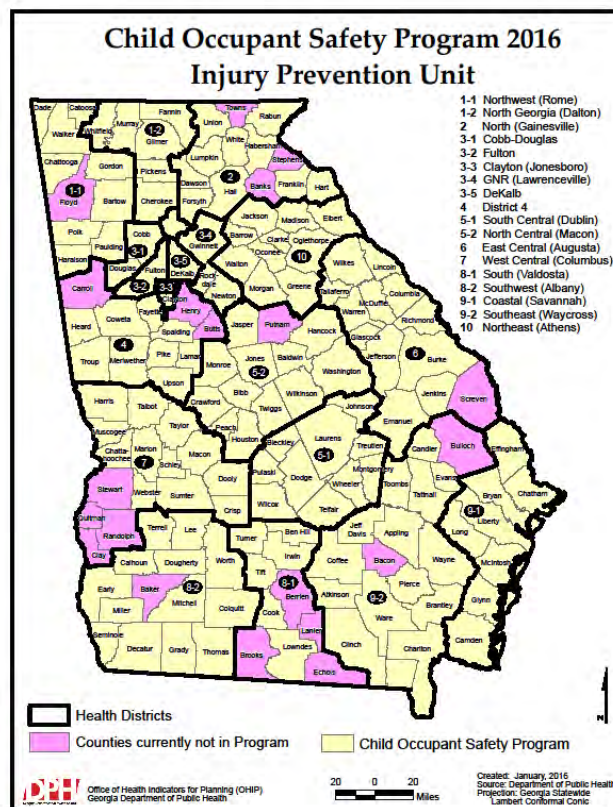
Child Restraint Inspection Stations

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 the 2015 Census, Georgia's population is 10,214,860. The Governor's Office of Highway Safety (GOHS) will continue to work with these partners 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 2016.



Child Passenger Safety Technician

Georgia is currently maintaining 1,848 certified Child Passenger Safety Technicians (CPST) and seventy-three (73) certified Child Passenger Safety (CPS) Instructors. The average National recertification rate was about 54% in calendar year 2015, while the Georgia recertification rate for the year 2015 was 58.4%. 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. Georgia Traffic Injury Prevention Institute (GTIPI), 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.

The following chart illustrates Georgia Traffic Injury Prevention Institute's (GTIPI) currently scheduled Child Passenger Safety Technician (CPST) Continuing Education Unit (CEU) certification courses in Georgia for FFY 2017.

GTIPI CPST Courses*		GTIPI CEU Courses*	
2016		2016	
Dates	Location	Dates	Location
October 11-14	Bryan/Richmond Hill	October 3	Online Webcast
October 25-28	Rockdale/Conyers	October 20	Clarke/Athens
November 8-11	Bibb/Macon	November 7	Online Webcast
December 6-9	Rockdale/Conyers	November 10	Baldwin/Milledgeville
		December 5	Online Webcast
2017		December 14	Rockdale/Conyers
Dates	Location	2017	
January 10-13	Tift/Tifton	Dates	Location
January 24-27	Rockdale/Conyers	January 2	Online Webcast
February 14-17	Richmond/Augusta	January 19	Bibb/Macon (or Byron)
March 7-10	Rockdale/Conyers	February 6	Online Webcast
March 21-24	Sumter/Americus	February 9	Bryan/Richmond Hill
April 18-21	Gwinnett/Suwanee	March 6	Online Webcast
May 16-18	Douglas/Douglasville	March 16	Rockdale/Conyers
June 13-15	Peach/Byron	April 3	Online Webcast
August 8-11	Rockdale/Conyers	April 13	Thomasville (or Tifton)
August 22-25	Gwinnett/Lawrenceville	May 1	Online Webcast
September 12-15	Rockdale/Conyers	May 11	Rockdale/Conyers
		June 5	Online Webcast
		June 21	Douglas/Douglasville
		July 3	Online Webcast
		July 6	Gwinnett/Suwanee
		August 7	Online Webcast
		August 17	Rockdale/Conyers
		September 4	Online Webcast
		September 21	Clarke/Athens

*Dates and Location are subject to change

Other CPS Meetings/Trainings

- CPST Instructor Development – August (TBA-Conference)
- CPST Instructor Meeting – July 18-19, 2017 – Rockdale/Conyers

Conduct two CarFit Technician/Event Coordinator Trainings

- March 8-9, 2017 – Hinesville
- September 6-7, 2017 – Rockdale/Conyers

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 eleven (11) 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 503 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.

The University of Georgia Traffic Injury Prevention Institute (GTIPI)

Georgia Traffic Injury Prevention Institute (GTIPI) offers the following Child Passenger Safety (CPS) training programs: The National Standardized Child Passenger Safety Technician Certification Program, Continuing Education Unit (CEU) Workshops for Child Passenger Safety Technician's (CPST) (Obese Children, Premie and Under-weight Children, LATCH, and Airbags), Child Passenger Safety Technician (CPST) Certification Renewal, and Safe Transportation for Children in Child Care (for child-care providers). Georgia Traffic Injury Prevention Institute (GTIPI) promotes Child Passenger Safety Technician (CPST) collaboration throughout the state in an effort to promote Child Passenger Safety (CPS) awareness training at the local level. Additionally, through regular follow-up and the quarterly distribution of the newsletter TechTalk, Georgia Traffic Injury Prevention Institute (GTIPI) encourages Child Passenger Safety Technician's (CPST) to maintain certification.

Many organizations, including Governor's Office of Highway Safety (GOHS) grantees, are encouraging their staff to earn and maintain these certifications. Georgia Traffic Injury Prevention Institute (GTIPI) is the primary entity providing Child Passenger Safety Technician (CPST) training statewide in Georgia. Some organizations Standard Operating Procedure (SOP) authorize Child Passenger Safety Technician (CPST) training facilitated by Georgia Traffic Injury Prevention Institute (GTIPI) only. As a result, the number of local communities requesting Child Passenger Safety (CPS) Technician Certification programs continues to increase. To meet this need, Georgia Traffic Injury Prevention Institute (GTIPI) actively recruits traffic safety advocates to become technicians and regularly offers the Child Passenger Safety Technician (CPST) course statewide throughout the year.

Georgia Traffic Injury Prevention Institute (GTIPI) has highly qualified certified Child Passenger Safety Technician (CPST) Instructors with Lead instructor privileges. Georgia Traffic Injury Prevention Institute's (GTIPI) Child Passenger Safety Technician (CPST) training equipment is above average and is utilized to provide Child Passenger Safety Technicians (CPSTs) with knowledge about the latest advances in child safety seat technology. Georgia Traffic Injury Prevention Institute (GTIPI) has established a strong partnership with the Georgia State Patrol and its Child Passenger Safety Technician (CPST) Instructors to ensure that high-level quality instruction is provided in all of its Child Passenger Safety Technician (CPST) certification courses. Georgia Traffic Injury Prevention Institute (GTIPI) and Georgia State Patrol (GSP) collaborate regularly to provide Child Passenger Safety Technician (CPST) Certification courses in rural areas of the state. Course evaluations confirm the outstanding instruction coordinated and facilitated by Georgia Traffic Injury Prevention Institute (GTIPI) and its team of instructors. Additionally, being affiliated with The University of Georgia Cooperative Extension has proven to be invaluable and affords Georgia Traffic Injury Prevention Institute (GTIPI) a local point of contact with a working knowledge base of training facilities around the state.

GTIPI Recruiting Strategies

- Create, print and distribute a schedule of all Georgia Traffic Injury Prevention Institute (GTIPI) trainings by distributing an occupant safety training calendar for the 2016-2017 grant year.
- Provide exhibits and educational presentations on occupant safety. Information and educational materials will cover safety belt usage for teens and adults of all ages as well as child safety seats and booster seats.
- Contact ten (10) Fire Rescue Departments statewide to identify stations interested in establishing Child Safety Seat Inspection Stations and to explore training opportunities for personnel to support the inspection station.

GTIPI Training Strategies

- Host twelve (12) Child Passenger Safety Technician (CPST) courses statewide certifying 150 Child Passenger Safety (CPS) Technicians, training a minimum of six (6) bilingual Child Passenger Safety Technician (CPST) students.
- Offer one Child Passenger Safety (CPS) Instructor Development courses for Child Passenger Safety Training (CPST) Instructors and Instructor Candidates.

GTIPI Maintenance Strategies

- Provide statewide support to Child Passenger Safety (CPS) technicians and instructors by conducting twenty-four (24) Continuing Education Unit (CEU) workshops across the state in person. During these workshops, technicians will be provided with updated information about best practices and new technology relative to Child Passenger Safety (CPS). Technicians will also have an opportunity to complete seat “check-offs” as required for re-certification. Georgia Traffic Injury Prevention Institute (GTIPI) will target technicians nearing expiration. (Georgia Traffic Injury Prevention Institute (GTIPI) will also make available to Child Passenger Safety Technicians (CPST) one Continuing Education Unit (CEU) workshop per month via webcast.)
- Maintain and regularly update a database containing information on certified Child Passenger Safety (CPS) technicians and instructors. The database will include certification date and number, name address, contact numbers, e-mail addresses, organization represented and certification expiration date.
- Develop and revise child passenger safety curricula throughout FFY 2017, as needed, for use by Child Passenger Safety Technicians (CPST). New development and revisions include, but are not limited to, Child Passenger Safety (CPS) Awareness; Basics of Child Passenger Safety (CPS); What’s the Misuse; Booster Seats; Transporting Obese Children Safely; Making LATCH Click; and Transporting Children in Other Vehicles. Facilitate a workshop for Georgia’s Child Passenger Safety Technician (CPST) instructors to provide up-to-date training and information on child passenger safety.
- Publish and distribute, electronically and in print, a quarterly newsletter, "Tech Talk".
- Conduct an annual survey of currently certified technicians to determine the extent of use of the skills acquired in the Child Passenger Safety Technician (CPST) training. Information collected on the survey will include the number of child safety seat check events conducted, number and type of Child Passenger Safety (CPS) awareness classes conducted, and individual assistance with child safety seats, as well as other data to sample the level of activity among Child Passenger Safety Technicians (CPST).

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, the certification and recertification of Child Passenger Safety (CPS) Technicians and Instructors is critical to a successful statewide program that addresses child occupant safety. Project staff, routinely co-teach certification classes and work with state level collaborators to ensure Child Passenger Safety Technicians (CPST) have access to Department of Family and Children Services (DFCS) and materials to complete their recertification requirements.

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.

Department of Public Health Training Strategies

- Build statewide special needs training capacity by teaching the eight hour "Transporting Georgia's Special Children Safely" training course at least twice per year.
- Host a training specific Division of Family and Children Services (DFCS) staff on Child Passenger Safety (CPS) basic practices for children, including a focus on special needs.

Department of Public Health Maintenance Strategies

- Work with Georgia Traffic Injury Prevention Institute (GTIPI) by assisting with the Child Passenger Safety Technician (CPST) instructor meeting and provide assistance to mini grantee instructors as needed.
- Teach 2 Child Passenger Safety Technician (CPST) recertification classes and facilitate re-certifications through verifying seat "check-offs" for 75 Child Passenger Safety Technicians (CPST).

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 2016 grant personnel trained and recertified over one hundred ninety (190) firefighters 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.

City of Atlanta Fire Rescue Department Training & Maintenance Strategies

- Host at least 4 Child Passenger Safety Technician (CPST) courses and at least 31 Child Passenger Safety Technician (CPST) re-certification courses; thereby certifying 200 fire personnel as new technicians and/or re-certification.

City of Atlanta Child Safety Seat Events

Date	Location
October 2016	Atlanta/Stockbridge
November 2016	Chamblee
December 2016	Atlanta
March 2017	Atlanta
April 2017	East Point/College Park, Atlanta (2)
May 2017	TBA/Atlanta/Forest Park
June 2017	Riverdale/College Park
July 2017	Summerville/TBA (6)/LaGrange
August 2017	College Park/Atlanta(2)
September 2017	College Park (2)/Tucker/Atlanta

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 2016 Click it or Ticket (CIOT) is \$250,000. For the November 2015 Click it or Ticket (CIOT) campaign, invoices totaled \$229,440 with an additional \$38,030 value added in bonus spots.

405 (c)
(23 CFR 1300.22)

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

**STATE TRAFFIC SAFETY INFORMATION
SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))**

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.

PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

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

All States:

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 105(a)(5))

[Fill in all blank for each bullet below.]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: 09/17/15, 12/02/15, 02/03/16, 03/10/16, 04/11/16 and 06/01/16.
- The name and title of the State's Traffic Records Coordinator is Mike Smith,
Project Director for Traffic Records.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # HSP page 228 and follow link.
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements: HSP page or attachment # HSP pages 227-233;
 - List of all recommendations from most recent assessment: HSP page or attachment # HSP pages 229-233;
 - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # HSP pages 227-233;
 - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # HSP pages 227-233.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # HSP pages 227-233.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on June 4, 2014.

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, 2015 to 93% by performance period Jan 1- Dec 31, 2017.

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.

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Traffic Fatalities	1,693	1,641	1,493	1,284	1,244	1,223	1,192	1,179	1,164
Fatalities Rate*	1.49	1.46	1.37	1.18	1.11	1.09	1.11	1.08	1.04
Crashes	342,156	337,824	306,342	286,896	290,611	296,348	330,102	363,798	378,458
Crash Rate**	3.01	2.98	2.72	2.63	2.66	2.69	3.07	3.32	3.39
Injuries	133,399	128,315	115,737	109,685	110,829	104,524	115,619	116,458	117,380
Injury Rate**	1.18	1.13	1.03	1.01	1.01	0.95	1.08	1.06	1.05
VMT(millions)	113,509	113,532	112,541	109,057	109,258	110,370	107,488	109,355	111,535

*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 2016, 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 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).

FFY 2016 Georgia Traffic Safety Information Systems Improvement Application

Click on the links below for the full FFY2016 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 FFY2017 Traffic Safety Information Systems Application

Georgia Traffic Records Assessment Update Report

Assessment Completed June 4, 2014 / Update Report Prepared May 25, 2016

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, 2016, 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 2016. 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 2017. 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 2017. 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 2017. 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 2017 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 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,178 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year average of 114,643 to 107,868 by 2017.

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 Appriss 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 Appriss to implement data transfer interfaces for crash reports.

405 (d)
(23 CFR 1200.23)

III. Impaired Driving Countermeasures (405d)

Assurance Statement



Governor's Office of Highway Safety
7 Martin Luther King Jr Drive • Suite 643 • Atlanta, Georgia 30334
Telephone: 404.656.6996 or 888.420.0767 • Facsimile: 404.651.9107
www.gahighwaysafety.org

Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 15, 2016

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 2017 Section 405d Impaired Driving Grant. Georgia is in full compliance with MAP-21 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,

Harris Blackwood
GOHS Director

HB/cmh



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**IMPAIRED DRIVING COUNTERMEASURES
(23 U.S.C. 405(d))**

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.

PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)
[Check the box above only if applying for this grant.]

- The lead State agency responsible for impaired driving programs will 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 will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____.
- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

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

IV. Distracted Driving (405e)

DISTRACTED DRIVING
(23 U.S.C. 405(e))

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

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

(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

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

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

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in HSP page or attachment # _____.

- **Prohibition on Texting While Driving**

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

Legal citations:

- 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, a minimum fine of at least \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- 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: _____.

- 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 2017**

- The State's basic text messaging statute applying to drivers of all ages was enacted on 07/01/2010 and last amended on 07/01/2010, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Basic text messaging statute: 40-6-241.1
 - Primary or secondary enforcement: Primary enforcement
- 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.

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 all manners of ways drivers can become distracted. 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 2010-2014 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.

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%

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 2017 Performance Objectives

- 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.

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.

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 1200.25)

V. Motorcycle Safety (405f)

Awareness Program Development Letter



Governor's Office of Highway Safety
7 Martin Luther King Jr Drive • Suite 643 • Atlanta, Georgia 30334
Telephone: 404.656.6996 or 888.420.0767 • Facsimile: 404.651.9107
www.gahighwaysafety.org

Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 15, 2016

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) criteria: Motorcycle Awareness Program (Page 254) and Impaired Driving Program (Page 277).

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,

Harris Blackwood
GOHS Director

HB/cmh



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**MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))**

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.**

PART 7.1⁸: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)

⁸Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)

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

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

 Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # [HSP pages 254 - 271](#) _____.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # [HSP pages 254 - 271](#) _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # [HSP pages 254 - 271](#) _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # _____.

[HSP pages 254 - 271](#) _____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____
[HSP pages 254 - 271](#) _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # [HSP pages 277 - 289](#) _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # [HSP pages 277 - 289](#) _____.
- The State law or regulation defines impairment. Legal citation(s): [O.C.G.A. 40-6-301](#) _____
[HSP pages 277 - 289](#) _____.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. Legal citation(s): _____.

Use of fees collected from motorcyclists for motorcycle programs: *[Check one box below and fill in any blanks under the checked box.]*

- Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____
AND
- The State's law appropriating funds for FY _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

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Qualifying Criteria: Motorcyclist Awareness Program

Program Goals: 1) To decrease motorcyclist's fatalities 3.4% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017. 2) To decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

Data Used to Identify Priorities

Motorcycles are an increasingly popular means of transportation. In 2014, there were 199,575 registered motorcycles in the state of Georgia. This is an increase of 2,617 from 2010. We partially attribute this increase to the current economic situation and the fact that people were trying to find less expensive ways to commute.

In 2014, there were 4,716 crashes involving motorcycles. Of these, 137 riders were killed on the roadways of Georgia. We feel many contributing factors are involved however the main ones include alcohol, speed, distraction, and rider inexperience.

Nationally, motorcycle fatalities have decreased 14% from 2008 when there were 5,312 rider deaths. The problem is that in 2008 and in 2014, motorcycle deaths accounted for 15% of the overall traffic deaths. During those same years in Georgia, motorcyclists accounted for 12% of all traffic fatalities.

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 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 2014 calendar year, over 50 percent of all motorcyclist fatalities occurred in metropolitan areas including Atlanta, Gainesville, Augusta, Savannah, and Columbus. According to Fatality Analysis Reporting System (FARS) data, Fulton and Gwinnett counties had the highest number of motorcycle fatalities with 9 in each county in 2014. 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.

The 2014 data show there were 199,575 registered motorcycles in Georgia. There were 2,617 more registrations in 2014 than in 2010. The motorcycle fatality rate (as shown in the table below) varies between 57.96 fatalities per 100,000 registered motorcycles (minimum) in 2013 to the high 75.14 fatalities per 100,000 registered motorcycles in 2011 (maximum).

Motorcycle Fatalities per 100,000 Registered Motorcycles 2010-2014

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

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

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 2014, 38 of the 137 (27%) motorcyclist's fatal crashes in Georgia involved alcohol from the rider

In 2014, Georgia has an alcohol reporting rate of 41% -- 41% of all drivers involved in fatal crashes were tested for alcohol consumption with recorded BAC. In Georgia, 1621 drivers were involved in fatal crashes, and 668 drivers were tested. The highest alcohol testing occurred among the fatally injured (61%), followed by Non-Incapacitating Evident Injured drivers (22%).

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
2010	Georgia	880	190	806	501	1,686	691
	US	23,527	7,927	21,072	16,405	44,599	24,332
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

Source: FARS 2010-2014

According to a study conducted by the Pacific Institute for Research and Evaluation (PIRE), the percent of riders dying with low BAC levels is almost twice that of drivers of passenger vehicles.

The chart on the following page indicates the number of Motorcyclist Fatalities by County for 2009-2014, and lists the counties in order from most fatalities to least fatalities based on 2014 data.

Motorcyclist Fatalities by County (2010-2014) Highest to Lowest for 2014					
County	2010	2011	2012	2013	2014
Fulton	7	9	12	9	9
Gwinnett	8	8	6	8	9
Clayton	4	4	1	2	7
DeKalb	3	5	15	9	6
Chatham	6	3	2	6	6
Cherokee	2	2	2	3	5
Muscogee	3	3	3	1	5
Richmond	2	4	4	5	4
Forsyth	1	2	2	4	4
Douglas	3	2	2	2	4
Henry	6	3	1	2	4
Effingham	0	0	1	1	4
Hall	5	6	4	0	4
Cobb	6	6	6	5	3
Bartow	1	4	1	2	3
Bibb	3	2	3	2	3
Carroll	2	3	2	2	2
Gordon	0	2	2	2	2
Camden	0	1	1	1	2
Clarke	4	2	3	1	2
Coweta	2	2	2	1	2
Murray	0	2	0	1	2
Towns	0	2	0	1	2
Houston	3	1	2	0	2
Pulaski	0	0	0	0	2
Rockdale	0	1	1	0	2
Screven	0	0	0	0	2
Bulloch	1	1	0	2	1
Fannin	1	4	1	2	1
Haralson	1	0	0	2	1
Jackson	0	2	2	2	1
Troup	1	2	2	2	1
Union	2	2	1	2	1
Catoosa	2	0	0	1	1
Columbia	0	1	2	1	1
Cook	0	0	0	1	1

Motorcyclist Fatalities by County (2010-2014) Highest to Lowest for 2014					
County	2010	2011	2012	2013	2014
Elbert	0	0	0	1	1
Habersham	2	0	1	1	1
Lee	0	0	0	1	1
Madison	0	0	0	1	1
Pickens	1	0	0	1	1
Spalding	2	2	1	1	1
Baldwin	0	0	0	0	1
Banks	0	0	1	0	1
Brooks	0	0	0	0	1
Butts	0	0	0	0	1
Colquitt	0	2	0	0	1
Dawson	1	1	2	0	1
Early	0	1	0	0	1
Fayette	0	1	1	0	1
Franklin	0	1	0	0	1
Jasper	1	0	0	0	1
Lamar	0	1	0	0	1
Liberty	1	1	0	0	1
Mitchell	0	0	0	0	1
Morgan	0	2	0	0	1
Oconee	0	0	0	0	1
Polk	0	1	0	0	1
Rabun	1	1	0	0	1
Stephens	0	1	2	0	1
Sumter	0	0	1	0	1
Walton	2	0	2	0	1
Warren	0	0	0	0	1
Whitfield	1	0	2	0	1
Glynn	1	3	1	3	0
Barrow	1	1	2	2	0
Dougherty	1	1	0	2	0
Gilmer	0	3	0	2	0
Paulding	1	4	0	2	0
Bleckley	0	0	0	1	0
Bryan	2	1	1	1	0

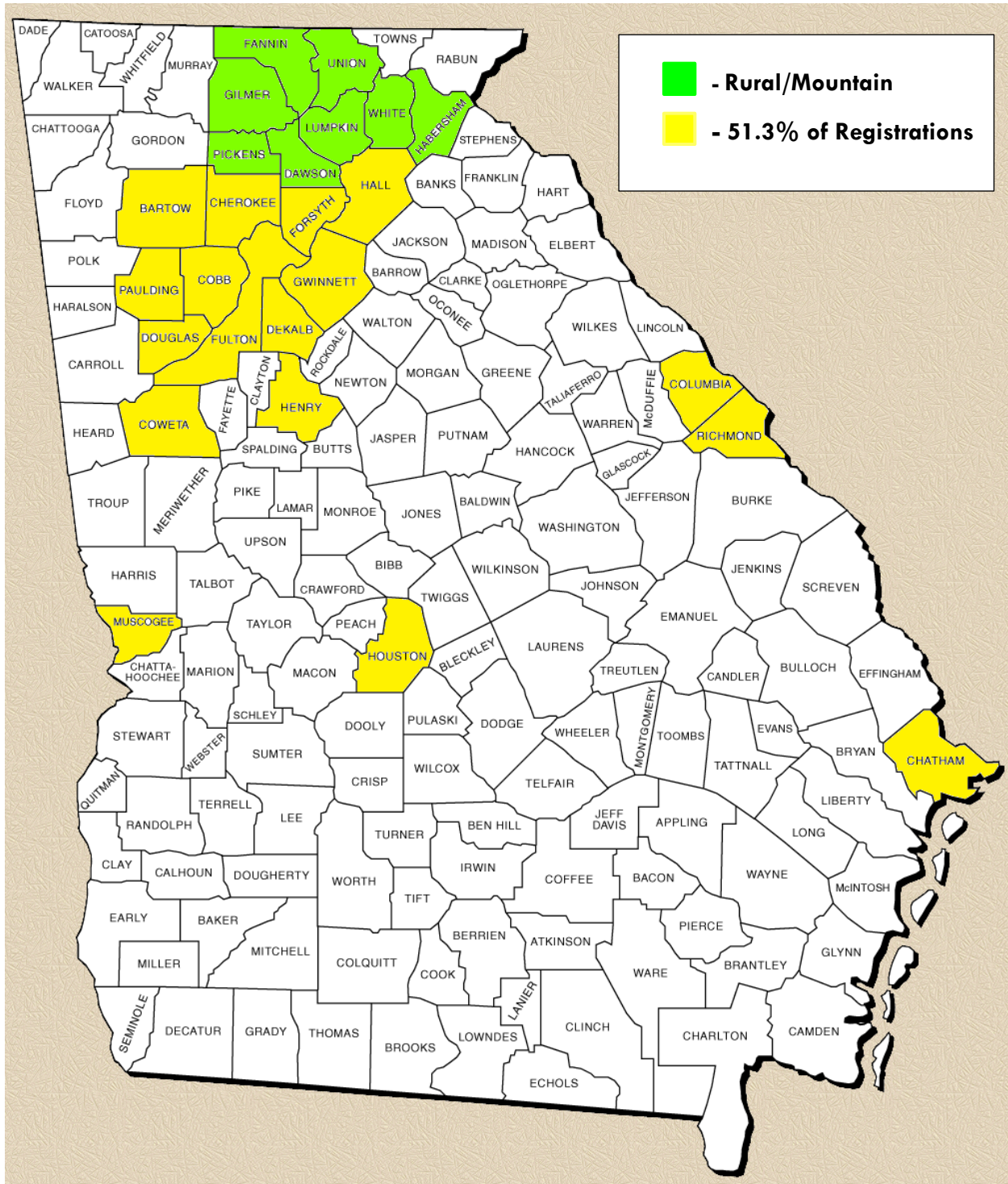
Motorcyclist Fatalities by County (2010-2014) Highest to Lowest for 2014					
County	2010	2011	2012	2013	2014
Burke	1	0	1	1	0
Clinch	0	0	0	1	0
Floyd	3	0	2	1	0
Jeff Davis	0	1	0	1	0
Laurens	1	1	1	1	0
Lowndes	1	0	2	1	0
Lumpkin	1	1	1	1	0
McIntosh	0	0	0	1	0
Monroe	0	0	1	1	0
Newton	1	4	3	1	0
Taylor	0	0	0	1	0
Worth	0	0	0	1	0
Appling	1	0	1	0	0
Atkinson	0	0	0	0	0
Bacon	0	0	0	0	0
Baker	0	1	0	0	0
Ben Hill	0	0	0	0	0
Berrien	1	0	0	0	0
Brantley	0	0	0	0	0
Calhoun	0	0	0	0	0
Candler	0	0	0	0	0
Charlton	0	0	0	0	0
Chattahoochee	0	0	0	0	0
Chattooga	0	1	0	0	0
Clay	0	0	0	0	0
Coffee	0	0	0	0	0
Crawford	0	0	1	0	0
Crisp	0	2	0	0	0
Dade	1	0	1	0	0
Decatur	0	1	0	0	0
Dodge	0	1	2	0	0
Dooly	0	0	0	0	0
Echols	0	0	0	0	0
Emanuel	0	0	0	0	0
Evans	0	0	0	0	0
Glascock	0	0	0	0	0

Motorcyclist Fatalities by County (2010-2014) Highest to Lowest for 2014					
County	2010	2011	2012	2013	2014
Grady	0	0	0	0	0
Greene	0	0	0	0	0
Hancock	1	0	0	0	0
Harris	1	0	2	0	0
Hart	2	1	0	0	0
Heard	0	1	0	0	0
Irwin	0	0	1	0	0
Jefferson	0	0	1	0	0
Jenkins	0	0	0	0	0
Johnson	0	0	0	0	0
Jones	0	0	0	0	0
Lanier	0	0	0	0	0
Lincoln	0	0	0	0	0
Long	1	0	1	0	0
Macon	1	0	1	0	0
Marion	1	0	0	0	0
McDuffie	0	0	1	0	0
Meriwether	2	0	0	0	0
Miller	0	0	0	0	0
Montgomery	0	1	0	0	0
Oglethorpe	2	1	0	0	0
Peach	0	1	1	0	0
Pierce	0	1	1	0	0
Pike	0	0	0	0	0
Putnam	0	0	2	0	0
Quitman	0	0	0	0	0
Randolph	0	0	1	0	0
Schley	0	0	0	0	0
Seminole	0	0	0	0	0
Stewart	0	0	0	0	0
Talbot	0	0	0	0	0
Taliaferro	0	0	0	0	0
Tattnall	0	0	0	0	0
Telfair	0	0	0	0	0
Terrell	0	0	0	0	0
Thomas	0	1	1	0	0

Motorcyclist Fatalities by County (2010-2014) Highest to Lowest for 2014					
County	2010	2011	2012	2013	2014
Tift	1	0	1	0	0
Toombs	1	0	0	0	0
Treutlen	0	0	0	0	0
Turner	1	0	0	0	0
Twiggs	0	0	0	0	0
Upson	1	1	0	0	0
Walker	4	1	0	0	0
Ware	0	2	0	0	0
Washington	0	1	0	0	0
Wayne	0	2	1	0	0
Webster	0	0	0	0	0
Wheeler	0	0	0	0	0
White	1	3	0	0	0
Wilcox	0	0	0	0	0
Wilkes	0	1	0	0	0
Wilkinson	0	0	0	0	0

2016 Georgia Motorcycle Registrations by County (ranked from highest to lowest number of registrations)					
Yellow cells represent counties who registrations total to 49.7% of Georgia's total registrations			Green cells represents counties that have mountain/rural highways		
Total Motorcycle Registrations in Georgia = 196,277					
COBB	13,356	LAURENS	873	CRISP	300
GWINNETT	13,000	HARALSON	844	MITCHELL	297
FULTON	10,038	THOMAS	807	BROOKS	279
DEKALB	6,877	JONES	804	MCINTOSH	276
CHEROKEE	6,754	LEE	783	BENHILL	274
HENRY	5,104	MADISON	780	GREENE	264
CHATHAM	4,950	OCONEE	776	LANIER	247
FORSYTH	4,730	BUTTS	766	CHATTAHOOCHEE	216
HALL	4,561	MONROE	766	CANDLER	214
PAULDING	4,249	PIKE	751	DOOLY	211
COWETA	4,048	STEPHENS	728	WILKINSON	211
HOUSTON	3,923	COLQUITT	716	SCREVEN	209
COLUMBIA	3,520	BALDWIN	712	PULASKI	205
BARTOW	3,221	FRANKLIN	697	JEFFERSON	204
DOUGLAS	3,118	TIFT	689	TWIGGS	197
RICHMOND	3,054	COFFEE	646	WILKES	195
MUSCOGEE	2,959	HART	630	JEFFDAVIS	189
CARROLL	2,902	UPSON	620	TERRELL	187
FAYETTE	2,859	WAYNE	618	LINCOLN	184
CLAYTON	2,819	BANKS	615	SEMINOLE	182
LOWNDES	2,650	PEACH	615	CHARLTON	181
NEWTON	2,622	MORGAN	597	BACON	180
WALTON	2,457	RABUN	569	IRWIN	175
WHITFIELD	2,323	PUTNAM	568	EVANS	173
FLOYD	2,315	CHATTOOGA	566	EARLY	165
BARROW	2,228	WARE	540	MACON	162
EFFINGHAM	2,099	LAMAR	539	MARION	161
WALKER	2,024	WORTH	527	TALBOT	151
JACKSON	2,007	MERIWETHER	506	MONTGOMERY	147
CAMDEN	1,855	MCDUFFIE	493	TELFAIR	144
LIBERTY	1,772	BURKE	478	TREUTLEN	137
BIBB	1,754	JASPER	477	TAYLOR	134
GLYNN	1,748	GRADY	475	TURNER	134
CATOOSA	1,716	ELBERT	470	JOHNSON	115
ROCKDALE	1,702	TOOMBS	459	WILCOX	110
GORDON	1,526	DECATUR	453	JENKINS	105
TROUP	1,517	TOWNS	451	ATKINSON	94
SPALDING	1,503	LONG	444	HANCOCK	86
CLARKE	1,388	SUMTER	427	WHEELER	84
BRYAN	1,307	DADE	421	MILLER	83
PICKENS	1,296	BERRIEN	412	RANDOLPH	83
MURRAY	1,239	CRAWFORD	402	SCHLEY	80
BULLOCH	1,204	EMANUEL	383	WARREN	76
HARRIS	1,193	TATNALL	361	CLINCH	71
HABERSHAM	1,184	HEARD	360	ECHOLS	71
POLK	1,121	OGLETHORPE	360	STEWART	67
UNION	1,112	PIERCE	359	CALHOUN	65
LUMPKIN	1,107	BLECKLEY	334	WEBSTER	48
GILMER	1,090	BRANTLEY	327	GLASCOCK	47
DOUGHERTY	1,045	APPLING	321	CLAY	41
FANNIN	1,040	DODGE	315	QUITMAN	37
DAWSON	930	WASHINGTON	308	BAKER	33
WHITE	908	COOK	306	TALIAFERRO	28

SOURCE: Georgia Department of Revenue, Vehicle Registration Renewal Stats. Web. 25 Jun. 2016. < <https://mvd.dor.ga.gov/motor/stats/renewalstats.aspx> >



The counties highlighted will be the target of the 2017 Motorcycle Safety Strategic Communications Plan.

Motorcycle Safety Plan

Motorcycle and scooter riders in Georgia as well as all drivers of passenger vehicles who may endanger these users.

FFY 2017 Performance Objectives

- Objective 1: To decrease the total number of motorcycle crashes
- Objective 2: To decrease motorcyclist's fatalities 3.4% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.

FFY 2017 Key Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,178 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year average of 114,643 to 107,868 by 2017.
- C-5: To decrease alcohol impaired driving fatalities 9.4% from 291 (2012-2014 average) to 264 (2015-2017 average) in 2017.
- C-7: To decrease motorcyclist's fatalities 3.4% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.
- C-8: To decrease un-helmeted motorcyclist's fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.

Strategies

To help achieve these goals, the communication efforts will focus primarily on those areas where the majority of serious motorcycle crashes occur, in the major metropolitan area of Georgia. These metropolitan areas include: Atlanta, Gainesville, Augusta, Savannah, and Columbus, where a majority of the fatalities occurred in 2103. 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 and motorcyclists 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 top 10 counties where motorcycle fatalities occur.
- 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 10 counties where motorcycle fatalities occur.
- Utilize strategies identified within the Department of Public Safety Motorcycle Fatalities Reduction Plan.

Collaboration Among Agencies and Organizations

All of the motorcycle awareness programs in FFY 2016 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, and Muscogee (see page 260 for a listing of the total number of registrants by county). Therefore, Georgia created a Strategic Communication Plan to educate motorists in those target counties and the Atlanta metropolitan area. In FFY 2017, 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 2017 riding season. The contractor will be asked to integrate an evaluation program into the campaign as well.

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

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-5 (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

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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			
			2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	2013	2014
Bartow	Bartow County SO	\$145,500	19	27	17	21	4	3	4	7	4	1	2	3
Bibb	Macon-Bibb Co. Government	\$53,800	20	17	31	23	4	5	7	6	2	3	2	3
Clarke	Athens-Clarke County PD	\$146,800	16	7	7	9	5	2	2	2	2	3	1	2
Cobb	Marietta PD	\$83,300	42	47	59	49	11	14	19	10	6	6	5	3
Coffee	Douglas PD	\$102,900	9	12	3	6	1	0	0	3	0	0	0	0
DeKalb	DeKalb County PD	\$68,200	51	76	70	55	15	22	20	14	5	15	9	6
Douglas	Douglas County SO	\$79,900	15	21	19	12	5	6	5	2	2	2	2	4
Forsyth	Forsyth County SO	\$38,400	19	22	17	11	7	5	2	2	2	2	4	4
Glynn	Glynn County PD	\$73,300	8	13	13	16	2	5	2	3	3	1	3	0
Habersham	Habersham County SO	\$65,100	4	10	7	5	0	2	1	3	0	1	1	1
Henry	Henry County PD/Henry Co. BOC	\$64,200	18	23	26	26	5	4	5	7	3	1	2	4
Houston	Houston County SO	\$250,000	14	15	9	8	3	2	2	1	1	2	0	2
Laurens	Dublin PD	\$21,200	9	13	16	8	1	2	3	2	1	1	1	0
Lowndes	Lowndes County SO	\$250,000	17	10	7	13	8	1	0	2	0	2	1	0
Pickens	Pickens County SO	\$55,200	10	7	4	5	4	2	0	1	0	0	1	1
Richmond	Richmond County SO	\$105,200	32	40	23	27	5	9	7	7	4	4	5	4

The chart below shows the counties where motorcycle crashes and motorcycle crashes involving alcohol occurred in 2011 through 2014:

GEORGIA COUNTIES	All Motorcycle Crashes				Motorcycle Crashes with Alcohol			
	2011	2012	2013	2014	2011	2012	2013	2014
Total	3,273	4,154	5,022	4,716	238	209	248	206
FULTON	300	513	554	453	13	7	8	9
GWINNETT	243	317	338	314	11	17	21	11
COBB	199	216	309	302	12	7	15	3
DEKALB	98	212	291	302	7	4	4	1
CHATHAM	152	177	217	248	11	9	10	5
MUSCOGEE	79	109	162	152	8	4	4	7
RICHMOND	102	136	155	139	12	10	12	9
HENRY	78	76	121	136	7	3	3	4
CLAYTON	107	97	125	129	5	3	3	4
CHEROKEE	69	58	110	116	9	7	8	5
HALL	56	61	102	104	5	3	4	7
CLARKE	52	86	114	93	8	6	9	13
BARTOW	39	57	79	69	3	4	6	6
COLUMBIA	55	64	73	65	3	2	2	3
DOUGLAS	54	61	69	65	7	6	7	4
LUMPKIN	61	56	71	64	1	3	3	1
FLOYD	53	39	57	62	1	3	3	4
BIBB	58	42	67	61	-	2	3	5
PAULDING	47	60	69	61	7	6	7	-
FORSYTH	13	42	65	59	-	-	0	3
LOWNDES	62	112	93	57	3	2	2	5
NEWTON	46	23	25	55	1	4	4	3
FAYETTE	25	61	68	51	4	2	2	3
COWETA	47	59	59	50	1	3	3	3
HOUSTON	42	51	64	48	2	1	1	4
GLYNN	32	26	39	46	3	-	1	-
ROCKDALE	40	20	43	46	3	3	3	2
CARROLL	39	43	59	45	4	2	2	3
CATOOSA	19	55	35	39	4	4	4	2
LIBERTY	33	20	32	39	1	-	1	2
TROUP	29	30	53	38	2	5	6	2
HABERSHAM	19	6	17	37	1	-	1	2
WHITE	32	27	30	36	3	1	1	3
WHITFIELD	21	48	63	36	1	4	5	3
JACKSON	14	38	43	35	4	1	1	-
EFFINGHAM	16	2	5	32	3	-	0	6
GORDON	18	61	47	32	4	5	5	1
SPALDING	32	26	37	32	-	1	1	1
DOUGHERTY	29	37	33	31	-	-	1	-

GEORGIA COUNTIES	All Motorcycle Crashes				Motorcycle Crashes with Alcohol			
	2011	2012	2013	2014	2011	2012	2013	2014
WALKER	7	66	45	31	2	5	5	3
UNION	25	25	37	30	-	2	3	1
WALTON	31	31	34	30	5	4	4	1
PEACH	23	25	31	25	-	-	1	1
BULLOCH	28	15	24	24	1	1	1	-
DAWSON	9	25	21	24	3	2	2	4
RABUN	27	11	20	24	1	1	1	1
CAMDEN	30	44	40	22	2	4	4	5
MURRAY	10	40	26	22	1	2	2	1
TIFT	16	8	29	22	-	1	1	1
BRYAN	19	11	12	21	-	-	0	-
FANNIN	22	21	16	21	1	1	1	1
BALDWIN	20	9	19	20	2	1	1	1
BARROW	27	35	39	20	-	2	2	1
THOMAS	16	47	38	19	-	1	1	-
HARRIS	13	9	14	18	1	1	1	-
OCONEE	6	10	15	18	-	1	1	-
PICKENS	9	24	21	18	1	-	0	-
GILMER	9	24	28	17	-	4	5	1
LAURENS	15	8	11	16	1	1	1	-
TOWNS	9	4	7	16	-	-	0	2
MERIWETHER	22	4	10	14	-	-	0	1
POLK	3	9	13	14	1	-	0	2
MORGAN	4	15	17	13	2	-	0	-
HART	14	20	16	12	-	2	2	1
LAMAR	9	8	10	12	1	1	1	2
UPSON	8	8	6	12	1	1	1	-
CHATTOOGA	4	10	5	11	1	1	1	-
COFFEE	7	11	11	11	-	1	1	2
LEE	5	4	10	11	-	1	1	-
WAYNE	5	6	7	11	-	-	1	-
DECATUR	10	10	10	10	1	1	1	1
DOOLY	3	6	12	10	-	1	1	1
HARALSON	6	12	10	10	2	2	2	-
MCDUFFIE	10	6	10	10	-	-	0	2
MONROE	4	16	24	10	-	1	1	-
STEPHENS	10	15	24	10	-	-	0	-
WARE	19	11	14	10	1	-	0	-
BANKS	6	3	7	9	-	-	0	-
BURKE	4	7	10	9	3	1	2	1
BUTTS	5	8	9	9	-	2	2	-
PUTNAM	8	12	11	9	3	2	2	-
COLQUITT	14	23	18	8	3	-	0	-
DADE	4	1	4	8	1	-	0	-

GEORGIA COUNTIES	All Motorcycle Crashes				Motorcycle Crashes with Alcohol			
	2011	2012	2013	2014	2011	2012	2013	2014
DODGE	6	3	5	8	-	1	1	1
GRADY	6	17	12	8	2	1	1	-
MACON	5	-	7	8	-	-	0	3
SUMTER	7	12	11	8	1	2	2	2
TOOMBS	8	9	7	8	1	-	0	-
IRWIN	1	2	4	7	-	1	2	-
HEARD	2	1	2	6	1	-	0	1
JONES	7	7	8	6	-	-	0	-
LONG	8	3	5	6	-	1	1	-
OGLETHORPE	2	5	4	6	-	-	0	-
PULASKI	2	-	1	6	-	-	0	-
WASHINGTON	7	2	2	6	-	-	0	-
BROOKS	6	8	5	5	-	-	0	1
COOK	2	6	7	5	-	2	2	-
CRISP	6	3	7	5	2	-	0	-
ELBERT	4	1	2	5	1	-	0	-
FRANKLIN	3	12	15	5	-	1	1	-
MITCHELL	3	3	3	5	-	-	0	1
SCREVEN	2	3	3	5	2	-	0	2
TATTNALL	1	-	1	5	-	-	0	-
WARREN	1	1	1	5	-	-	0	1
WORTH	3	11	11	5	-	-	0	-
BERRIEN	5	3	1	4	2	-	0	-
CHARLTON	2	2	2	4	-	-	0	-
CRAWFORD	6	6	8	4	1	-	0	-
EMANUEL	7	1	4	4	1	-	0	1
JEFF DAVIS	3	1	3	4	-	-	0	-
PIERCE	8	8	4	4	1	-	0	-
PIKE	5	2	2	4	2	-	0	-
TALBOT	3	-	1	4	-	-	0	-
TELFAIR	1	4	1	4	-	-	0	-
TURNER	2	3	4	4	-	-	1	1
TWIGGS	-	-	3	4	-	-	0	-
APPLING	4	4	6	3	-	1	1	-
CLINCH	2	1	1	3	-	-	0	-
LANIER	2	3	1	3	-	-	0	-
MADISON	5	9	3	3	-	-	0	-
MCINTOSH	1	3	5	3	-	-	0	-
MONTGOMERY	1	-	1	3	-	-	0	-
BEN HILL	6	7	1	2	-	1	1	1
BLECKLEY	2	1	2	2	-	-	0	-
ECHOLS	-	4	2	2	-	-	0	-
EVANS	4	-	2	2	-	-	0	-
GREENE	8	2	2	2	-	-	0	-

GEORGIA COUNTIES	All Motorcycle Crashes				Motorcycle Crashes with Alcohol			
	2011	2012	2013	2014	2011	2012	2013	2014
JOHNSON	1	-	1	2	-	-	0	-
MARION	1	5	3	2	-	-	0	-
MILLER	1	1	3	2	-	-	0	1
SEMINOLE	1	1	3	2	-	-	0	-
TALIAFERRO	2	-		2	-	-		1
TAYLOR	2	-		2	-	-		-
TREUTLEN	2	-		2	-	-		1
WILKES	3	-	2	2	1	-	0	-
ATKINSON	1	1	3	1	-	-	0	-
BRANTLEY	1	-	1	1	-	-	0	-
CANDLER	3	1	2	1	-	-	0	-
EARLY	-	1	1	1	-	-	0	1
HANCOCK	2	-	1	1	-	-	0	1
JASPER	3	-	7	1	2	-	0	-
JEFFERSON	2	2	2	1	-	-	0	-
JENKINS	1	-	1	1	1	-	0	-
LINCOLN	-	17	7	1	-	2	2	-
QUITMAN	-	-	1	1	-	-	0	-
SCHLEY	1	-		1	-	-		-
STEWART	-	-		1	-	-		-
TERRELL	2	-	1	1	-	-	0	-
WILCOX	-	-	1	1	-	-	0	-
WILKINSON	5	3	5	1	2	-	0	-
BACON	2	3	4	-	-	1	1	-
BAKER	-	-		-	-	-		-
CALHOUN	-	3	2	-	-	-	0	-
CHATTAHOOCHEE	-	-		-	-	-		-
CLAY	1	2		-	-	-		-
GLASCOCK	1	-		-	-	-		-
RANDOLPH	-	-	1	-	-	-	0	-
WEBSTER	-	-		-	-	-		-
WHEELER	1	-		-	-	-		-

Motorcyclists in age groups 20-29 years of age and 40-49 years' account for seventy (70) deaths or fifty-one percent (51 %) of all motorcycle fatalities according 2014 FARS Data.

Motorcyclist Fatalities by Age, 2010-2014

Year	Age						Unknown	Total
	<20	20-29	30-39	40-49	50-59	>59		
2010	5	22	25	32	21	23	0	128
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

Impaired Driving Program General Description

The National Highway Traffic Safety Administration (NHTSA) reports that in 2014, 32,675 people were killed in motor vehicle traffic crashes in the United States, of which 9,967 (31%) were alcohol-related. Every two minutes in America, someone is injured in an alcohol-related crash. Nationally, these crashes result in more than \$277 billion in economic costs on an annual basis.

Table 1. Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia	Year				
	2010	2011	2012	2013	2014
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	299	271	295	299	278
Annual Percent Change	-10%	-9%	9%	1%	-7%

As indicated in Table 1, alcohol was associated with 278 highway fatalities in Georgia during 2014. This equates to twenty-four percent (24%) 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 a decrease in overall fatalities as well as a decrease in alcohol related fatalities. Data shows from 2010 to 2014, Georgia experienced a decrease in overall crash fatalities of 83 (-6%) and a decrease of 21 (-7%) less in alcohol-related traffic deaths. These numbers indicate that Georgia should continue to 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	2010	2011	2012	2013	2014
Total Fatalities	Georgia	1,247	1,226	1,192	1,179	1,164
	US	32,999	32,479	33,782	32,894	32,675
Alcohol Related-Fatalities	Georgia	299	271	295	299	278
	US	10,136	9,865	10,336	10,110	9,967
% of Alcohol Related Fatalities	Georgia	24%	22%	25%	25%	24%
	US	31%	30%	31%	31%	31%

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 2016, 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 2017.

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 2016 and FY 2017. 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 2017.

The four (4) impaired driving mobilizations are as follows:

1. December 2016/New Year 2017
2. Thunder Task Force (Three Dates TBD)
3. July Fourth 2017
4. Labor Day 2017

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 2016. 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 2010, twenty-nine percent (29%) 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, 40–44 (40%) and 45–49 (39%). Nighttime single vehicle crashes are the most dangerous for impaired motorcycle riders. Sixty-four percent (65%) 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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*** Current Through the 2015 Regular Session ***

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

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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)

**NON-MOTORIZED SAFETY
(23 U.S.C. 405(h))**

Instructions: States must apply for a non-motorized safety grant using the application requirements Part 1300.

✓ PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

[Check the box above only if applying for this 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 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 § 1200.27(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 decrease pedestrian fatalities 1.6% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.

Effectiveness of Programs

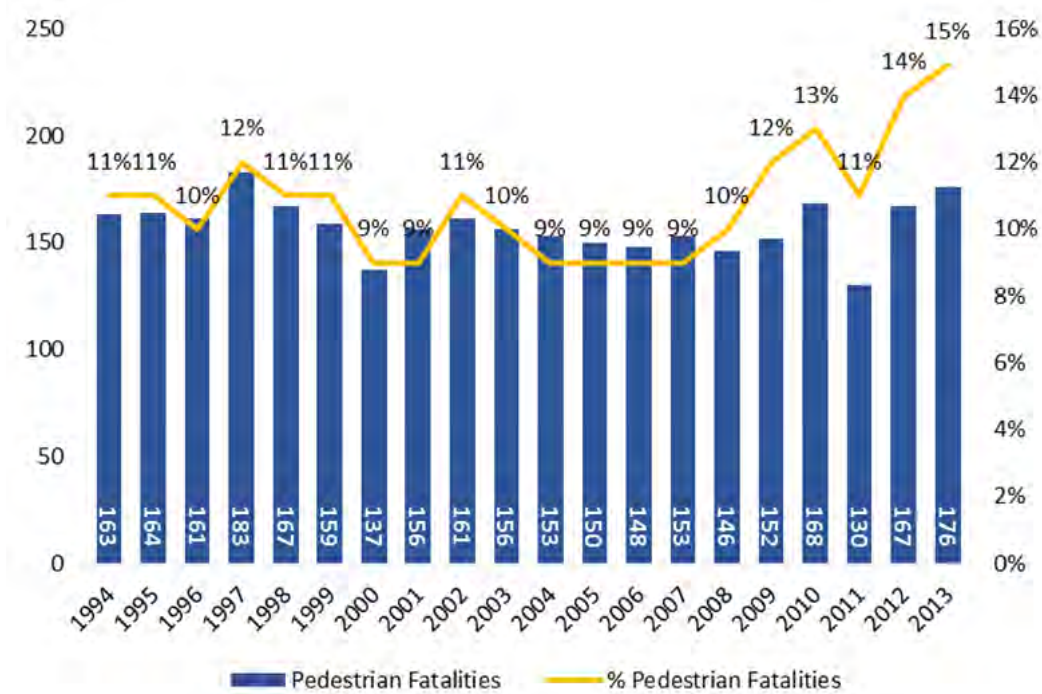
The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in Citations Reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness of these programs.

- Savannah Bikes, Bike Athens, Atlanta Bicycle Campaign, GDOT (CTW, Chapter 9: pages 8-31)

Problem Identification and Program Justification - Pedestrians

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.

Georgia Pedestrian Fatalities, 1994-2013



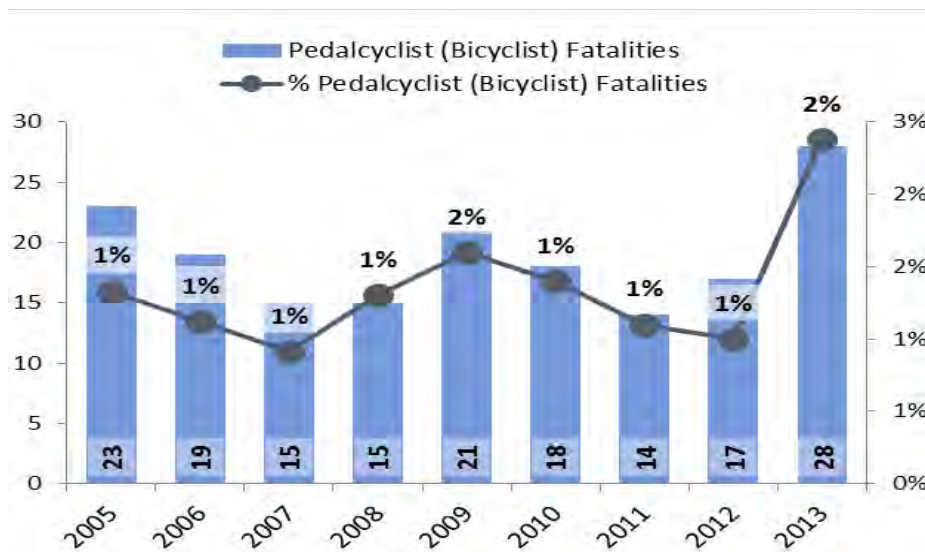
From 2008 through 2013, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2013, 176 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 15% of all motor vehicle fatalities in 2013, and the number of pedestrian fatalities increased by 9 bodies (5%) 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. In 2012, there were a total of 17 bicycle-related deaths and in 2013 there were 28 bicycle-related deaths in Georgia. In 2014, the Georgia Department of Transportation reports 25 bicycle-related deaths in Georgia, however the data is uncertified. 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).

Georgia Bicyclists Fatalities, 2005-2013



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 represented 2% of all crash fatalities in Georgia in 2013. 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 influence 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 2013, the numbers are astounding. According to the 2013 FARS data, 204 of the 1,180 total fatalities on Georgia roadways involved either a pedestrian or bicyclists. That equates to **17.29%** 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 2017 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 2017 Performance Measures

- C-1: To decrease traffic fatalities 2.5% from 1,178 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.
- C-2: To decrease serious traffic injuries below the 2015 calendar base year average of 114,643 to 107,868 by 2017.
- C-10: To decrease pedestrian fatalities 1.6% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.
- C-11: To decrease bicyclist fatalities 14.2% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.

Strategies

1. Increase awareness of motorists and cyclists 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 safety through enforcement and training.
4. Provide funding to the Atlanta Bicycle Campaign 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 pedestrian and bicyclist safety programs to include: Georgia Bikes, Bike Athens, Savannah Bicycle Campaign and Share the Road Projects.
7. Based upon the qualifying criteria for the non-motorized safety grant, Georgia will be applying under the Fast Act (405h).



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 4
States Alabama, Florida,
Georgia, South Carolina,
and Tennessee

Atlanta Federal Center
61 Forsyth Street, SW
17T30
Atlanta, GA 30303

September 1, 2016

Honorable Nathan Deal
Governor of Georgia
206 Washington Street
111 State Capitol
Atlanta, Georgia 30334

Dear Governor Deal:

We have reviewed Georgia's fiscal year 2017 Highway Safety Plan (HSP) as received on July 1, 2016. Based on this submission, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety Harris Blackwood.

We look forward to working closely with the Georgia Governor's Office of Highway Safety (GOHS) and its partners to meet our mutual goals of reduced fatalities, injuries and crashes on Georgia's roads. We would also like to commend Georgia for reaching 97.3% seat belt usage for the second year in a row in 2015. Georgia is now tied for the highest seat belt usage rate in the nation.

If you would like any additional information on the State's HSP review, please feel free to contact me at (404) 562-3766 or carmen.hayes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carmen N. Hayes', is written over a light blue horizontal line.

Carmen N. Hayes
Regional Administrator

cc:

Harris Blackwood, Director, GOHS

Mary D. Gunnels, Associate Administrator, National Highway Traffic Safety Administration



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

September 16, 2016

Region 4
Alabama, Florida, Georgia,
South Carolina, Tennessee

Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17T30
Atlanta, GA 30303-3104
Phone: 404-562-3739
Fax: 404-562-3763

Harris Blackwood, Director
Governor's Office of Highway Safety
7 Martin Luther King Drive, Suite 643
Atlanta, Georgia 30334

Dear Mr. Blackwood:

We have reviewed Georgia's fiscal year 2017 Highway Safety Plan (HSP) as received on July 1, 2016. Based on this submission, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from a prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2016. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we identified the proposed purchase of equipment with an acquisition cost of \$5,000 or more that you have submitted (See attached list revised on 9/14/2016). Approval is provided for the purchase of the equipment with Federal funds as noted in the attachment. This approval is contingent upon the State following equipment and monitoring related regulations as noted in 49 CFR §18.32 and 18.40, and CFR §1200.31.

The efforts of the personnel of the Georgia Governor's Office of Highway Safety (GOHS) in the development of the FY2017 highway safety program are very much appreciated. We look forward to working with GOHS and its partners on the successful implementation of this plan.



We appreciate Georgia's efforts to reduce traffic deaths, injuries and economic costs by implementing Click It or Ticket and by participating in the national Drive Sober or Get Pulled Over campaign. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

We look forward to working with GOHS and its partners on the successful implementation of this plan.

Further, we congratulate Georgia on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. I encourage you to continue to strive to look for evidence based data-driven problem identification solutions to direct funding and combat the ever present traffic safety problems that continue to take one too many lives on our roadways. To that end, I pledge our continued support to you and the GOHS and look forward to achieving our mutual goals of reduced fatalities, injuries and crashes on Georgia's roads.

If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carmen N. Hayes', with a long horizontal flourish extending to the right.

Carmen N. Hayes
Regional Administrator

cc:

Jim Andrews, Deputy Director, GOHS
Rodney Barry, Division Administrator, FHWA
Mary D. Gunnels, Associate Administrator, NHTSA