



Georgia Governor's Office of Highway Safety

## 2016 HIGHWAY SAFETY PLAN

### **GOVERNOR'S OFFICE OF HIGHWAY SAFETY (GOHS)**

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**Revised: 08/26/15**



# GOVERNOR’S OFFICE OF HIGHWAY SAFETY

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## 2016 HIGHWAY SAFETY PLAN

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# EXECUTIVE SUMMARY



# 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 goals 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 2015, 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 Sheriff's 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 2016 include:

- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.

These two goals 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 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.

This goal 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. In 2014, the Georgia General Assembly reauthorized the Georgia Drivers Education Commission. The legislation authorizes **driver's training programs which are funded through surcharges levied on traffic fines.** The commission reorganized in the second half of 2014 and began accepting grant applications in 2015. During FFY 2016, the commission anticipates the resumption or establishment of state-**funded driver's training throughout the state.** The commission has authorized the purchase of vehicles, driving simulators and curriculum for the program. The state funded program is being administered by the **Governor's Office of Highway Safety.**

During the 2015-2016 Regular Session, House Bill 325 was passed into law and signed by the governor. Effective July 1, 2015, the bill adds 15 passenger vans to the law requiring all persons under 18 to use seat belts or the proper child passenger safety seat.

Code Section 40-8-76.1 of the Official Code of Georgia Annotated, relating to use of safety belts in passenger vehicles, is amended by revising subsection (a) as follows: "(a) As used in this Code section, the term 'passenger vehicle' means every motor vehicle, including, but not limited to, pickup trucks, vans, and sport utility vehicles, designed to carry 15 passengers or fewer and used for the transportation of persons; provided, however, that such term shall not include motorcycles; motor driven cycles; or off-road vehicles or pickup trucks being used by an owner, driver, or occupant 18 years of age or older in connection with agricultural pursuits that are usual and normal to the user's farming operation; and provided, further, that such term shall not include motor vehicles designed to carry 11 to 15 passengers which were manufactured prior to July 1, 2015, and which, as of such date, did not have manufacturer installed seat safety belts."

## **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 goal 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 goals listed in the 2016 Highway Safety Plan are identical and in alignment with the goals and activities identified in the State Strategic Highway Safety Plan (SHSP). The SHSP was updated in 2015 and provides new program **recommendations based on data driven, four safety E's; education, enforcement, engineering, and emergency medical services.**

**Housed within the Governor's Office of Highway Safety, the Operations Manager for the Strategic Highway Safety Plan works closely with the Department of Transportation, Department of Public Safety, and other highway safety partners in leading the collaboration in the development of the two plans. With the Governor's Strategic Highway Safety Plan, Georgia's highway safety goals are clearly defined. Measurable**

lifesaving strategies contribute to specific highway safety areas to achieve the desired, lifesaving outcomes. The Strategic Highway Safety Plan (SHSP) Emphasis Area Task Teams are organized in developing specific emphasis area countermeasures. Countermeasures are represented in proposed safety projects within each of the emphasis area Task Teams. Individual safety agencies have progressed in their respective safety planning efforts. Existing highway safety plans and organizational contributions are aligned to leverage existing resources. The results are Georgia's annual highway fatalities continuing to decline.

Georgia will review the statewide annual fatality reduction goal every three years. Georgia is continuing to develop a Strategic Highway Safety Plan (SHSP) Process/Impact Evaluation. While participating in the Federal Highway Administration (FHWA) Evaluation Process Model (EPM) (available at <http://safety.fhwa.dot.gov/hsip/shsp/epm/>), Georgia retained Emory University, Rollins School of Public Health to develop Strategic Highway Safety Plan (SHSP) program evaluations. The two evaluation programs created an Evaluation Process Model (EPM) Tracking Tool and Logic Model Process review, respectively. The final Evaluation Process Model (EPM) tracking tool update and Emory Strategic Highway Safety Plan (SHSP) Logic Model may be viewed online at <http://www.gahighwaysafety.org/highway-safety/shsp/>.

## **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 eight 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 goal 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 1.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 2013, the State of Georgia suffered 1,179 fatalities in motor vehicle crashes. Impaired



driving killed 297 persons in those crashes, and unrestrained fatalities numbered 376. 197 of the total 1,179 fatalities were related to speeding. 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 HEAT, (CTW, Chapter 1: pages 19-22,24)

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, 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 Ws – who, what, when, where, and why.

### *HEAT (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 2015, 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 2016. The overall goals 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 Traffic 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.

### *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 900 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

### *High Visibility Enforcement*

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 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.

**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 had the highest recorded safety belt usage rate in the southeast at 97%, sustaining this number necessitates a rigorous, ongoing HVE 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 goals, 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 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 ([www.eGOHS.org](http://www.eGOHS.org)).** Applications are submitted, reviewed, scored, awarded, monitored, reimbursed, evaluated and closed out in their entirety online via eGOHS.

### 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.** Grants 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 Conference is required and facilitated for potential agencies seeking funding from the **Governor’s Office of Highway Safety (GOHS).** Request for proposals (RFP) is only extended in program areas based on **the availability of federal funds. If sufficient funding isn’t available to consider the addition of new grants, a Preliminary Conference is not necessary.** The conference 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. **Grants that received funding the prior year are identified with a letter “C” for “continuation” following the application number.**

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. All non-profits must also attach four 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 goals 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. 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.

## **Grant Administration and Management**

Project Director Training - Following award notification, grantees are invited to a training conference to learn about **Governor's Office of Highway Safety (GOHS)** procedures. This conference 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) 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 20<sup>th</sup> of the following month in which services are provided. Using eGOHS, 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 initiate a "zero" claim for that month.**

## Grant Monitoring

Monitoring levels and monitoring needs are established by each individual planner; however, all GOHS grants are subject to the following minimum level of risk assessment:

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), review of grant terms and conditions. Planners are expected to make all reasonable efforts in training grantees on program requirements. In the event that a 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.

Mid-Year Evaluation - Planners complete a documented mid-year review in eGOHS of all completed grantee report submissions to document the progress of the grant. This is typically completed after the first quarter of the grant to verify first quarter requirements are met, and assist planners in making recommendations for continued and future funding based on the overall performance and reach of the grant.

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.

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 more than \$25,000 in grant funds. Additionally, 50% of grants up to \$24,999.00 must have one onsite visit. During the onsite visit, planners complete an on-site review form within eGOHS. 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 and follow up with a letter to the grantee highlighting the recommendations along with agreed upon due dates for corrective action, if necessary. The GOHS Planner and Project Director must continue to work together until all concerns are corrected as agreed upon during the initial onsite. The report is summarized in eGOHS and then reviewed by the agency Division Director and Deputy Director.

Final Report and Evaluation – Grantees are required to submit a final report as a recap of the project goals and objectives for the grant period. At a minimum, the report must

recap program accomplishments and 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. The University of Georgia Traffic Safety Research Evaluation Group utilizes Final Reports to evaluate the outcome of each project. UGA Traffic Safety Research Evaluation Group - GOHS utilizes an evaluation team from the University of Georgia to complete 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.

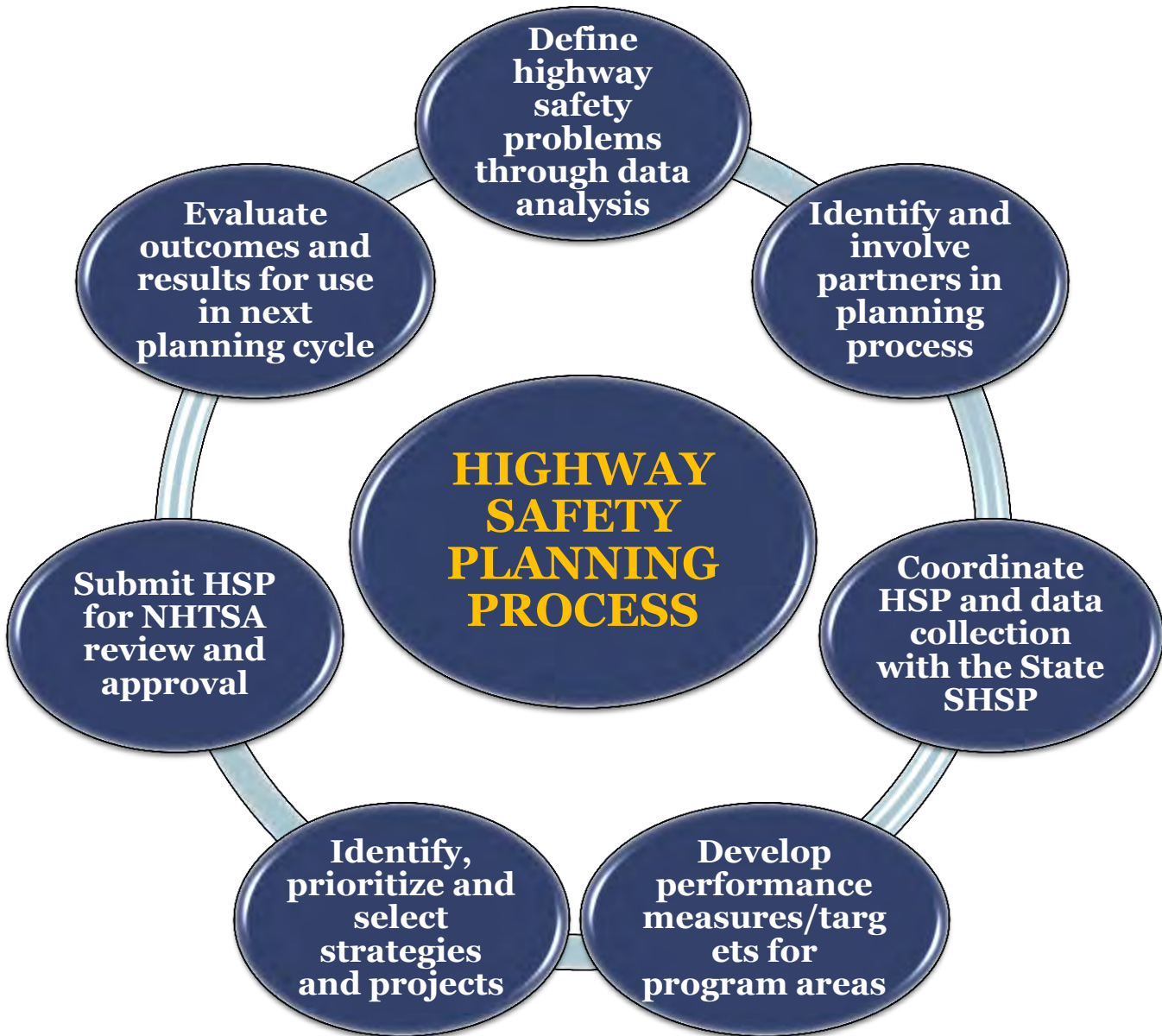


# SECTION 1: HIGHWAY SAFETY PLANNING PROCESS



GEORGIA GOHS HSP 2016

# Highway Safety Planning Process



## FFY 2016 Planning Calendar

<b>December 2014</b>	Define the highway safety problem through data analysis, outcomes, and results for prior year planning and implementation.
<b>December-June 2015</b>	Identify and involve partners in each planning process.
<b>January-March 2015</b>	Coordinate HSP and data collection for the state with SHSP.
<b>January –May 2015</b>	Data analysis to define highway safety problem and to develop program area performance targets and measures.
<b>January 2015</b>	Produce an annual ranking report, identifying <b>available funds, and develop program's Request for Proposals (RFPs).</b>
<b>February 2015</b>	Based on availability of federal funds, contact prospective grantees to determine interest, post Request for Proposals (RFPs), host grant application <b>workshops, and open the Governors' Office of Highway Safety</b> electronic grant system.
<b>April 2015</b>	Submission of grant applications.
<b>April – June 2015</b>	Identify, review, prioritize, select strategies, and finalize projects and grant applications.
<b>July 1, 2015</b>	Submit Highway Safety Plan for NHTSA review and approval. Notify grant awarded applicants.
<b>July-August 2015</b>	Respond to NHTSA comments/recommendations.
<b>October 2015</b>	Grant start-up.
<b>December 2015</b>	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	The 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 <b>crashes</b> . <b>Governor’s Office of Highway Safety (GOHS)</b> 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. 1 Jun. 2013. < <a href="http://www-nrd.nhtsa.dot.gov">http://www-nrd.nhtsa.dot.gov</a> >.
Roadway Crashes and Injuries	The GEARS online services provided by Apriss, Inc. are for the exclusive use of law enforcement, approved agencies, and <b>other authorized users in the state of Georgia</b> . <b>Governor’s Office of Highway Safety (GOHS)</b> 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. 1 Jun. 2013. < <a href="http://www-nrd.nhtsa.dot.gov">http://www-nrd.nhtsa.dot.gov</a> >.
Occupant Protection	Dr. James Bason, on behalf <b>of the Governor’s Office of Highway Safety (GOHS)</b> and the University of Georgia Department of Health Promotion and Behavior, conducted an observational survey of safety belt use between April and July 2014, and an observational survey of child safety seat use during March 2014. <b>Governor’s Office of Highway Safety (GOHS)</b> 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. <b>“Statewide Use of Occupants Restraints: Observational Survey of Safety Restraint Use in Georgia”.</b> 2014. Survey Research Center, University of Georgia: Athens, Georgia

Other datasets used by the **Governor’s Office of Highway Safety (GOHS)** and strategic partners include:

- 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 become 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, Department of Health Promotion and Behavior/Traffic Safety Research and Evaluation Group, 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 2013 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 goals, strategic partners, the State Strategic Highway Safety Plan, funding opportunities, and capacity to implement sound programs to address the problem.**

## **State Demographics**

In 2013, there were 1,179 motor vehicle fatalities in the State of Georgia. This is a 1% 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 2013. This same year (2013), there were 116,458 motor vehicle injures and 368,069 motor vehicle crashes in Georgia. Since 2004, the numbers of injuries and fatalities have decreased by 16 percent and 28 percent, respectively. The total number of motor vehicle crashes however, increased by 6 percent from 2004. The number of roadway fatalities varied from 1994 to 2013, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2013 Georgia experienced the lowest fatality rate in fifteen years, with 1.08 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities. From 2012 to 2013 the fatality rates in rural areas have increased by 29%. In that same time period, overall fatalities rates decreased by 3% and urban fatality rates decreased by 11%.

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 by invitation using a ranking system, through responses to request for proposals (RFP), and through unsolicited submissions where documented highway safety problems exist.

## **The Ranking System**

**The Governor’s Office of Highway Safety (GOHS) employs an epidemiologist to** aggregate and correlate motor vehicle related data from the Georgia Department of Driver Services (DDS), Department of Transportation (DOT) and the Fatality Analysis **Reporting System (FARS). From the Epidemiologist’s analysis, Georgia highway safety** crash data is ranked by county. The areas considered in this analysis include speed,

**impaired driving, restraint use, pedestrian, motorcycles, and bicycle.** Governor's Office of Highway Safety (GOHS) utilizes this information to identify a list of jurisdictions with high numbers of traffic safety crashes, injuries, and fatalities. Governor's Office of Highway Safety (GOHS) purges the lists and contacts jurisdictions to seek interest/support in addressing the problems/gaps identified in the analysis.

## **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, Association of County Commissioners of Georgia (ACCG) Website, Georgia Municipal Association (GMA) website, Governor's Office of Highway Safety (GOHS) ListServ and newspapers (Atlanta Journal Constitution and other legal organs).** The request for proposals (RFP) provides an introduction to the specific problem(s), eligibility criteria, program goals 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).**

## **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.

## **Governor's Office of Highway Safety (GOHS) 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

Local and state political subdivisions identified by the Governor's Office of Highway Safety through Ranking Reports may apply for federal funds. Other local political jurisdictions, state agencies, not for profit organizations and community and faith-based organizations may apply for federal funds to implement programs in direct support of solving a highway safety problem through a Request for Proposal process.

## 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 on Electronic Grants of Highway Safety (eGOHS) 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 support/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 and Fringes)
- Regular Operating Expenses
- Travel of Employees
- Equipment Purchases
- Per Diem and Fees
- Computer Charges and Computer Equipment
- Telecommunications
- Motor Vehicle Purchases
- Rent/Real Estate

## **Part III: Grant Terms, Conditions and Certification**

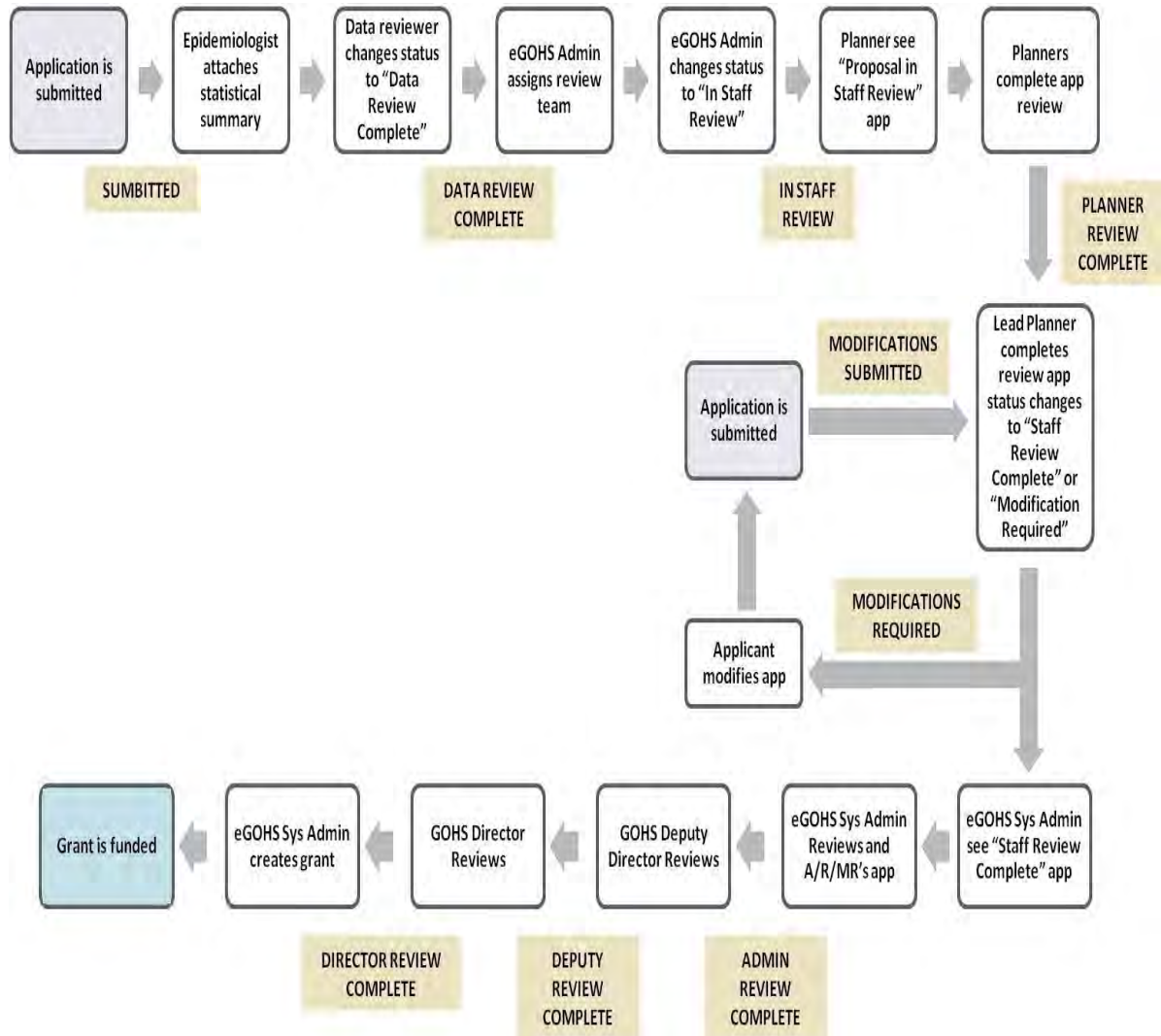
This section contains certain legal and regulatory requirements pertaining to the receipt

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 request/application for funding must be submitted by the appropriate Authorizing Official 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/jurisdiction.**

# GRANT REVIEW PROCESS

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

## eGOHS Review Process Flow



First, the epidemiologist attaches a statistical analysis to the proposals, based on the target population. Next, a review team is assigned and planners begin the review process. The Electronic Grants of Highway Safety (eGOHS) system maintains the information and issues the notifications regarding each step. Each member of the review team completes scoring based on established guidelines and the Electronic Grants of Highway Safety (eGOHS) system calculates each score. Once the review team, along with the Division Director of Planning and Programs (eGOHS System Administrator), **Governor’s Office of Highway Safety (GOHS) Deputy Director and the Governor’s Office of Highway Safety (GOHS) Director** complete their review, accepted grant applications

receive a grant number and the Electronic Grants of Highway Safety (eGOHS) System Administrator creates the grant.

**As new applications are reviewed, they are placed in a “holding status” in either “Staff Review Complete” or “Proposal In Administrative Review” until Governor’s Office of Highway Safety (GOHS) verifies the availability of federal funding, as well as the needs for special programs, based on ‘data’ for new projects. Once amount is verified, the application continues in the Review Process Flow outlined above.**

## **Preliminary Conference**

After prioritizing the ranking reports and extending request for proposals (RFPs), jurisdictions are selected and notified of their eligibility to apply for federal funding. For those who respond, a grant funding procedures workshop is arranged during which **Governor’s Office of Highway Safety (GOHS) grant application and reporting documents** are explained and the grant application submission date is established.

The Preliminary Conference is required and facilitated for potential agencies that have **never or not recently received Governor’s Office of Highway Safety (GOHS) grant** funding. Request for proposals (RFP) is only extended to new agencies based on the **availability of federal funds. If sufficient funding isn’t** available to consider the addition of new grants, a Preliminary Conference is not necessary.

## **Grant Selection Notification**

The Authorizing Official and the Project Director of the awarded grants receive a copy of the final approved grant which includes **the Governor’s Office of Highway Safety (GOHS) Grant Terms, Conditions and Certifications**. The applicant is notified electronically via Electronic Grants of Highway Safety (eGOHS) and hard copy via U.S. Mail of the approval or disapproval 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 from October 1<sup>st</sup> through September 30<sup>th</sup>.

## **Project Director’s Conference**

Following grant award notification, grantees are invited to a training conference to learn **about Governor’s Office of Highway Safety (GOHS) procedures. This conference is intended to inform grantees, especially new grantees of Governor’s Office of Highway Safety’s 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 the Electronic Grants of Highway Safety (eGOHS) system for the **submission of claims, progress reports, and amendments. The Governor’s Office of Highway Safety (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 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/or 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

**Process evaluation is continual throughout the grant year.** Governor's Office of Highway Safety (GOHS) utilizes an evaluation team from The University of Georgia to complete 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 attainable. 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 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 20<sup>th</sup> 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 mid-year review 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 \$24,999.00 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 2013, there were 1,179 motor vehicle fatalities in the State of Georgia. This is a 1% 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 2013.

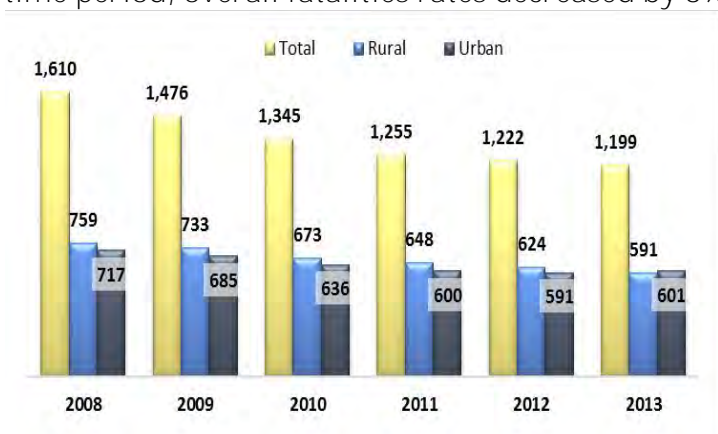
This same year (2013), there were 116,458 motor vehicle injuries and 368,069 motor vehicle crashes in Georgia.

The table to the right shows the top 10 counties of 2013 that had the highest motor vehicle fatalities in Georgia. Fulton, DeKalb, Cobb, Gwinnett, and Chatham counties continue to have the highest number of roadway fatalities. In 2013, 26% of all Georgia motor vehicle fatalities occurred in these five counties. All but six counties in the top ten experienced an increase in roadway fatalities in comparison to the previous year.

Georgia Counties by 2013 Ranking		Total Fatalities		% of Total Fatalities		
		2012	2013	2012	2013	
1	Fulton	77	85	6%	7%	
2	DeKalb	76	70	6%	6%	
3	Cobb	47	59	4%	5%	
4	Gwinnett	45	45	4%	4%	
5	Chatham	20	44	2%	4%	
6	Bibb	17	31	1%	3%	
7	Clayton	20	26	2%	2%	
8	Henry	23	26	2%	2%	
9	Richmond	40	23	3%	2%	
10	Douglas	21	19	2%	2%	
<b>Sub Total 1</b>		<b>Top Ten Counties</b>	404	428	34%	36%
<b>Sub Total 2</b>		<b>All Other Counties</b>	788	751	66%	64%
<b>Total</b>		<b>All Counties</b>	1,192	1,179	100%	100%

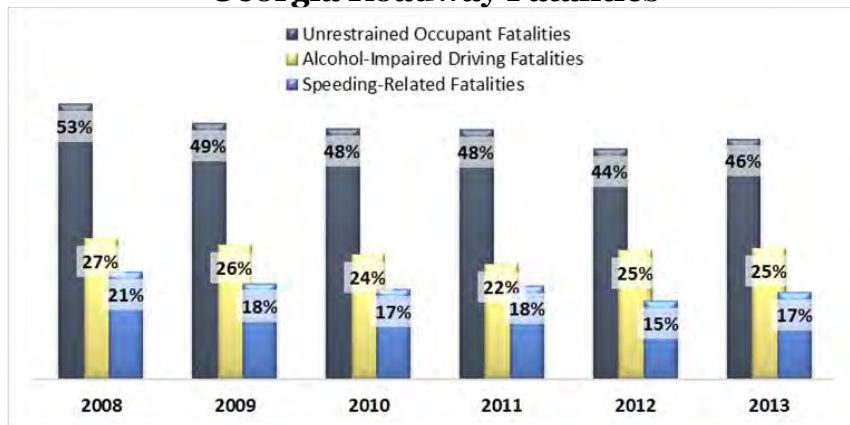
Although urban areas, such as Atlanta Metropolitan Counties (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) have a higher number of crashes, rural areas have significantly higher fatality rates than urban areas. From 2012 to 2013 the fatality rates in rural areas have increased by 29%. In that same time period, overall fatalities rates decreased by 3% and urban fatality rates decreased by 11%.

The total fatality 3-year average (2011-2013) has declined by 2% in 2013 from 2012, an average of 1,199 motor vehicle deaths with the last three years. The rural fatality 3-year average has steadily declined, with an average annual decrease of 5%. On the other hand, the urban fatality 3-year average has an average annual decrease of 3%, with a 2% increase in the urban fatality rate from 2012 (591 average urban fatalities) to 2013 (601 average urban fatalities).





## 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 2009 to 2013), approximately 300 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 2013, the number of unrestrained fatalities for persons older than 5 years of age riding in passenger vehicles increased by 2% from 368 unrestrained fatalities in 2012 to 376 unrestrained fatalities in 2013. The percentage of unrestrained fatalities among passengers in a moving vehicle has decreased from 53% in 2008 to 46% in 2013.

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

## **FFY2016 CORE PERFORMANCE MEASURES AND GOALS**

- C-1: To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- C-2<sup>1</sup>: To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- C-3: To decrease fatalities per 100M VMT 6.3% from 1.11 (2011-2013 average) to 1.04 (2014-2016 average) in 2016.
  - C-3a<sup>2</sup>: To decrease rural fatalities per 100M VMT 5.9% from 1.86 (2011-2013 average) to 1.75 (2014-2016 average) in 2016.
  - C-3b: To decrease urban fatalities per 100M VMT 7.6% from 0.79 (2011-2013 average) to 0.73 (2014-2016 average) in 2016.
- C-4<sup>†</sup>: To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.
- C-5<sup>†</sup>: To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- C-6<sup>†</sup>: To decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.
- C-7: To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.
- C-8: To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.
- C-9: To decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.
- C-10<sup>†</sup>: To decrease the count of pedestrian fatalities 7.4% from 176 in calendar year 2013 to 163 in calendar year 2016.
- C-11: To decrease bicyclist fatalities 12.5% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.
- B-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 2016.

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<sup>1</sup> As of May 2015, 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 are all motor vehicle injuries.

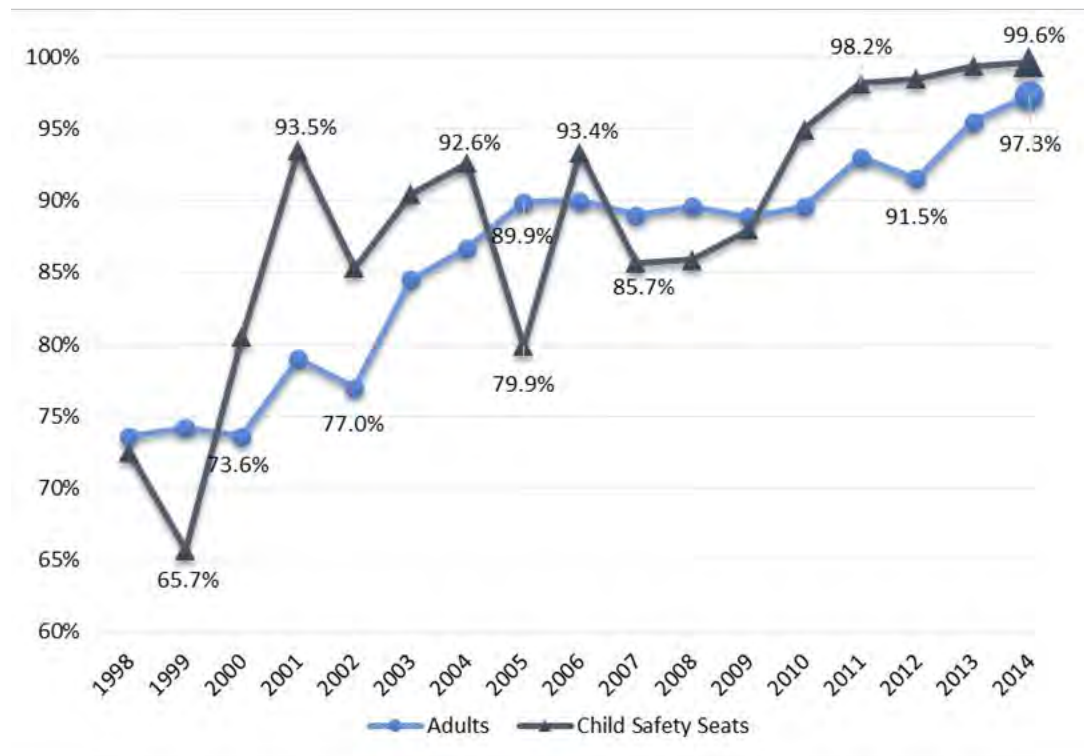
<sup>2</sup> Denotes measures where the 2013 baseline values has increased since 2012. The increase in values from 2013 to 2012 affects the 3-year moving average modeling used to establish and inform 2016 goals.

## FFY2016 PRIORITY GOALS

- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.
- 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 2014 to 97.7% in 2016.



## Activities Tracked (No Targets Set)

**A-1:** In FFY 2014, 189,032 seat belt citations were issued during grant-funded enforcement activities. This is a slight decrease (0.3%) in comparison to the previous fiscal year (FY2013).

**A-2:** In FFY 2014, 53,246 impaired driving arrests were made during grant-funded enforcement activities. This is a 4.4% increase in comparison to the previous fiscal year (FY2013).

**A-3:** In FFY 2014, 760,180 speeding citations were issued during grant-funded enforcement activities. This is a 13.5% increase in comparison to the previous fiscal year (FY2013).

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

*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
	2007	2008	2009	2010	2011	2012	2013	2016
<b>Traffic Fatalities</b>	1,641	1,495	1,292	1,247	1,226	1,192	1,179	1,130
<i>3-year moving average</i>	1,688	1,610	1,476	1,344	1,253	1,220	1,199	1,133
<b>Injuries</b>	128,315	115,878	122,961	110,132	104,529	115,618	116,458	112,526
<i>3-year moving average</i>	130,935	125,916	122,385	116,324	112,541	110,093	112,202	114,279
<b>Fatalities Per VMT</b>	1.46	1.37	1.18	1.12	1.13	1.11	1.08	1.01
<i>3-year moving average</i>	1.49	1.44	1.34	1.22	1.14	1.12	1.11	1.04
<b>Unrestrained Passenger Vehicle Occupant Fatalities</b>	637	575	456	428	422	368	376	357
<i>3-year moving average</i>	652	620	556	486	435	406	389	361
<b>Alcohol-Impaired Driving Fatalities</b>	445	405	333	299	271	295	297	272
<i>3-year moving average</i>	444	435	394	346	283	270	270	280
<b>Speeding-Related Fatalities</b>	384	309	239	217	220	180	197	180
<i>3-year moving average</i>	377	367	311	255	225	206	199	182
<b>Motorcyclist Fatalities</b>	163	178	140	128	150	134	116	108
<i>3-year moving average</i>	154	165	160	149	139	137	133	108
<b>Un-helmeted Motorcyclist Fatalities</b>	21	15	11	14	15	8	5	2
<i>3-year moving average</i>	19	19	16	13	13	12	9	3
<b>Aged 20 or Younger Fatalities</b>	284	221	148	175	165	158	156	141
<i>3-year moving average</i>	303	268	218	181	163	166	160	147
<b>Pedestrian Fatalities</b>	154	147	152	168	130	167	176	163
<i>3-year moving average</i>	151	150	151	156	111	116	119	165
<b>Bicycle Fatalities</b>	15	20	21	18	14	17	15	13
<i>3-year moving average</i>	19	18	19	20	18	16	15	14
<b>Front Seat Passenger Vehicle Occupants Observed</b>	89.0%	89.6%	88.9%	90.0%	93.0%	91.5%	95.5%	97.7%
<i>3-year moving average</i>	89.6%	89.5%	89.2%	89.5%	90.6%	91.5%	93.3%	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 for 2015 were determined by 1) reviewing historical data obtained from **the NHTSA's Fatality Analysis Reporting System (FARS) and Georgia's Department of Transportation Motor Vehicle Traffic Records**; 2) Calculation of 2015 projection using linear trend analysis; and 3) Making a judgment call of achievable goals with knowledge of ongoing and new programmatic efforts. The calculation of 2016 projections was determined using 3-year trends. The highest coefficient of determination determined the number of historical years to use in the linear analysis.

# SECTION 3: HIGHWAY SAFETY STRATEGIES, PROJECTS AND BUDGET SUMMARIES



## Planning and Administration

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**PROGRAM GOALS:** 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 2016 Highway Safety Plan Goals.

### *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 goal 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 2013, there were 1,179 motor vehicle fatalities in the State of Georgia. This is a 1% 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 2013. This same year (2013), there were 116,458 motor vehicle injures and 368,069 motor vehicle crashes in Georgia. Since 2004, the numbers of injuries and fatalities have decreased by 16 percent and 28 percent, respectively. The total number of motor vehicle crashes however, increased by 6 percent from 2004. The number of roadway fatalities varied from 1994 to 2013, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2013 Georgia experienced the lowest fatality rate in fifteen years, with 1.08 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities. From 2012 to 2013 the fatality rates in rural areas have increased by 29%. In that same time period, overall fatalities rates decreased by 3% and urban fatality rates decreased by 11%.

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 strengthened by mutual goals in finding strategies to 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 accident numbers, rates and severity.

## *Target Population*

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

## *FFY2016 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 goals**.
- Objective 5: To continue to work with highway safety partners and advocates implementing a Strategic Highway Safety Plan through the Integrated Safety Management Process.

## *FFY2016 Key Performance Measures*

- C-1: To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- C-2: To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.

## *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.

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**Planning and Administration – Section 402PA  
Projects & Budget Summary**

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**Goal:** To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries and fatalities.

The following projects will be funded in an effort to deliver program countermeasures.

**Project Title:** Governor’s Office of Highway Safety

**Project Number:** 2016-GA-0149-00-C

**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 (½) 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**.

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 Asst Planning	Receptionist (Part-time)

**Budget:** \$580,991.00

**Budget Summary:**

<b>Planning and Administration (402PA) Budget Summary</b>		
<u>Description</u>	<u>Federal</u>	<u>State/Match</u>
402PA	\$580,991.00	
State Appropriation		\$580,991.00
NASCAR Tags		
Share the Road Tags		
<b>Total All 402 PA Funds</b>	<b>\$580,991.00</b>	<b>\$580,991.00</b>

# Alcohol and Other Drug Countermeasures

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**PROGRAM GOALS:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

## Effectiveness of Programs

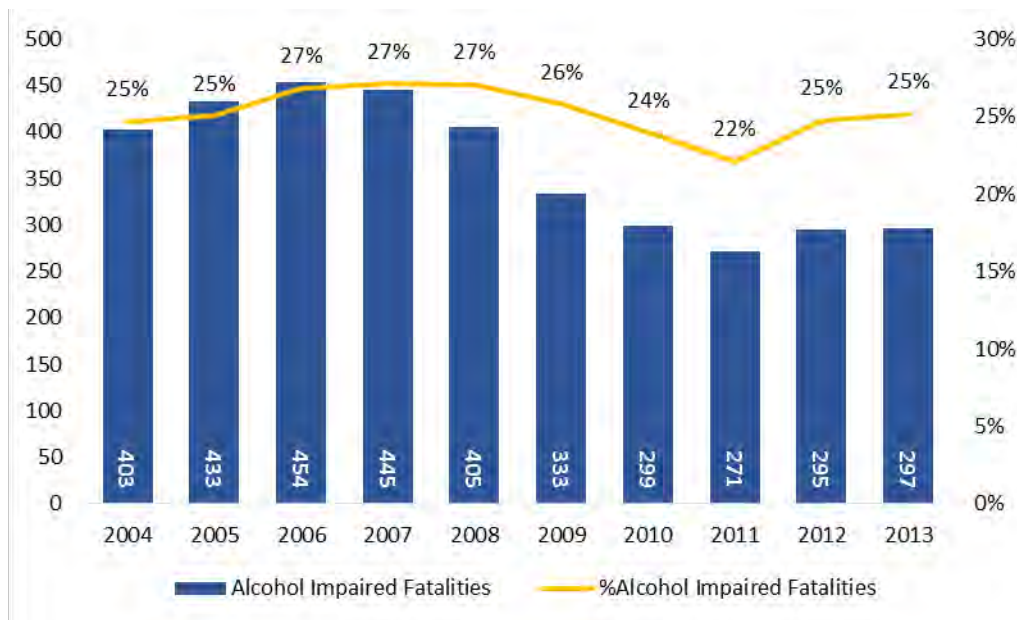
The National Highway Traffic Safety Administration has proven the effectiveness of the following programs that Georgia participates in. Citations reference Countermeasures That Work: Seventh Edition, 2013. (CTW) Data throughout this section showing the decrease in traffic fatalities proves the effectiveness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

- DUI Courts (Countermeasures That Work (CTW), Chapter 1: page 25)
- 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 2013, 32,719 people were killed in motor vehicle traffic crashes in the United States, of which 10,076 (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.

## Georgia Alcohol-Impaired Driving Fatalities



As indicated in the graph above, alcohol was associated with 297 highway fatalities in Georgia during 2013. This equates to twenty-five percent (25%) of **Georgia's overall** fatalities. The number of alcohol-related fatalities increased by 2 from 2012 to 2013; however the proportions of alcohol-related fatalities remained the same.

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 closing.

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 2015, 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 2016.

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.

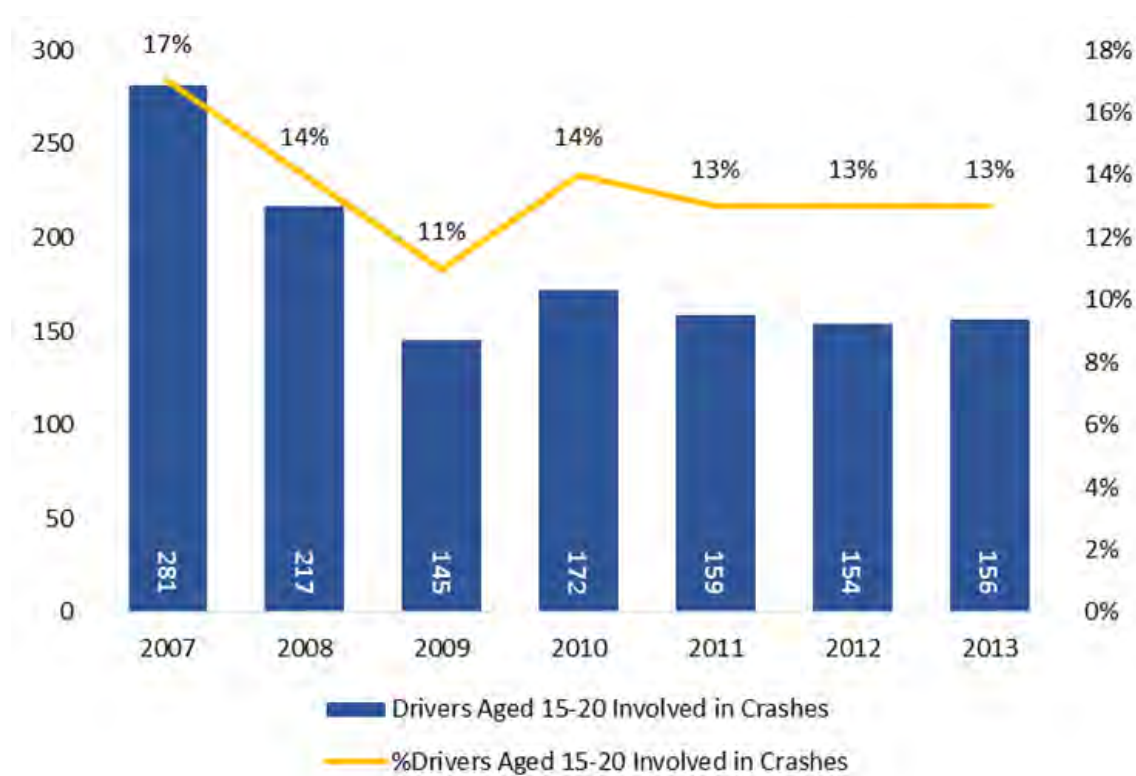
The overall goals of the Highway Enforcement of Aggressive Traffic (H.E.A.T) programs are to:

- 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 2013, there were a total of 156 fatalities that involved young people ages 15-20 years. 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). In 2013 the number of young drivers involved in fatal crashes decreased by 45% (128 less drivers) in comparison to the peak in 2007. The Core Performance Measure for 2016 is to decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.

## Georgia Young Drivers Involved in Fatal Crashes





## **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 Divisions Traffic Section 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 Instructor, DRE Recertification, DRE Final Knowledge Exam, 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, new courses are 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 2015 & 2016, 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. While continuing to receive input from Commission members, Governor's Office of Highway Safety will 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)**

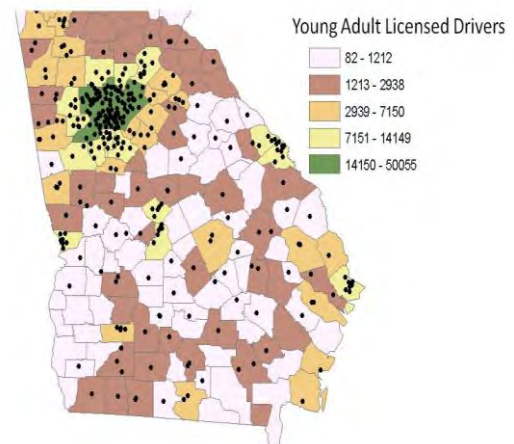
In this era of science-based prevention and increased accountability, Students Against Destructive Decisions (SADD) is strengthening and documenting the effectiveness of its activities and programming. The strong name recognition and expansive chapter base put Students Against Destructive Decisions (SADD) 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 agents 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 15-18year 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 things – 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 functions 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 goal: 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 and impaired driving, 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 FFY2015, GOHS funded 15 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 the 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, speakers, 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 2016 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 SADD grant funding centered on highway safety 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 SADD programs centered on highway safety.
- Objective 6: To provide Young Adult grant funding centered on highway safety to at least fifteen (15) 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.
- Objective 9: To continue funding DUI courts in at least three (3) jurisdictions in Georgia: Liberty, Richmond, and Troup.

### *FFY2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.

### *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 as related to highway safety.
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. **Utilize Georgia’s Governor’s Commission on Teen Driving in our public education and information campaigns and community coalitions.**
12. **Continue “100 Days of Summer H.E.A.T (Highway Enforcement of Aggressive Traffic),” a sustained impaired driving enforcement campaign.**
13. 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.
14. 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.
15. 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.**

16. 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.
17. Identify and implement strategies to address the Hispanic population in developing countermeasures dealing with impaired and aggressive driving based on data supported needs.
18. To maintain three (3) DUI Courts that focus on public safety and reduce crime and costs to taxpayers of Georgia by reducing recidivism of DUI Court participants for offenses related to alcohol and other drug abuse. The DUI Court will provide offenders an opportunity to receive necessary treatment and services through intense judicial supervision.

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## Alcohol and Other Drug Countermeasures - Section 402AL Projects & Budget Summary

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**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety – Administration, Training, PI&E and Partnership Initiatives (GOHS)

**Project Number:** 2016-GA-0166-00-C

**Project Description:** Governor's Office of Highway Safety personnel will administer and manage 402 alcohol programs. This will include overseeing in-house grants and contracts, seeking and overseeing grants that foster the agency mission, data analysis, seeking partnerships, providing training and additional responsibilities necessary to ensure proper and efficient use of federal highway safety funds.

**Budget:** \$318,800.00

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**Alcohol and Other Drug Countermeasures - Section 402AL  
Projects & Budget Summary (continued)**

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**Project Title:** Clayton County Public Schools - Students Against Destructive Decisions (SADD) – 11 High Schools

**Project Number:** 2016-GA-0037-00-C

**Project Description:** Student Against Destructive Decisions (SADD) is a National known 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.

<b>Clayton County High Schools</b>			
<u>School</u>	<u>Amount</u>	<u>School</u>	<u>Amount</u>
Clayton County Open Campus	\$2,500.00	Morrow High School	\$2,500.00
Drew High School	\$2,500.00	Mt. Zion High School	\$2,500.00
Elite Scholars High School	\$2,500.00	<b>Mundy’s Mill High School</b>	\$2,500.00
Forest Park High School	\$2,500.00	North Clayton High School	\$2,500.00
Jonesboro High School	\$2,500.00	Riverdale High School	\$2,500.00
Lovejoy High School	\$2,500.00	Administrative Fees	\$2,500.00
Stillwell School of the Arts	\$2,500.00		

**Budget:** \$32,500.00

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**Alcohol and Other Drug Countermeasures - Section 402AL  
Projects & Budget Summary (continued)**

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**Project Title:** Fulton County Public Schools - Students Against Destructive Decisions (SADD) – 17 High Schools

**Project Number:** 2016-GA-0165-00-C

**Project Description:** Student Against Destructive Decisions (SADD) is a National known 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 (17) high schools within the Fulton County School System for simplicity.

<b>Fulton County High Schools</b>			
<b>School</b>	<b>Amount</b>	<b>School</b>	<b>Amount</b>
Alpharetta High School	\$2,500.00	Langston Hughes High School	\$2,500.00
Banneker High School	\$2,500.00	Milton High School	\$2,500.00
Centennial High School	\$2,500.00	North Springs High School	\$2,500.00
Chattahoochee High School	\$2,500.00	Northview High School	\$2,500.00
Creekside High School	\$2,500.00	Riverwood High School	\$2,500.00
Crossroads Second Chance-South	\$2,500.00	Roswell High School	\$2,500.00
Hapeville Charter Academy	\$2,500.00	Tri-Cities High School	\$2,500.00
Independence High School	\$2,500.00	Westlake High School	\$2,500.00
Johns Creek High School	\$2,500.00	Administrative Fees	\$2,500.00

**Budget:** \$45,000.00

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**Alcohol and Other Drug Countermeasures - Section 402AL  
Projects & Budget Summary (continued)**

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**Project Title:** Students Against Destructive Decisions - SADD – 16  
Individual High Schools

**Project Number:** See Below

**Project Description:** Students Against Destructive Decisions (SADD) is a nationally known 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.

<b>SADD Individual High Schools</b>		
<b><u>Project Number</u></b>	<b><u>School</u></b>	<b><u>Amount</u></b>
2016-SADD-0035-00-C	A.I.M. (Achievement, Integrity, Maturity) Program @ ESSC	\$2,500.00
2016-SADD-0135-00-C	Bainbridge High School	\$2,500.00
2016-SADD-0093-00-C	Baldwin High School	\$2,500.00
2016-SADD-0144-00-C	Early College Academy	\$2,400.00
2016-SADD-0091-00-C	Evans High School	\$2,500.00
2016-SADD-0073-00-C	George Washington Carver High School	\$2,500.00
2016-SADD-0163-00	Grayson High School	\$2,490.00
2016-SADD-0129-00-C	Hardaway High School	\$2,500.00
2016-SADD-0034-00-C	Kendrick High School	\$2,500.00
2016-SADD-0189-00-C	Lamar County School System	\$2,500.00
2016-SADD-0139-00-C	Loganville High School	\$1,900.00
2016-SADD-0198-00-C	Parkview High School	\$2,500.00
2016-SADD-0190-00-C	Pepperell High School	\$2,500.00
2016-SADD-0196-00	Redan High School	\$2,480.00
2016-SADD-0030-00-C	South Effingham High School	\$2,500.00
2016-SADD-0181-00-C	Woodstock High School	\$2,500.00

**Budget:** \$39,270.00

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**Alcohol and Other Drug Countermeasures - Section 402AL  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Alcohol and Other Drug Countermeasures (402AL) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0166-00-C	GOHS	\$318,800.00	402AL
2016-GA-0037-00-C	Clayton County Public Schools	\$32,500.00	402AL
2016-GA-0165-00-C	Fulton County Public Schools	\$45,000.00	402AL
See Above	Individual Schools	\$39,270.00	402AL
<b>Total All 402AL Funds</b>		<b>\$435,570.00</b>	

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**Impaired Driving Countermeasures - Section 410 K8 (SAFETEA-LU)  
Projects & Budget Summary**

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**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor’s Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0191-00-C

**Project Description:** GOHS in-house grant to support the administration of the statewide impaired driving initiative.

**Budget:** \$1,000.00

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**Budget Summary:**

<b>Impaired Driving (410 K8) Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
2016-GA-0191-00-C	GOHS	\$1,000.00	410 K8 (SAFETEA –LU)
<b>Total All 410 K8 Funds</b>		<b>\$1,000.00</b>	

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## Impaired Driving Countermeasures - Section 405d M6X Projects & Budget Summary

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**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0169-00-C

**Project Description:** To fund GOHS in-house statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes, injuries and fatalities.

**Budget:** \$720,000.00  
(Budget total provided in this section, description of activities provided in Paid Media page 140)

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**Impaired Driving Countermeasures - Section 405d M6X  
Projects & Budget Summary (continued)**

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**Project Title:** Young Adult Programs – 16 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.

<b>Young Adult Programs</b>		
<b><u>Project Number</u></b>	<b><u>College / University</u></b>	<b><u>Amount</u></b>
2016-YA-0151-00-C	ABAC Advancement Foundation, Inc.,The	\$4,620.00
2016-YA-0155-00-C	Clayton State University	\$5,000.00
2016-YA-0203-00	East Georgia College	\$6,500.00
2016-YA-0074-00-C	Fort Valley State University	\$7,090.00
2016-YA-0079-00-C	Georgia College & State University	\$7,400.00
2016-YA-0042-00-C	Georgia Regents University	\$8,750.00
2016-YA-0020-00-C	Georgia Southwestern State University	\$6,830.00
2016-YA-0061-00-C	Georgia Tech Research Corp.	\$11,000.00
2016-YA-0064-00-C	GSU Research & Service Foundation, Inc.	\$6,500.00
2016-YA-0158-00-C	Kennesaw State University Research and Service Foundation	\$11,000.00
2016-YA-0153-00-C	North Georgia, University of	\$6,550.00
2016-YA-0131-00-C	Oglethorpe University	\$5,000.00
2016-YA-0177-00-C	South Georgia State College	\$3,150.00
2016-YA-0051-00-C	Valdosta State University	\$4,510.00
2016-YA-0048-00-C	West Georgia, University of	\$12,000.00
2016-YA-0050-00-C	Young Harris College	\$5,000.00

**Budget:** \$110,900.00

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**Impaired Driving Countermeasures - Section 405d M6X  
Projects & Budget Summary (continued)**

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**Project Title:** Georgia Department Driver Services - Alcohol and Drug Awareness (ADAP FFY16)

**Project Number:** 2016-GA-0069-00-C

**Project Description:** This program provides the adolescent an overview of alcohol and its impact on traffic safety laws relating to the under age 21 driver.

**Budget:** \$47,000.00

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**Project Title:** Georgia Department of Public Safety - HEAT/Nighthawk DUI Task Force-North/South

**Project Number:** 2016-GA-0033-00-C

**Project Description:** To provide advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.

**Budget:** \$1,700,400.00

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**Project Title:** Georgia Public Safety Training Center - Impaired Driving Training Programs (SFST & DRE)

**Project Number:** 2016-GA-0027-00-C

**Project Description:** To provide advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.

**Budget:** \$483,600.00

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**Impaired Driving Countermeasures - Section 405d M6X  
Projects & Budget Summary (continued)**

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**Project Title:** Mothers Against Drunk Driving Eliminate Drunk Driving

**Project Number:** 2016-GA-0068-00-C

**Project Description:** This is a data driven effort to support 40 (Mothers Against Drunk Driving) MADD Chapters through public education and Victim Impact Panels in the five identified metropolitan areas: Atlanta, Albany, Columbus, Macon and Savannah.

**Budget:** \$141,000.00

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**Project Title:** Prosecuting Attorney's Council (PAC)

**Project Number:** 2016-GA-0053-00-C

**Project Description:** The program will focus on providing training to prosecutors and law enforcement officers. The training is designed to improve the investigation and prosecution of traffic related criminal offenses in an effort to reduce motor vehicle related injuries and fatalities. The program encompasses the hiring of a full-time Traffic Safety Resource Prosecutor (TSRP).

**Budget:** \$291,600.00

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**Budget Summary:**

<b>Impaired Driving Countermeasures (405d M6X) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Amount</u></b>	<b><u>Funding Source</u></b>
2016-GA-0169-00-C	GOHS	\$720,000.00	405d M6X
See Above List	Young Adult Programs – 16 Colleges and Universities	\$110,900.00	405d M6X
2016-GA-0069-00-C	Georgia Department Driver Services - Alcohol and Drug Awareness	\$47,000.00	405d M6X
2016-GA-0033-00-C	Georgia Department of Public Safety HEAT/Nighthawk DUI Task Force-North/South	\$1,700,400.00	405d M6X
2016-GA-0027-00-C	Georgia Public Safety Training Center - Impaired Driving Training Programs (SFST & DRE)	\$483,600.00	405d M6X
2016-GA-0068-00-C	Mothers Against Drunk Driving Eliminate Drunk Driving	\$141,000.00	405d M6X
2016-GA-0053-00-C	Prosecuting Attorney's Council (PAC)	\$291,600.00	405d M6X
<b>Total All 405d M6X Funds</b>		<b>\$3,494,500.00</b>	

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## Court Support - Section 405d M5CS Projects & Budget Summary

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**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Liberty County DUI Court Program

**Project Number:** 2016-GA-0134-00-C

**Project Description:** The Liberty County DUI Court Program provides substance abuse treatment to offenders who are addicted to alcohol and/or drugs which reduces recidivism and contributes positively to the community.

**Budget:** \$25,000.00

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**Project Title:** Richmond County DUI Court

**Project Number:** 2016-GA-0078-00-C

**Project Description:** To confront the substance abuse issue and to reduce recidivism in Richmond County through enhanced supervision, treatment, and individual accountability.

**Budget:** \$25,000.00

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**Court Support - Section 405d M5CS  
Projects & Budget Summary (continued)**

**Project Title:** Troup County DUI/Drug Court Program Enhancement Grant

**Project Number:** 2016-GA-0014-00-C

**Project Description:** To promote a safer community by identifying DUI offenders and placing them in a judicially supervised treatment program to reduce crime and recidivism.

**Budget:** \$11,700.00

**Court Support - Section 405d M5CS  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Court Support - (405d M5CS) Budget Summary</b>			
<b><u>Application Number</u></b>	<b><u>Description</u></b>	<b><u>Amount</u></b>	<b><u>Funding Source</u></b>
2016-GA-0134-00-C	Liberty County DUI Court Program	\$25,000.00	405d M5CS
2016-GA-0078-00-C	Richmond County DUI Court	\$25,000.00	405d M5CS
2016-GA-0014-00-C	Troup County DUI/Drug Court	\$11,700.00	405d M5CS
<b>Total All 405d M5CS Funds</b>		<b>\$61,700.00</b>	

# Occupant Protection

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**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 2014 to 97.7% in 2016.

## *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.

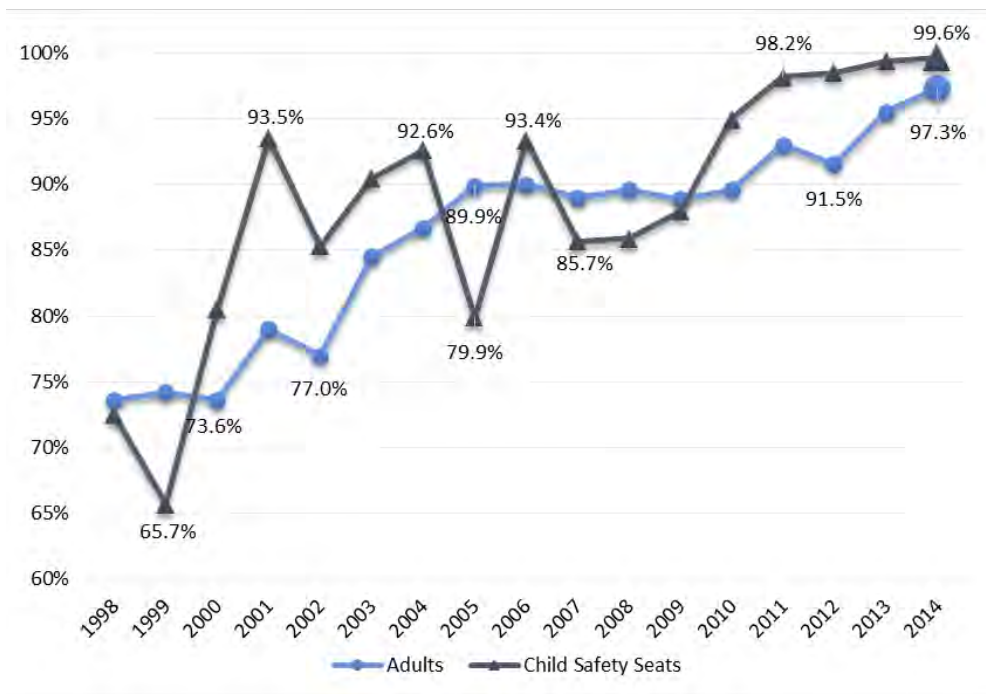
**The Governor's Office of Highway Safety (GOHS), in partnership with the University of Georgia Survey Research Center,** conducts an annual observational survey of restraint use. Results suggest that safety belt use varies geographically and demographically. Non-users are disproportionately male and pickup truck occupants. Highlights from the September 2014 report are as follows:

- Statewide safety belt usage in 2014 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, an increase of 1.8% from 2013.
- Safety belt usage was 98.7% in passenger cars, 96.6% in vans, and 95.3% in trucks.

- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.5%), followed by rural areas (95.6%), and the non-Atlanta MSAs (95.2%).

Child safety seat usage in 2014 was 99.6%, an increase of 0.2% from the 2013 usage rate. Child safety seat usage was highest in the Atlanta Metropolitan Statistical Area (MSA) and rural areas of the state (both 100.0%), followed closely by non-Atlanta Metropolitan Statistical Areas (MSAs) (99.8%).

## Georgia Restraint Use Observational Survey



In 2013, a total of 53 children ages 6-8 years in Georgia were involved in fatal motor vehicle crashes (crashes that led to more than one fatality). Of those children involved in fatal crashes, 25 were injured and 5 were killed. Only 1 out of the 5 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 2016 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 2016.
- Objective 2: To maintain the use of child safety restraint systems for children age seven and under of 99.6% in 2016.
- Objective 3: To increase safety belt use rate by 1% for rural drivers and passengers in the FFY 2016.
- Objective 4: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

## *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.

## *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 occupant and child safety seat education to the communities in an effort to address occupant safety use among young adults through funds awarded to DeKalb Safe Communities and other State and local social services agencies to conduct activities such as Ghost Outs, safety belt surveys, and school assemblies encouraging safety belt usage.
9. 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.**
10. Provide funds to the University of Georgia to conduct eighteen (18) Child Passenger Safety Technician (CPST) Certification Courses, certifying 200 new technicians and to offer 26 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2016 to encourage recertification and enhance the quality of instruction.
11. Provide funds to the University of Georgia to provide training during scheduled Child Passenger Safety Technician (CPST) courses to a minimum of six bilingual (Spanish-speaking) students.
12. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
13. 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.**
14. 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.



15. Provide funds to the UGA Traffic Safety Evaluation Group Survey Research **Center to conduct Governor's Office of Highway Safety (GOHS) Annual Statewide Safety Belt Use Rate Survey** in accordance with National Highway Traffic Safety Administration's criteria.

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## Occupant Protection Countermeasures - Section 402OP Projects & Budget Summary

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**Goal:** 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 2014 to 97.7% in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor’s Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0162-00-C

**Project Description:** The Governor’s Office of Highway Safety proposes to support statewide efforts to increase Georgia’s safety belt and child safety seat use rates through other federally funded programs, governmental entities, public/private organizations local grass root community coalitions, and National, state and local campaigns.

**Budget:** \$175,900.00

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**Project Title:** Atlanta Fire Rescue Department Fitting Station

**Project Number:** 2016-GA-0071-00-C

**Project Description:** This program will assist low income families with small children obtain child safety seats along with instructions on how to install child safety seats correctly. The Atlanta Fire Department provides seats to 36 inspection stations for distribution to indigent families year round. Atlanta Fire Department is also the primary instructing agency for fire fighters to become child passenger safety technicians.

**Budget:** \$182,100.00

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**Occupant Protection Countermeasures - Section 402OP  
Projects & Budget Summary (continued)**

**Project Title:** Georgia Department of Public Health - Child Occupant Safety Project

**Project Number:** 2016-GA-0021-00-C

**Project Description:** The “Children Safe Motor Vehicle Safety Program” will focus on reducing the risk behaviors of children regarding safety belts, child safety seats, bike safety, pedestrian safety and teen driving issues. The Child Occupant Safety program seeks to ensure that Georgia's children are safe while riding in motor vehicles. This program provides child safety seats and educational materials to multiple health departments throughout Georgia.

**Budget:** \$468,000.00

**Budget Summary:**

<b>Occupant Protection (402 OP) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0162-00-C	GOHS	\$175,900.00	402OP
2016-GA-0071-00-C	Atlanta Fire Rescue	\$182,100.00	402OP
2016-GA-0021-00-C	Public Health	\$468,000.00	402OP
<b>Total All 402OP Funds</b>		<b>\$826,000.00</b>	

**Occupant Protection (High) Countermeasures - Section 405b M1\*OP  
Projects & Budget Summary**

**Goal:** 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 2014 to 97.7% in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor’s Office of Highway Safety (GOHS)  
**Project Number:** 2016-GA-0148-00-C  
**Project Description:** GOHS in-house grant to support administrative function and regular operating initiatives to include supplies and travel.  
**Budget:** \$59,100.00

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**Budget Summary:**

<b>Occupant Protection (High – 405b M1*OP) Budget Summary</b>			
<u>Project Number</u>	<u>Project Title</u>	<u>Budget</u>	<u>Funding Source</u>
2016-GA-0148-00-C	GOHS	\$59,100.00	405b M1*OP
<b>Total All 405b M1*OP Funds</b>		<b>\$59,100.00</b>	

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## Occupant Protection Countermeasures - Section 405b M1\*TR Projects & Budget Summary

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**Goal:** To maintain the increase in the proper use of safety belts and child safety restraint systems statewide. 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 2014 to 97.7% in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** University of Georgia Traffic Injury Prevention Institute (GTIPI)

**Project Number:** 2016-GA-0032-00-C

**Project Description:** Georgia Traffic Injury Prevention Institute (GTIPI) will provide educational programs, training, resources and curriculum development for traffic safety education in Georgia. The program will focus on conducting 17 child passenger safety technician certification classes, certifying 195 new technicians, and educating at least six (6) bilingual participants. Training sessions will be presented statewide for the Georgia Teen Ride through Parents Reducing Incidents of Drivers Error (P.R.I.D.E.). In addition, the program will continue to update and distribute necessary print and online version of educational materials/production. The program will conduct 7 Continuing Education Unit (CEU) workshops for Child Passenger Safety Technician (CPST) recertification; one Child Passenger Safety Technician (CPST) Instructors Workshop; facilitate annual Child Passenger Safety (CPS) Advisory Board Meetings, host two CarFit certification classes certifying 20 Event Coordinators and conduct twenty Georgia Teen Ride with Parents Reducing Incidents of Drivers Error (P.R.I.D.E.) Train the Trainer Certification Class.

**Budget:** \$642,900.00

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**Occupant Protection Countermeasures - Section 405b M1\*TR  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Occupant Protection (405b M1*TR) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0032-00-C	University of Georgia Traffic Injury Prevention Institute	\$642,900.00	405b M1*TR
<b>Total All 405b M1*TR Funds</b>		<b>\$642,900.00</b>	

# Traffic Safety Information Systems

**PROGRAM GOALS:** Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 90% in performance period Jan 1 - Dec 31, 2014 to 95% by performance period Jan 1- Dec 31, 2016.

## 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
Traffic Fatalities	1,693	1,641	1,495	1,292	1,247	1,226	1,192	1,179
<i>Fatalities Rate*</i>	<i>1.49</i>	<i>1.46</i>	<i>1.37</i>	<i>1.18</i>	<i>1.12</i>	<i>1.13</i>	<i>1.11</i>	<i>1.08</i>
Crashes	342,156	337,824	306,342	286,896	290,611	296,348	330,102	363,798
<i>Crash Rate++</i>	<i>3.01</i>	<i>2.98</i>	<i>2.72</i>	<i>2.63</i>	<i>2.66</i>	<i>2.69</i>	<i>3.07</i>	<i>3.32</i>
Injuries	133,399	128,315	115,737	109,685	110,829	104,524	115,619	116,458
<i>Injury Rate++</i>	<i>1.18</i>	<i>1.13</i>	<i>1.03</i>	<i>1.01</i>	<i>1.01</i>	<i>0.95</i>	<i>1.08</i>	<i>1.06</i>
<b>VMT(millions)</b>	<b>113,509</b>	<b>113,532</b>	<b>112,541</b>	<b>109,057</b>	<b>109,258</b>	<b>110,370</b>	<b>107,488</b>	<b>109,355</b>

*\*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 2015, **90% 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).



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## Traffic Safety Information Systems Improvements - Section 405c M3DA Projects & Budget Summary

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**Goal:** Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 90% in performance period Jan 1 - Dec 31, 2014 to 95% by performance period Jan 1- Dec 31, 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0028-00-C

**Project Description:** These funds will be used to provide management responsibility of the Traffic Records Coordinating Committee (TRCC) program within the Governor's Office of Highway Safety (GOHS) organization. Additionally, funds will be used to create and implement an Internal Grants Management System in order to assist Governor's Office of Highway Safety (GOHS) in the tracking and management of programmatic and fiscal functions within the organization.

**Budget:** \$60,000.00

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**Project Title:** Georgia Department of Public Health - Public Access to data in crash, death and emergency room visit data sources via OASIS web query

**Project Number:** 2016-GA-0065-00-C

**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:** \$187,300.00

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## Traffic Safety Information Systems Improvements - Section 405c M3DA Projects & Budget Summary

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**Project Title:** Georgia Department of Public Health - Support for CODES Crash Data Linkage

**Project Number:** 2016-GA-0058-00-C

**Project Description:** Add statistical support and perform additional linkages and analyses using crash and medical outcome data.

**Budget:** \$99,000.00

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**Project Title:** Georgia Department of Public Health – GEMSIS Upgrades

**Project Number:** 2016-GA-0029-00-C

**Project Description:** This project will enable continuous upgrades, support and hosting to the Georgia EMS patient care database to improve database accuracy, uniformity, and completeness and remain current with NEMSIS.

**Budget:** \$96,500.00

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**Project Title:** Georgia Association of Chiefs of Police LEA Technology Grant GACP

**Project Number:** 2016-GA-0059-00-C

**Project Description:** These funds will be used to provide management responsibility of the Traffic Records Coordinating Committee (TRCC) program within the Governor's Office of Highway Safety (GOHS) organization. Additionally, funds will be used to create and implement an Internal Grants Management System in order to assist Governor's Office of Highway Safety (GOHS) in the tracking and management of programmatic and fiscal functions within the organization.

**Budget:** \$165,500.00

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**Budget Summary:**

<b>Traffic Safety Information Systems Improvements (405c M3DA) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0028-00-C	GOHS	\$60,000.00	405c M3DA
2016-GA-0065-00-C	Georgia Department of Public Health - Public Access to data in crash, death and emergency room visit data sources via OASIS web query	\$187,300.00	405c M3DA
2016-GA-0058-00-C	Georgia Department of Public Health - Support for CODES Crash Data Linkage	\$99,000.00	405c M3DA
2016-GA-0029-00-C	Georgia Department of Public Health-GEMISIS	\$96,500.00	405cM3DA
2016-GA-0059-00-C	Georgia Association of Chiefs of Police LEA Technology Grant GACP	\$165,500.00	405c M3DA
<b>Total All 405c M3DA Funds</b>		<b>\$608,300.00</b>	

# Speed and Aggressive Driving Countermeasures

**PROGRAM GOALS:** To reduce motor vehicle crashes, injuries, and fatalities through systematic delivery of effective speed/aggressive driving countermeasures. The overall goal to decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.

## *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
Georgia	Speed-Related Fatalities	217	220	180	197
	% Speed-Related	17%	18%	15%	17%
	<b>Annual % Change in</b>	<b>-9%</b>	<b>1%</b>	<b>-18%</b>	<b>9.7%</b>
National	Speed-Related Fatalities	10,508	10,001	10,219	9,613
	% Speed-Related	32%	31%	30%	29%
	<b>Annual % Change in</b>	<b>-1%</b>	<b>-5%</b>	<b>+2%</b>	<b>-6%</b>

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 2013, 22 percent of the 15 to 24 year old drivers who were involved in fatal crashes were also speeding at the time of the crash in Georgia. During the same year, 58% of all young (ages 15-24 year old) motorcycle riders involved in fatal

crashes were speeding, as compared to 27% for passenger car drivers. Georgia had 197 speed-related crash deaths (17% of all roadway fatalities) in 2013 – 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 2016 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.
- Objective 3: To conduct three (3) special emphasis mobilizations targeting motorcyclists who drive excessive speeds.

### *Ultimate Measure*

Decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.

### *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.

### *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 in funding source 402PT 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.

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## Speed and Aggressive Driving Countermeasures – Section 402SC Projects & Budget Summary

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**Goal:** To reduce motor vehicle crashes, injuries, and fatalities through systematic delivery of effective speed/aggressive driving countermeasures. The overall goal is to decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Public Safety Training Center, Georgia (GPSTC) Speed Enforcement Training Programs

**Project Number:** 2016-GA-0026-00-C

**Project Description:** Advanced level law enforcement training course focusing on reducing serious injury and fatality related crashes through proactive speed enforcement training programs.

**Budget:** \$34,800.00

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**Budget Summary:**

<b>Speed and Aggressive Driving (402SC) Budget Summary</b>			
<u>Project Number</u>	<u>Project Title</u>	<u>Budget</u>	<u>Funding Source</u>
2016-GA-0026-00-C	Public Safety Training Center, Georgia (GPSTC) Speed Enforcement training Programs	\$34,800.00	402SC
<b>Total All 402SC Funds</b>		<b>\$34,800.00</b>	

# Police Traffic Services

**PROGRAM GOALS:** 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), Small Incentive Grants (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.

<i>FFY 2016 Traffic Enforcement Mobilizations</i>	<i>Dates</i>
Click it or Ticket	November 16, 2015 – November 29, 2015
Drive Sober or Get Pulled Over	December 18, 2015 – January 3, 2016
Click it or Ticket	May 20, 2016 – May 31, 2016
Drive Sober or Get Pulled Over	June 17, 2015 – July 5, 2016
Drive Sober or Get Pulled Over	August 26, 2015 – September 6, 2016

**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.

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 incentive items, to motivate officers and constantly serve as a reminder that occupant protection and DUI enforcement are vital. In addition, funding for printing of these incentives, brochures, and highway safety materials are 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 900 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

### *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 Traffic 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 2016 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 2016.
- Objective 2: To maintain the number of corporate partners for FFY 2016 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 2016 Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2014 to 97.7% in 2016.

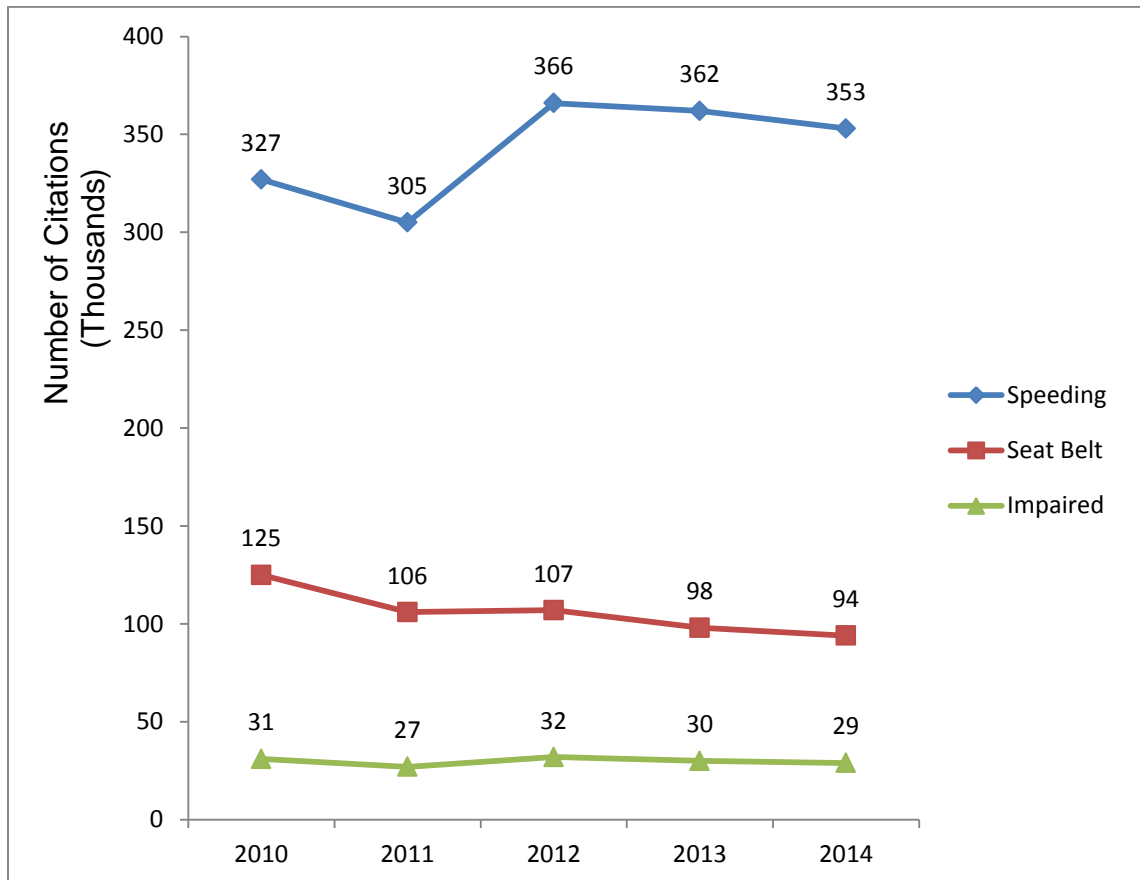
### *Strategies*

1. **Support specialized highway safety and traffic enforcement training for Georgia's law enforcement community.**
2. Support executive level training for law enforcement agency heads and command staffs, encouraging traffic enforcement and highway safety as a departmental priority.
3. Continue to support and encourage occupant protection and child safety training for law enforcement officers.
4. Continue to provide funding to our law enforcement partners to assist in providing the tools necessary for effective and professional traffic enforcement activities.
5. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting.
6. Continue to support and market Drug Recognition Expert and Standardized Field **Sobriety Test training to Georgia's law enforcement agencies and officers.**
7. Encourage participation and facilitate law enforcement recruitment efforts in each of the sixteen (16) regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia.

8. Encourage and facilitate 100% law enforcement participation in five waves of high visibility enforcement during FFY 2016.
9. **Continue to recruit corporate partners to assist with The Governor's Office of Highway Safety supported law enforcement campaigns and initiatives.**
10. Encourage and facilitate law enforcement agencies to work with their local media **in marketing The Governor's Office of Highway Safety high visibility enforcement initiatives.**
11. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events.
12. Provide the necessary highway safety informational publications and educational items to Georgia law enforcement agencies to assist in marketing the highway **safety messages of the Governor's Office of Highway Safety to the general public.**
13. **Continue to exhibit and promote The Governor's Office of Highway Safety** initiatives and highway safety information at law enforcement, judiciary, and prosecutor training conferences as well as other public, governmental and private gatherings.
14. Conduct at least three Thunder Task Force mobilizations during FY 2016.
15. Facilitate the implementation of Data Driven Approaches to Crime and Traffic **Safety (DDACTS) concepts to Georgia's law enforcement community.**

# Law Enforcement Citation Data Deterring Unsafe Driving in Georgia

## Grant-Supported Enforcement Activities



# Grant-Supported Enforcement Activities by Program

## Number of Citations 2010-2014

	<i>Year</i>	<i>100 days of Summer HEAT</i>	<i>National Mobilizations</i>	<i>HEAT Programs (Statewide)</i>	<i>Thunder Task Force</i>	<i>5 Year Total</i>
Impaired Driving	2010	18,674	4,854	7,108	494	31,130
	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
	<b>5-yr. Total</b>	<b>77,693</b>	<b>36,411</b>	<b>32,554</b>	<b>1,860</b>	<b>148,518</b>
Seatbelt Citations*	2010	91,313	20,082	12,887	524	124,806
	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
	<b>5-yr. Total</b>	<b>339,278</b>	<b>134,587</b>	<b>54,001</b>	<b>2,638</b>	<b>530,504</b>
Speeding Citations	2010	234,485	53,886	38,106	515	326,992
	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
	<b>5-yr. Total</b>	<b>1,044,892</b>	<b>486,646</b>	<b>179,626</b>	<b>2,771</b>	<b>1,713,935</b>

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

Governor's Office of Highway Safety (GOHS) support these programmatic efforts by initiating collaboration and mobilization among existing strategic partners, in addition to providing other non-monetary resources.

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## Police Traffic Services - Section 402PT Projects & Budget Summary

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**Goal:** 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.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0179-00

**Project Description:** Administrative, training, telecommunication and Public Information and Education (PI&E) support to the Governor's Office of Highway Safety (GOHS) Law Enforcement Services team, the regional Traffic Enforcement Networks, and **Georgia's** traffic enforcement community.

**Budget:** \$965,300.00

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**Project Title:** Crisp County Sheriff's Office

**Project Number:** 2016-GA-0092-00

**Project Description:** The Crisp County Sheriff's Office is seeking funding to provide mobile data computers in the vehicles of officers already engaged in HEAT activities through our Criminal Apprehension Team (CAT).

**Budget:** \$10,000.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** Banks County Sheriff's Office

**Project Number:** 2016-GA-0063-00

**Project Description:** To purchase an Intoxilyzer 9000 for use by law enforcement agencies. The CMI Intoxilyzer 9000 has been selected by the GBI as the successor to the Georgia model Intoxilyzer 5000.

**Budget:** \$8,300.00

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**Project Title:** H.E.A.T. - Athens-Clarke County Police Department

**Project Number:** 2016-GA-0178-00-C

**Project Description:** The Athens-Clarke County Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$146,800.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T. - Bartow County Sheriff's Office

**Project Number:** 2016-GA-0047-00-C

**Project Description:** **The Bartow County Sheriff's Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$145,500.00

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**Project Title:** H.E.A.T. – DeKalb County Police Department

**Project Number:** 2016-GA-0025-00-C

**Project Description:** The DeKalb County Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$68,200.00

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**Project Title:** H.E.A.T. – Douglas County Sheriff's Office

**Project Number:** 2016-GA-0016-00-C

**Project Description:** The Douglas County Sheriff's Office will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$79,900.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T. – City of Douglas Police Department

**Project Number:** 2016-GA-0031-00-C

**Project Description:** The City of Douglas Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$102,900.00

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**Project Title:** H.E.A.T. - Dublin Police Department

**Project Number:** 2016-GA-0040-00-C

**Project Description:** The Dublin Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$21,200.00

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**Project Title:** H.E.A.T. – Forsyth County Sheriff's Office

**Project Number:** 2016-GA-0046-00-C

**Project Description:** **The Forsyth County Sheriff's Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$38,400.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T. – Glynn County Police Department

**Project Number:** 2016-GA-0055-00-C

**Project Description:** The Glynn County Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$73,300.00

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**Project Title:** H.E.A.T. – Habersham County Sheriff's Office

**Project Number:** 2016-GA-0127-00-C

**Project Description:** **The Habersham County Sheriff's Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$65,100.00

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**Project Title:** H.E.A.T. - Henry County Police Department

**Project Number:** 2016-GA-0023-00-C

**Project Description:** The Henry County Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$64,200.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T. – Houston County Sheriff's Office

**Project Number:** 2016-GA-0186-00

**Project Description:** The Houston **County Sheriff's Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$250,000.00

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**Project Title:** H.E.A.T. – Macon-Bibb County Sheriff's Office

**Project Number:** 2016-GA-0182-00-C

**Project Description:** The Macon-**Bibb County Sheriff's Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$53,800.00

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**Project Title:** H.E.A.T. – Marietta Police Department

**Project Number:** 2016-GA-0024-00-C

**Project Description:** The Marietta Police Department will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$83,300.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T. – Pickens County Sheriff's Office

**Project Number:** 2016-GA-0161-00-C

**Project Description:** The Pickens County Sheriff's Office will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$55,200.00

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**Project Title:** H.E.A.T. - Richmond County Sheriff's Office

**Project Number:** 2016-GA-0133-00-C

**Project Description:** The Richmond County Sheriff's Office will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$105,200.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** H.E.A.T./Nighthawk DUI Task Force-North/South – Georgia Department of Public Safety

**Project Number:** 2016-GA-0017-00-C

**Project Description:** The Georgia Department of Public Safety will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$658,000.00

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**Project Title:** H.E.A.T. – Lowndes County Sheriff’s Office

**Project Number:** 2016-GA-0045-00

**Project Description:** The **Lowndes County Sheriff’s Office** will operate a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Task Force. The project will focus on impaired driving and the objectives and activities will be accomplished through enforcement and education.

**Budget:** \$250,000.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** Small Agency Incentive – (25)

**Project Number:** See below

**Project Description:** To Fund Traffic safety equipment to small law enforcement agencies for high visibility enforcement initiatives.

Project Number	Agency	Amount
2016-GA-0116-00	Ashburn Police Department	\$10,000.00
2016-GA-0123-00	Barnesville Police Department	\$10,000.00
2016-GA-0082-00	Byron Police Department	\$10,000.00
2016-GA-0103-00	Cairo Police Department	\$10,000.00
2016-GA-0099-00	Cornelia Police Department	\$10,000.00
2016-GA-0108-00	Danielsville Police Department	\$10,000.00
2016-GA-0118-00	Fitzgerald Police Department	\$10,000.00
2016-GA-0120-00	City of Fort Oglethorpe Police Department	\$10,000.00
2016-GA-0126-00	Georgia Southern University Department of Public Safety	\$10,000.00
2016-GA-0106-00	Hiram Police Department	\$10,000.00
2016-GA-0113-00	Lavonia Police Department	\$10,000.00
2016-GA-0109-00	Lenox Police Department	\$10,000.00
2016-GA-0100-00	Metter Police Department	\$9,900.00
2016-GA-0122-00	Pike County Sheriff's Office	\$10,000.00
2016-GA-0107-00	Ringgold Police Department	\$10,000.00
2016-GA-0102-00	Roberta Police Department	\$10,000.00
2016-GA-0112-00	Royston Police Department	\$10,000.00
2016-GA-0117-00	Sandersville Police Department	\$10,000.00
2016-GA-0115-00	Snellville Police Department	\$10,000.00
2016-GA-0101-00	Suwanee Police Department	\$10,000.00
2016-GA-0110-00	Turner County Sheriff's Office	\$10,000.00
2016-GA-0111-00	Tybee Island Police Department	\$10,000.00
2016-GA-0121-00	Union Point Police Department	\$10,000.00
2016-GA-0114-00	Whigham Police Department	\$10,000.00
2016-GA-0124-00	Zebulon Police Department	\$10,000.00

**Budget:** \$249,900.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

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**Project Title:** Traffic Enforcement Networks (TEN)

**Project Number:** See Below

**Project Description:** 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.**

<b>Traffic Enforcement Networks (TEN)</b>		
<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>
2016-TEN-0075-00	Barrow County Sheriff's Office	\$20,000.00
2016-TEN-0013-00	Byron Police Department	\$20,000.00
2016-TEN-0098-00	Cairo Police Department	\$20,000.00
2016-TEN-0084-00-C	Douglas County Sheriff's Office	\$20,000.00
2016-TEN-0125-00	Dublin Police Department	\$20,000.00
2016-TEN-0088-00	Effingham County Sheriff's Office	\$20,000.00
2016-TEN-0083-00-C	Gainesville Police Department	\$20,000.00
2016-TEN-0147-00	Gilmer County Sheriff's Office	\$19,990.00
2016-TEN-0067-00	Hazlehurst Police Department	\$20,000.00
2016-TEN-0044-00	Lowndes County Sheriff's Office	\$20,000.00
2016-TEN-0192-00	Milledgeville Police Department	\$20,000.00
2016-TEN-0049-00-C	Peachtree City Police Department	\$20,000.00
2016-TEN-0173-00	Richmond County Sheriff's Office	\$20,000.00
2016-TEN-0242-00	Rome Police Department	\$20,000.00
2016-TEN-0172-00-C	Talbot County Sheriff's Office	\$20,000.00
2016-TEN-0152-00-C	Zebulon Police Department	\$20,000.00

**Budget:** \$319, 990.00

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**Police Traffic Services - Section 402PT  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Police Traffic Services (402PT) Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
2016-GA-0179-00	GOHS	\$965,300.00	402PT
2016-GA-0178-00-C	H.E.A.T. - Athens-Clarke County Police Department	\$146,800.00	402PT
2016-GA-0092-00	<b>Crisp County Sheriff's Office</b>	\$10,000.00	402PT
2016-GA-0063-00	Banks County Sheriff's Office	\$8,300.00	402PT
2016-GA-0047-00-C	H.E.A.T. - Bartow County Sheriff's Office	\$145,500.00	402PT
2016-GA-0025-00-C	H.E.A.T. – DeKalb County Police Department	\$68,200.00	402PT
2016-GA-0016-00-C	H.E.A.T. – Douglas County Sheriff's Office	\$79,900.00	402PT
2016-GA-0031-00-C	H.E.A.T. – City of Douglas Police Department	\$102,900.00	402PT
2016-GA-0040-00-C	H.E.A.T. - Dublin Police Department	\$21,200.00	402PT
2016-GA-0046-00-C	H.E.A.T. – Forsyth County Sheriff's Office	\$38,400.00	402PT
2016-GA-0055-00-C	H.E.A.T. – Glynn County Police Department	\$73,300.00	402PT
2016-GA-0127-00-C	H.E.A.T. – Habersham County Sheriff's Office	\$65,100.00	402PT
2016-GA-0023-00-C	H.E.A.T. - Henry County Police Department	\$64,200.00	402PT
2016-GA-0162-00	H.E.A.T. – Houston County Sheriff's Office	\$250,000.00	402PT
2016-GA-0182-00-C	H.E.A.T. – Macon-Bibb County Sheriff's Office	\$53,800.00	402PT
2016-GA-0024-00-C	H.E.A.T. – Marietta Police Department	\$83,300.00	402PT
2016-GA-0161-00-C	H.E.A.T. – Pickens County Sheriff's Office	\$55,200.00	402PT
2016-GA-0133-00-C	H.E.A.T. - Richmond County Sheriff's Office	\$105,200.00	402PT
2016-GA-0045-00-C	<b>Lowndes County Sheriff's Office</b>	\$250,000.00	402PT
2016-GA-0017-00-C	H.E.A.T./Nighthawk DUI Task Force-North/South – Georgia Department of Public Safety	\$658,000.00	402PT
See above	Small Agency Incentive – (25)	\$249,900.00	402PT
See above	Traffic Enforcement Networks (16) (TEN)	\$319,990.00	402PT
<b>Total All 402PT Funds</b>		<b>\$3,814,490.00</b>	

# .Pedestrian and Bicycle Safety

**PROGRAM GOALS:** To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.

## 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



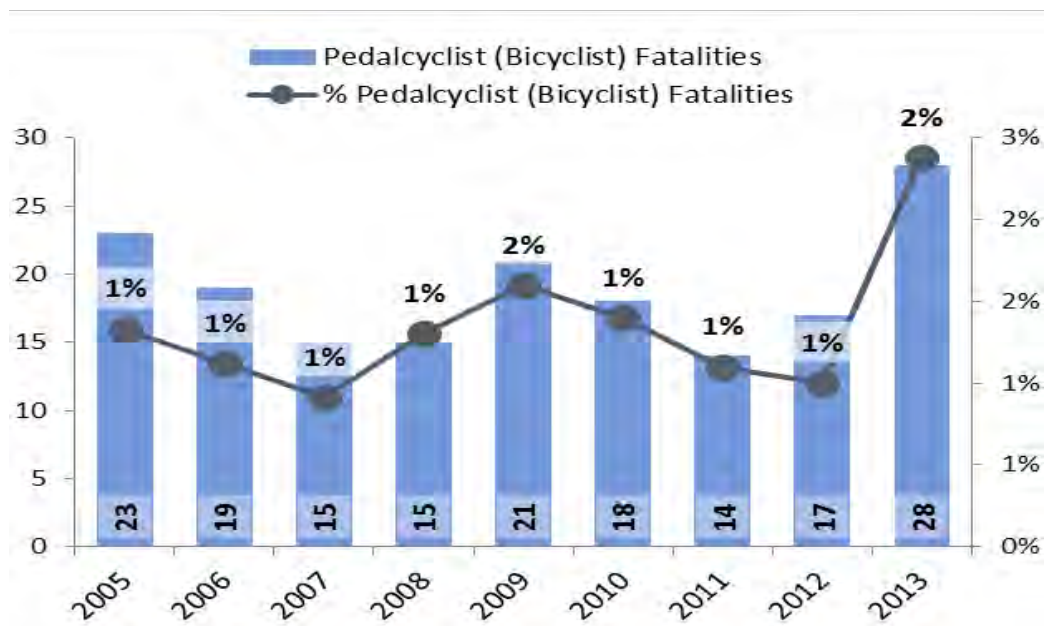
From 2008 through 2013, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2013, 176 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 15% of all motor vehicle fatalities in 2013, an increase of 9 fatalities or 5% from 2012.

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.

### *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 represent 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 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 2016 Performance Objectives*

- Objective 1: To provide funds to agencies for the purpose of increasing pedestrian education, enforcement, and engineering considerations.
- Objective 2: 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 2016 Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.
- To decrease bicyclist fatalities 6.7% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.

### *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! And Share the Road Projects.

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## Pedestrian and Bicycle Safety Countermeasures - Section 402PS Projects & Budget Summary

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**Goal:** To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Georgia Department of Public Safety - GSP Jekyll Island-Bicycle

**Project Number:** 2016-GA-0054-00-C

**Project Description:** The PEDS project promotes pedestrian safety through enforcement, education and engineering solutions. This includes presentations, workshops, events, outreach, crosswalk stings, and online tools.

**Budget:** \$5,000.00

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**Budget Summary:**

<b>Pedestrian and Bicycle Safety (402PS) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0054-00-C	Georgia Department of Public Safety - GSP Jekyll Island- Bicycle	\$5,000.00	402PS
<b>Total All 402PS Funds</b>		<b>\$5,000.00</b>	

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## Pedestrian and Bicycle Safety Countermeasures - Section 405b M1\*PS Projects & Budget Summary

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**Goal:** To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** BikeAthens - Athens Area Bicycle Education Program

**Project Number:** 2016-GA-0156-00-C

**Project Description:** Our project will educate youth, adults dependent on bicycle transportation, and those enrolled in a ticket diversion program on bicycle safety equipment use, safe riding practices, and bicycle laws.

**Budget:** \$46,800.00

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**Project Title:** Fulton County Sheriff's Office - Public Safety Pedestrian and Bicycle Safety

**Project Number:** 2016-GA-0038-00

**Project Description:** The Fulton County Sheriff's Office is partnering with Fulton County Schools and Safe Routes to school to initiate a Public Safety Pedestrian and Bicycle Safety program.

**Budget:** \$28,500.00

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**Pedestrian and Bicycle Safety Countermeasures - Section 405b M1\*PS  
Projects & Budget Summary (continued)**

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**Project Title:** University of Georgia Police Department – Crash Dogs

**Project Number:** 2016-GA-0081-00

**Project Description:** Use of improved lit signage at crosswalks in conjunction with high visibility enforcement to reduce the rate of injury crashes in the University of Georgia Community.

**Budget:** \$53,300.00

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**Project Title:** Savannah Bicycle Campaign

**Project Number:** 2016-GA-0167-00-C

**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:** \$26,600.00

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**Pedestrian and Bicycle Safety Countermeasures - Section 405b M1\*PS  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Pedestrian and Bicycle Safety Countermeasures (405b M1*PS) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0003-00	BikeAthens - Athens Area Bicycle Education Program	\$46,800.00	405b M1*PS
2016-GA-0038-00	Fulton County Sheriff's Office – Public Safety Pedestrian and Bicycle Safety	\$28,500.00	405b M1*PS
2016-GA-0081-00	University of Georgia Police Department – Crash Dogs	\$53,300.00	405b M1*PS
2016-GA-0167-00-C	Savannah Bicycle Campaign	\$26,600.00	405b M1*PS
<b>Total All 405b M1*PS Funds</b>		<b>\$155,200.00</b>	

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## 250 Share the Road (State Funds) Projects & Budget Summary

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**Goal:** To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0202-00

**Project Description:** Share the Road internal grant for the purpose of share the road markings, road signs, printing, and safety equipment.

**Budget:** \$108,000.00

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**Project Title:** Atlanta Bicycle Coalition - Atlanta Bicycle Safety

**Project Number:** 2016-GA-0150-00-C

**Project Description:** The Share the Road project will educate bicyclists on safe cycling, motorists on interacting with bicyclists safely and legally and engineers and law enforcement officers on best practices.

**Budget:** \$69,900.00

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**Project Title:** Georgia Bikes - Reducing Bicycle-Related Injuries & Fatalities

**Project Number:** 2016-GA-0062-00-C

**Project Description:** A multi-faceted, statewide, bicycle safety project using remedies found in the Georgia Bicycle and Pedestrian Safety Action Plan and the Share the Road Specialty tag program.

**Budget:** \$85,400.00

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**250 Share the Road (STR) (State Funds)  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>250 Share the Road (State Funds) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0202-00	GOHS	\$108,000.00	250 STR
2016-GA-0150-00-C	Atlanta Bicycle Coalition - Atlanta Bicycle Safety	\$69,900.00	250 STR
2016-GA-0062-00-C	Georgia Bikes - Reducing Bicycle-Related Injuries & Fatalities	\$85,400.00	250 STR
<b>Total All 250 Funds</b>		<b>\$263,300.00</b>	

# Community Traffic Safety Programs

**PROGRAM GOALS:** 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.

- Dekalb County Safe Communities Booster outreach (CTW, Chapter 2: Page 32)
- Department of Public Health, Older Driver Initiative (CTW, Chapter 7: Pages 9-11).

## Problem Identification and Program Justification

In 2013, Georgia experienced 1,179 roadway fatalities (Fatality Analysis Reporting System), 115,458 roadway injuries, and 363,798 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).

Year	2006	2007	2008	2009	2010	2011	2012	2013
Traffic Fatalities	1,693	1,641	1,495	1,292	1,247	1,226	1,192	1,179
Fatality Rate	1.49	1.46	1.37	1.18	1.12	1.13	1.11	1.08

Crashes are the leading cause of death for persons ages 2-34 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.

## Safe Communities

Safe Communities is an injury prevention program organized around the principle that communities are best able to identify their unique safety problems, prioritize those problems and recruit the appropriate community resources to solve their problems. An analysis of the total injury problem will put traffic crashes in the foreground as the leading contributor to major preventable health problems in the community. In order to assess the magnitude of motor vehicle crashes in a community, a Safe Community program must use data from multiple sources to identify the types and severity of

injuries and fatalities, the costs of treatment, and the impact on the community. When communities look at their injury data, they discover that motor vehicle injuries are a major issue.

A Safe Community program must have the participation of local citizens and community organizations in addressing the local injury problem. This is imperative because citizens ensure that local values and attitudes are considered during the process of identifying the injury problems and formulating successful solutions. Expanded partnerships within a Safe Community program ensure that coalitions work with the community to address the roadway safety issues within a particular jurisdiction. Partnerships allow communities to develop collaborative strategies and share resources that increase opportunities for reaching target populations.

## **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 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 38 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 FY2016. 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.

### *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 (23%) 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*

DeKalb County, rural Georgia, teens, Hispanic, law enforcement, emergency responders and traffic safety advocates.

### *FFY 2016 Performance Objective*

- Objective 1: 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 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease serious traffic injuries below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease fatalities per 100M VMT 6.3% from 1.11 (2011-2013 average) to 1.04 (2014-2016 average) in 2016.
- To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.

### *Strategies*

1. Participate in a minimum of three (3) national traffic safety campaigns in the established communities.
2. Provide funds to highway safety partners throughout rural Georgia to implement **programs that will assist in reaching the Governor's Office of Highway Safety (GOHS) performance objectives.**
3. **Provide funds to the DeKalb Board of Health's Safe Community to assist in planning and implementing a walkability assessment for at least two schools which addresses infrastructure improvement recommendations and to participate in International Walk to School Day and Georgia Walk to School Day with two DeKalb County elementary schools.**
4. **Provide funds to the DeKalb Board of Health's Safe Communities to conduct 2 child passenger safety classes monthly for families with financial need, to participate in 4 Click It or Ticket events, and hold 4 educational child passenger safety presentations to local elementary schools with car seat distribution for families with financial need who attend.**
5. **Provide funds to the DeKalb Board of Health's Safe Community to coordinate 3 DUI awareness programs, 5 Ghost Out events, 5 seat belt surveys, and host one table at the Governor's Red Ribbon week kick-off event.**
6. **Provide funds to DeKalb Board of Health's Safe Communities to develop a child pedestrian safety curriculum with Kindergarten - fifth grade classes addressing walking safely near traffic, crossing streets safely, crossing intersections safely, parking lot safety and school bus safety.**



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## Community Traffic Safety Countermeasures – Section 402CP Projects & Budget Summary

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**Goal:** To reduce the number of motor vehicle crashes, injuries, fatalities and their associated costs with the establishment and maintenance of effective Safe Communities and CTSP programs.

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

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor’s Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0143-00-C

**Project Description:** Governor's Office of Highway Safety (GOHS) provides for the management and administration of Networks of Employers for Traffic Safety (NETS) Programs, Safe Community Programs, in-house grants, contracts, regular operating expenses, training among other functions necessary to ensure the proper and efficient use of federal highway safety funds. Governor's Office of Highway Safety (GOHS) will also provide management for a Resource Information Training Center to serve as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences.

**Budget:** \$422,100.00

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**Project Title:** University of Georgia Highway Safety Programs Evaluation

**Project Number:** 2016-GA-0140-00-C

**Project Description:** This project will evaluate the effectiveness of all funded traffic safety projects statewide. Technical assistance will be provided to Governor's Office of Highway Safety (GOHS) for writing technical reports and for analyzing other data.

**Budget:** \$282,900.00

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**Community Traffic Safety Countermeasures – Section 402CP Projects & Budget Summary (continued)**

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**Project Title:** Georgia Motor Trucking Foundation

**Project Number:** 2016-GA-0056-00-C

**Project Description:** Georgia Motor Trucking Foundation will increase employee and community awareness of Georgia highway safety issues, innovative safety programs and presentations. Another primary focus is the reduction in the number of crashes and the crash rate for motorists in Georgia. A Public Service Announcement (PSA) will be developed and aired promoting highway safety messages related to this project.

**Budget:** \$60,800.00

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**Project Title:** Georgia Department of Public Health - Older Driver Safety Program

**Project Number:** 2016-GA-0022-00-C

**Project Description:** The Program works to identify and evaluate activities that support the reduction of older driver crashes and the severity of injuries experienced in such crashes.

**Budget:** \$151,200.00

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**Project Title:** Georgia Operation Lifesaver, Inc. - Operation Lifesaver Mobile Educational Exhibit

**Project Number:** 2016-GA-0160-00-C

**Project Description:** Educate Georgians about safety around trains and railroad tracks, and the danger of trespassing on private railroad property.

**Budget:** \$21,800.00

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**Community Traffic Safety Countermeasures – Section 402CP Projects & Budget Summary (continued)**

**Project Title:** Georgia Operation Lifesaver, Inc. - Operation Lifesaver First Responder Training

**Project Number:** 2016-GA-0159-00-C

**Project Description:** First responders (law enforcement/emergency responders) receive limited training as to how to respond to a train-motor vehicle crash; these courses will provide them with effective response training.

**Budget:** \$7,000.00

**Project Title:** Safe Kids Toombs - Rural Child Passenger Safety

**Project Number:** 2016-GA-0187-00-C

**Project Description:** To educate Toombs County and the surrounding rural community on child passenger safety in order to reduce crashes, injuries, and fatalities.

**Budget:** \$5,000.00

**Budget Summary:**

<b>Community Traffic Safety (402CP) Budget Summary</b>			
<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Funding Source</b>
2016-GA-0143-00-C	GOHS	\$422,100.00	402CP
2016-GA-0140-00-C	University of Georgia Highway Safety Programs Evaluation	\$282,900.00	402CP
2016-GA-0056-00-C	Georgia Motor Trucking Foundation	\$60,800.00	402CP
2016-GA-0022-00-C	Georgia Department of Public Health – Older Driver Safety Program	\$151,200.00	402CP
2016-GA-0160-00-C	Georgia Operation Lifesaver, Inc. - Operation Lifesaver Mobile Educational Exhibit	\$21,800.00	402CP
2016-GA-0159-00-C	Georgia Operation Lifesaver, Inc. - Operation Lifesaver First Responder Training	\$7,000.00	402CP
2016-GA-0187-00-C	Safe Kids Toombs - Rural Child Passenger Safety	\$5,000.00	402CP
<b>Total All 402CP Funds</b>		<b>\$950,800.00</b>	

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**Safe Communities Countermeasures – Section 402SA  
Projects & Budget Summary**

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**Goal:** To reduce the number of motor vehicle crashes, injuries, fatalities and their associated costs with the establishment and maintenance of effective Safe Communities and CTSP programs. The following projects will be funded in an effort to deliver program countermeasures.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** DeKalb County Board of Health Safe Communities

**Project Number:** 2016-GA-0043-00-C

**Project Description:** DeKalb County is one of the largest and most densely populated Counties in Georgia. The DeKalb County Board of Health oversees activities of the Safe Communities Project through its Injury Prevention Section. This traffic safety program will focus its efforts on safety belts, child safety seats, pedestrian safety, minority outreach, teens and support of the DeKalb Students Against Destructive Decisions (S.A.D.D.) chapters.

**Budget:** \$70,700.00

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**Budget Summary:**

<b>Safe Communities (402SA) Budget Summary</b>			
<u>Project Title</u>	<u>Project Number</u>	<u>Budget</u>	<u>Funding Source</u>
2016-GA-0043-00-C	DeKalb County Board of Health Safe Communities	\$70,700.00	402SA
<b>Total All 402SA Funds</b>		<b>\$70,700.00</b>	

# Resource Information Center and Clearinghouse

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**PROGRAM GOALS:** 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](http://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 2016 Performance Objectives

Objective 1: To make highway safety materials available and accessible to Georgia citizens.

## FFY 2016 Key Performance Measures

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease fatalities per 100M VMT 6.3% from 1.11 (2011-2013 average) to 1.04 (2014-2016 average) in 2016.
- To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.
- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease speeding-related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.
- To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.
- To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

- To decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.
- To decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.
- To decrease bicyclist fatalities 6.7% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.

## **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

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**Program Goals:** To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

## 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. Motorcycle registrations increased 7% during 2012 over the number of registrations in 2011. 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 2012, there were 3,052 crashes involving motorcycles. Of these, 134 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 7% from 2008 when there were 4,957 rider deaths. The problem is that in 2006, motorcycle deaths accounted for 11% of the overall traffic deaths. In 2012, motorcyclists accounted for 15% of all traffic fatalities and 4% of all occupants injured.

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

Georgia has utilized the *Riders Helping Riders* program and a mix of communication mechanisms to draw attention to the dangers of impaired riding (e.g. newspapers, community meetings, e-mail, posters, fliers, mini-planners and law enforcement mobilizations). *Riders Helping Riders* is a rider-training program based on findings that riders tend to look out for each other, but for various reasons, are hesitant to intervene in the drinking and riding behavior of their peers. The 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 2013 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 DeKalb counties had the highest number of motorcycle fatalities with 9 in each county in 2013. 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 2013 data show there were 220,133 registered motorcycles in Georgia. There were 32,061 more registrations in 2013 than in 2008. 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 94.64 fatalities per 100,000 registered motorcycles in 2008 (maximum).

### **Motorcycle Fatalities per 100,000 Registered Motorcycles 2008-2013**

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

<b>Year</b>	<b>Motorcyclist Fatalities</b>	<b>Registrations</b>	<b>Motorcyclist Fatalities per 100,000 Motorcycle Registrations</b>
<b>2008</b>	178	188,072	94.64
<b>2009</b>	140	197,171	71
<b>2010</b>	128	196,958	64.99
<b>2011</b>	150	199,620	75.14
<b>2012</b>	134	201,207	66.6
<b>2013</b>	116	220,133	57.96

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 2013, 31 of the 116 (27%) fatal motorcycle crashes in Georgia involved alcohol either from the rider or the **other vehicle’s driver.**

In 2013, 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 680 drivers were tested. The highest alcohol testing occurred among the fatally injured (62%), followed by Non-incapacitating Evident Injured drivers (30%).



## 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
2008	Georgia	1,037	204	1,022	574	2,059	778
	US	26,162	7,656	24,254	18,415	50,416	26,071
2009	Georgia	890	184	865	513	1,755	697
	US	23,502	7,188	21,835	16,753	45,337	23,941
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

*Source: FARS 2008-2013*

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*

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

### *FFY 2016 Performance Objectives*

- Objective 1: To decrease the total number of motorcycle crashes
- Objective 2: To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.

### *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.

- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.
- To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

### *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 2013. 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:

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- Section 405f M9X  
Projects & Budget Summary**

**Goal:** To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

**Project Title:** Governor’s Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0066-00-C

**Project Description:** To fund motorist awareness of motorcycle activities for statewide comprehensive motorcycle safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.

**Budget:** \$23,800.00

**Project Title:** Georgia Department Driver Services - Motorcycle Safety Awareness Outreach

**Project Number:** 2016-GA-0070-00-C

**Project Description:** Statewide Motorcycle Safety Awareness Outreach Program

**Budget:** \$100,600.00

**Budget Summary:**

<b>Motorcycle Programs (405f M9X) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0066-00-C	GOHS	\$23,800.00	405f M9X
2016-GA-0070-00-C	Georgia Department Driver Services -Motorcycle Safety Awareness Outreach	\$100,600.00	405f M9X
<b>Total All 405f M9X Funds</b>		<b>\$124,400.00</b>	

# Paid Media

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## Program Narrative

**PROGRAM GOALS:** To implement a Paid Media Plan for Governor's Office of Highway Safety's (GOHS) impaired driving and occupant protection campaigns for FFY 2016. 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 2013, the State of Georgia suffered 1,192 fatalities in motor vehicle crashes. Alcohol impaired driving killed 301 persons in those crashes. Alcohol related fatal crashes accounted for 25% of all fatal crashes in Georgia in 2013. 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 show 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 the highest recorded safety belt usage rate in the southeast at 96%, 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.***

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.

### ***MOTORCYCLE SAFETY: Share The Road***

Based on data from 2009 to 2013, there has been an unsteady decrease of motorcyclist fatalities with the most fatalities occurring in 2008 with 178. GOHS has the 2016 goal to decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.

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.

## Target Population

### *Georgia's Primary Audience*

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.

### *Georgia's Secondary Audience*

As 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 targeted as a third demographic for GOHS Paid Media highway safety campaigns.

## FFY 2016 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 2016 Key Performance Measures

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease fatalities per 100M VMT 6.3% from 1.11 (2011-2013 average) to 1.04 (2014-2016 average) in 2016.
- To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.
- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

- To decrease speeding-related fatalities 8.3% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.
- To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.
- To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.
- To decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.
- To decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.
- To decrease bicyclist fatalities 6.7% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.
- Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2014 to 97.7% in 2016.

## **Strategies**

### ***Governor's Office of Highway Safety (GOHS) Paid Media Weight Goals***

The measure of advertising **outreach for Georgia's Occupant Protection and Impaired Driving** paid media campaign will be within the goals 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 goals.

In accordance with the NHTSA Grant Funding Policy Part II E Public Communications and 402 Advertising Space Guidance (dated December 1, 2006); GOHS will conduct Department of Driver Services (DDS) and telephone surveys through the University of Georgia for the purpose of assessing message recognition for paid media campaigns.

### ***Governor's Office of Highway Safety (GOHS) Public Affairs***

**The Governor's Office of Highway Safety GOHS employs a full-time Public Information Officer (PIO) with a deep background in writing, print media and the law enforcement community as well as serving 3 years as an Assistant Public Information Officer under GOHS' former Director of Public Affairs. The Public Information Officer (PIO)** coordinates paid and earned media highway safety campaigns. GOHS also employs a full-time Communications Specialist who coordinates a portion of GOHS earned media campaigns as well as maintaining the Governor's Office of Highway Safety (GOHS)

website and providing all graphic design support for the agency.

**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 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 aren't interested in talking about the upcoming Memorial Day holiday** when April is still on the calendar, for example. But news producers are more inclined to cover cops and crash predictions when the holiday travel period begins in May. Based on these findings, GOHS Public Affairs continue to issue news releases only around the dates when the enforcement campaigns officially begin and then successfully scheduling news conferences on dates and times closer to the travel holidays when local news is most likely to cover them.

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

GOHS continues to use social media, including Facebook and Twitter, to post highway safety messaging to target teens, highway safety stakeholders, local/statewide media,



and Georgia's motoring public in general.

### *New Paid Media Strategies*

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

### *Paid Media Program Support Strategies*

- To use Paid Media to support ongoing Click it or Ticket (CIOT) enforcement **efforts to help decrease unbelted injury and fatality stats on Georgia's highways** while increasing overall public awareness of occupant protection and increasing the use of safety belts and child safety restraint systems statewide.
- **To use Paid Media to support ongoing "Operation Zero Tolerance" (OZT)/ "Drive Sober or Get Pulled Over"** enforcement efforts to increase public awareness ~~for~~ 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 2015-2016, to include:

- **The "Operation Zero Tolerance" (OZT) Labor Day 2015 Campaign "Drive Sober or Get Pulled Over" (which includes overlapping Hands Across The Border and the 100 Days of Summer HEAT campaigns)**

- The “Click it or Ticket” (CIOT) Thanksgiving 2015 Campaign
- The “Operation Zero Tolerance” (OZT) Christmas-New Year 2015/2016 Campaign “Drive Sober or Get Pulled Over”
- The “Click it or Ticket” (CIOT) Memorial Day 2016 Campaign
- The “Operation Zero Tolerance” (OZT) Independence Day 2016 Campaign “Drive Sober or Get Pulled Over”

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**Paid Media - Section 402PM  
Projects & Budget Summary**

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**Goal:** To implement a Paid Media Plan for Governor's Office of Highway Safety's (GOHS) impaired driving and occupant protection campaigns for FFY 2016. Those campaigns include year-round messaging for Georgia driver safety

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0168-00-C

**Project Description:** In an effort to ensure target audiences are reached, Governor's Office of Highway Safety (GOHS) will conduct paid media campaigns consistent with mobilizations of the National Hwy Traffic Safety Administration and compliant with paid media guidelines. Governor's Office of Highway Safety (GOHS) will utilize the services of a paid media buyer contracted through statewide procurement policies. Messaging will be directed at target audiences in each campaign in order to maximize the effectiveness of each paid media campaign.

**Budget:** \$480,000.00

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**Budget Summary:**

<b>Paid Media (402PM) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0168-00-C	GOHS	\$480,000.00	402PM
<b>Total All 402PM Funds</b>		<b>\$480,000.00</b>	

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## Impaired Driving Countermeasures - Section 405d M6X Projects & Budget Summary

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**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Governor's Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0169-00-C

**Project Description:** To fund GOHS in-house statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes, injuries and fatalities.

Operation Zero Tolerance – Christmas/New Year's 2015 - 2016	\$240,000.00
Operation Zero Tolerance – July 4, 2016	\$240,000.00
Operation Zero Tolerance – Labor Day 2016	\$240,000.00

**Budget:** \$720,000.00  
(Included in 405d M6X budget summary page 66.)

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# Distracted Driving

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## Program Narrative

**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 2013 calendar base year average of 3.1% to 1.6% by 2016.

## 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](http://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 2010-2013 there has been great decline in the percentage of drivers involved in fatal crashes that were distracted at the time of crash. The average decrease between calendar year 2010-2013 is 124 less distracted drivers per year. To continue the downward trend experienced in previous years, GOHS has the 2016 goal to steady decrease percentage of drivers involved in fatal crashes that were distracted at the time of crash at or below 1.6% of all drivers involved in fatal crashes.

Year	Total Drivers Involved in Fatal Crashes	% of Drivers Distracted
2010	1686	10.4%
2011	1689	3.6%
2012	1676	2.7%
2013	1621	3.1%
2014	1587	2.6%
2015	1538	2.1%
2016	1458	1.6%

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 2016 Performance Objectives

Objective 1: To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2013 calendar base year average of 3.1% to 1.6% by 2016.

## 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. Please reference detailed Distracted Driving strategies and proposed programs on the next pages of the Highway Safety Plan.

## Note

- **GOHS will utilize at least 50% of it's awarded 405(e) funds for distracted driving related activities.** The remaining 50% will be used to fund projects to be identified under 23 U.S.C. 402.

O.C.G.A. § 40-6-241.1

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\*\*\* Current Through the 2014 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 (2014)

§ 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 2014 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 (2014)

§ 40-6-241.2. Writing, sending, or reading text based communication while operating motor vehicle prohibited; exceptions; penalties for violation

(a) As used in the 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) No person who is 16 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.

(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 1581, § 40-6-241.2, enacted by Ga. L. 2010, p. 1158, § 4/SB 360.

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**Distracted Driving Countermeasures - Section 405e M8X  
Projects & Budget Summary**

**Goal:** 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 2013 calendar base year average of 3.1% to 1.6% by 2016.

The following projects will be funded in an effort to deliver program countermeasures.

**Project Title:** Governor’s Office of Highway Safety (GOHS)

**Project Number:** 2016-GA-0184-00-C

**Project Description:** To fund staff and activities for statewide comprehensive distracted driving programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.

**Budget:** \$201,000.00

**Distracted Driving Countermeasures - Section 405e M8X  
Projects & Budget Summary**

**Budget Summary:**

**Distracted Driving Countermeasures (405e M8X)  
Budget Summary**

<u>Project Number</u>	<u>Project Title</u>	<u>Budget</u>	<u>Funding Source</u>
2016-GA-0184-00-C	GOHS	\$201,000.00	405e M8X
<b>Total All 405e M8X Funds</b>		<b>\$201,000.00</b>	

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**Distracted Driving Countermeasures - Section 405b M1\*PE  
Projects & Budget Summary**

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**Goal:** 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 2013 calendar base year average of 3.1% to 1.6% by 2016.

The following projects will be funded in an effort to deliver program countermeasures.

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**Project Title:** Children and Parent Resource Group, Inc. - Life Changing Experiences - Cinema Drive Project

**Project Number:** 2016-GA-0199-00

**Project Description:** Cinema Drive, an exciting, interactive 3D safe-driving experience for teens educating them on how to drive safely, eliminate distractions and impaired driving followed by an online web-experience.

**Budget:** \$56,000.00

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**Budget Summary:**

<b>Distracted Driving Countermeasures - (405b M1*PE) Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
2016-GA-0199-00	Children and Parent Resource Group, Inc. - Life Changing Experiences - Cinema Drive Project	\$56,000.00	405b M1*PE
<b>Total All 405b M1*PE Funds</b>		<b>\$56,000.00</b>	

## **Other Funded Projects – Driver’s Education**

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**Project Title:** Driver’s Education – 2016 State Funds

**Project Number:** See list below

The Georgia Driver’s Education Commission (GDEC) is accepting applications for the disbursement of available funds to promote the development and implementation of innovative programs for purposes of providing driver education and training.

**Specifically, the Georgia Driver’s Education Commission** sought programs seeking to promote, aid and encourage the successful completion of a Georgia Department of Driver Services (DDS) approved driver training course for students who desire to qualify for a Georgia Class D driver’s license as required by O.C.G.A § 40-5-22, also known as “Joshua’s Law” (through a 30 hour classroom instruction driver education along with 6 hours of behind the wheel driver training instruction) and to promote the advancement and further the missions of the GDEC with grant programs to facilitate knowledge and application of traffic safety rules, regulations, and procedures necessary for the safety of licensed beginning drivers. The funding for this project is provided by a 1.5% surcharge on all traffic citations issued in the State of Georgia.

<b>Project Number</b>	<b>Agency</b>	<b>Budget*</b>
2016-DE-0220-00	Albany Technical College	\$66,410.00
2016-DE-0205-00	Athens Technical College	\$196,790.00
2016-DE-0213-00	Atlanta Technical College	\$17,250.00
2016-DE-0210-00	Augusta Technical College	\$40,480.00
2016-DE-0245-00	Bleckley County High School	\$148,270.00
2016-DE-0237-00	Calhoun City Schools	\$175,630.00
2016-DE-0219-00	Central Georgia Technical College	\$39,990.00
2016-DE-0239-00	Chickamauga City Schools	\$128,520.00
2016-DE-0209-00	Coastal Pines Technical College	\$85,100.00
2016-DE-0221-00	Columbus Technical College	\$44,000.00
2016-DE-0244-00	Gainesville High School	\$188,370.00
2016-DE-0211-00	Georgia Northwestern Technical College	\$107,080.00
2016-DE-0218-00	Georgia Piedmont Technical College	\$30,430.00
2016-DE-0230-00	Georgia Vocational Rehabilitation Agency	\$71,700.00
2016-DE-0227-00	Glynn Academy High School	\$140,310.00
2016-DE-0238-00	GOHS	\$1,482,600.00
2016-DE-0217-00	Lanier Technical College	\$31,180.00
2016-DE-0233-00	Marietta/Cobb Driver's Education	\$372,370.00
2016-DE-0241-00	Meadowcreek High School Community School	\$46,700.00
2016-DE-0215-00	North Georgia Technical College	\$28,990.00
2016-DE-0225-00	Oconee Fall Line Technical College	\$45,150.00
2016-DE-0206-00	Ogeechee Technical College	\$36,990.00
2016-DE-0234-00	Ridgeland High School	\$126,810.00
2016-DE-0212-00	Savannah Technical College	\$33,520.00
2016-DE-0222-00	South Georgia Technical College	\$22,840.00
2016-DE-0214-00	Southeastern Technical College	\$31,340.00
2016-DE-0223-00	Southern Crescent Technical College	\$37,210.00
2016-DE-0216-00	Southern Regional Technical College	\$35,350.00
2016-DE-0226-00	Technical College System of Georgia	\$248,170.00
2016-DE-0240-00	Thomas County Central High School	\$34,130.00
2016-DE-0235-00	Towns County Schools	\$61,300.00
2016-DE-0208-00	West Georgia Technical College	\$167,750.00
2016-DE-0229-00	White County Board of Education	\$95,580.00
2016-DE-0224-00	Wiregrass Georgia Technical College	\$109,800.00

\*Applications are currently in review. The full amount will not be awarded. Update will be provided.

**Budget:** \$4,528,110.00 \*

## Other Funded Projects – State Funds

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**Project Title:** Governor’s Office of Highway Safety (GOHS)  
**Project Number:** 2016-GA-0202-00  
**Project Description:** Share the Road internal grant for the purpose of share the road markings, road signs, printing, and safety equipment.  
**Budget:** \$108,000.00

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**Project Title:** Atlanta Bicycle Coalition - Atlanta Bicycle Safety  
**Project Number:** 2016-GA-0150-00-C  
**Project Description:** The Share the Road project will educate bicyclists on safe cycling, motorists on interacting with bicyclists safely and legally and engineers and law enforcement officers on best practices.  
**Budget:** \$35,050.00

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**Project Title:** Georgia Bikes - Reducing Bicycle-Related Injuries & Fatalities  
**Project Number:** 2016-GA-0062-00-C  
**Project Description:** A multi-faceted, statewide, bicycle safety project using remedies found in the Georgia Bicycle and Pedestrian Safety Action Plan and the Share the Road Specialty tag program.  
**Budget:** \$83,700.00

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**Other Funded Projects (State Funds)  
Projects & Budget Summary (continued)**

**Budget Summary:**

<b>Other Funded Projects Budget Summary</b>			
<b><u>Project Number</u></b>	<b><u>Project Title</u></b>	<b><u>Budget</u></b>	<b><u>Funding Source</u></b>
See above list	<b>Driver's Education – 2016 State Funds</b>	\$4,379,840.00	State Funds
2016-GA-0202-00	GOHS: Share the Road	\$108,000.00	State Funds
2016-GA-0150-00-C	Atlanta Bicycle Coalition - Atlanta Bicycle Safety: Share the Road	\$35,050.00	State Funds
2016-GA-0062-00-C	Georgia Bikes - Reducing Bicycle-Related Injuries & Fatalities: Share the Road	\$83,700.00	State Funds
<b>Total All State Funds</b>		<b>\$4,606,590.00</b>	

# SECTION 4: PERFORMANCE REPORT



GEORGIA GOHS HSP 2016

# Core Outcome Measures /Trends

Core Outcome Measures / Trends		Progress Report Data 2003-2013											
		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Fatalities (Actual)		1,603	1,634	1,729	1,693	1,641	1,495	1,292	1,247	1,226	1,192	1,179	
Fatality Trend		1,603	1,619	1,655	1,665	1,660	1,633	1,584	1,542	1,507	1,461	1,410	
Injuries (Actual)		132,894	137,996	139,262	133,399	128,318	115,737	109,685	111,290	104,515	116,087	115,589	
Injury Trend		132,894	135,445	136,717	135,888	134,374	131,268	128,184	126,073	123,677	121,810	119,320	
Fatality Rate # per 100,000 VMT		1.47	1.46	1.52	1.49	1.46	1.38	1.17	1.12	1.13	1.12	1.09	
Fatality Rate Trend		1.47	1.47	1.48	1.49	1.48	1.46	1.42	1.38	1.36	1.32	1.28	
Unrestrained Fatalities		592	621	669	649	637	575	456	428	422	368	376	
Unrestrained Fatality Trend		592	607	627	633	634	624	600	578	561	536	509	
Alcohol Related Fatalities		355	403	433	454	445	405	333	299	271	295	297	
Alcohol Related Fatality Trend		355	379	397	411	418	416	404	391	378	371	359	
Speed-Related Fatalities		328	335	340	407	384	309	239	217	220	180	197	
Speed-Related Fatality Trend		328	332	334	353	359	351	335	320	309	292	277	
Motorcycle Fatalities		108	114	146	163	163	179	140	128	150	134	116	
Motorcycle Fatality Trend		108	111	123	133	139	146	145	143	143	146	147	
Unhelmeted Motorcycle Fatalities		12	8	15	21	21	15	11	14	15	8	5	
Unhelmeted Motorcycle Fatality Trend		12	10	12	14	15	15	15	15	15	14	14	
Drivers Under Age 21 Fatal Crashes		301	310	326	298	284	221	148	175	165	158	156	
Drivers Under Age 21 Fatal Crash Trend		301	306	312	309	304	290	270	258	248	232	215	
Pedestrian Fatalities		156	153	150	148	154	147	152	168	130	167	176	
Pedestrian Fatality Trend		156	155	153	152	152	151	151	154	151	152	155	

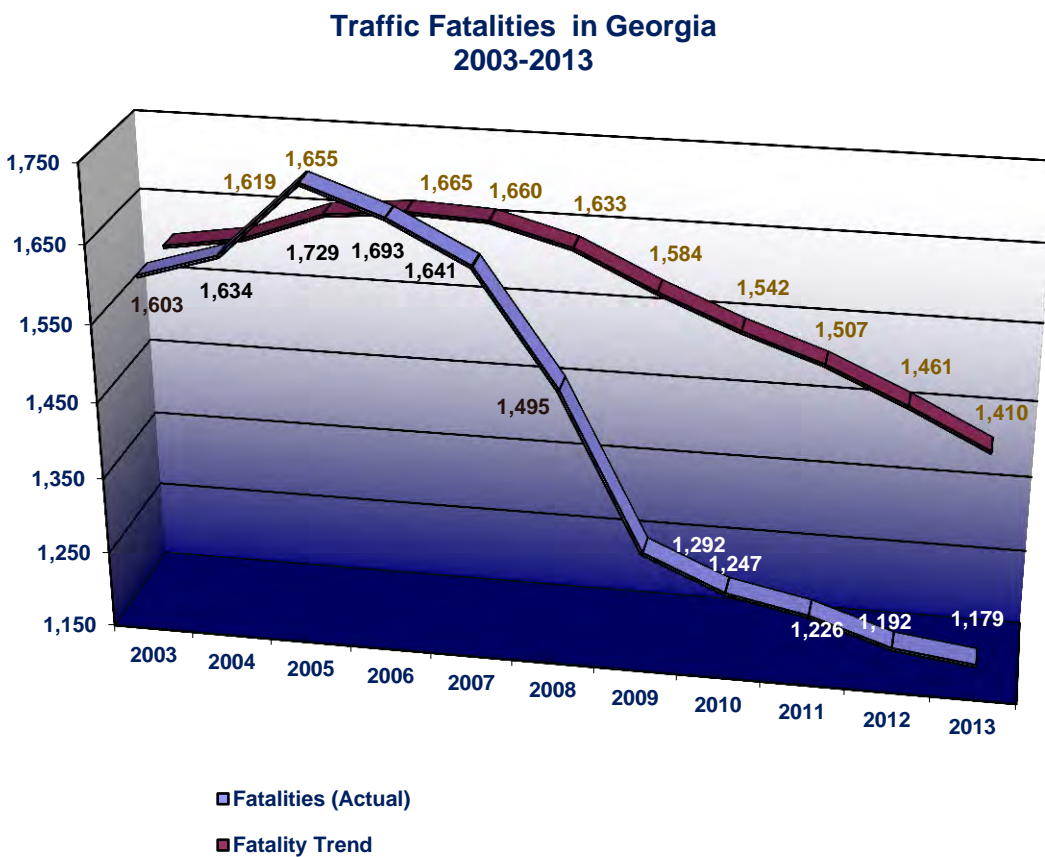
# Performance Goals and Trends

## Core Measure 1

To maintain the steady decrease of traffic fatalities below the 2011 calendar base year of 1,223 fatalities by December 31, 2014 to 1,169.

## Outcome Status

Traffic fatalities totaled 1,179 in 2013, a 3.6% *decrease* from the 2011 calendar base year count.

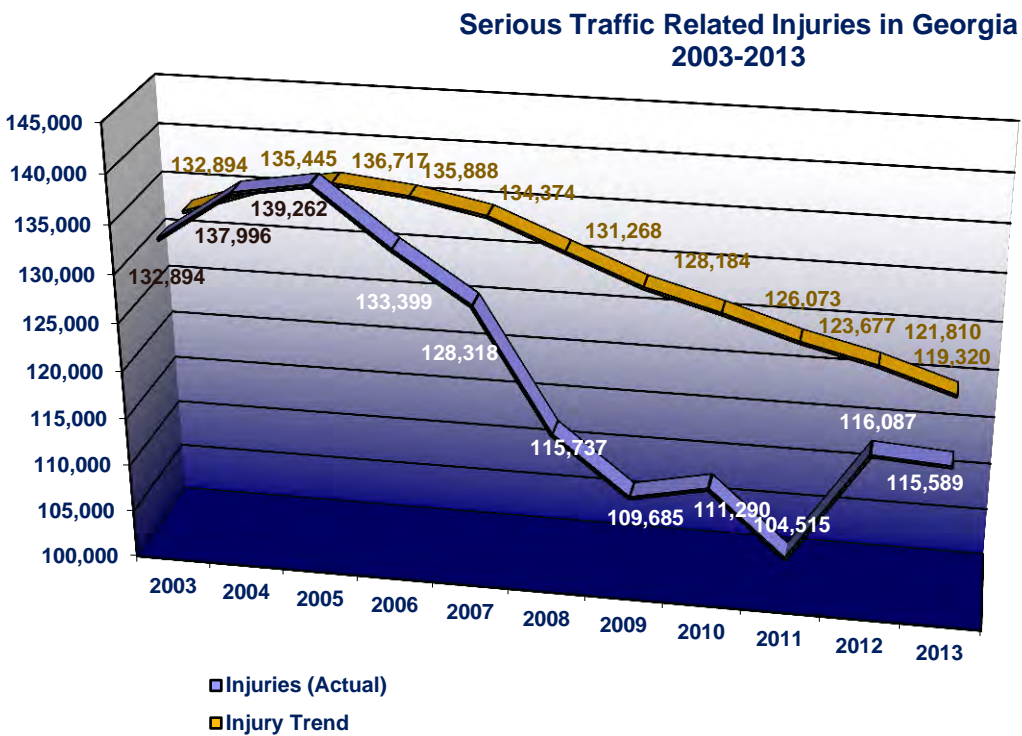


## Core Measure 2

To decrease the number of serious traffic injuries below the 2012 calendar base year count of 115,116 to 112,256 by December 31, 2014.

### Outcome Status

There were 115,589 traffic injuries reported in Georgia in calendar year 2013, which represents no change from the 2012 base year.



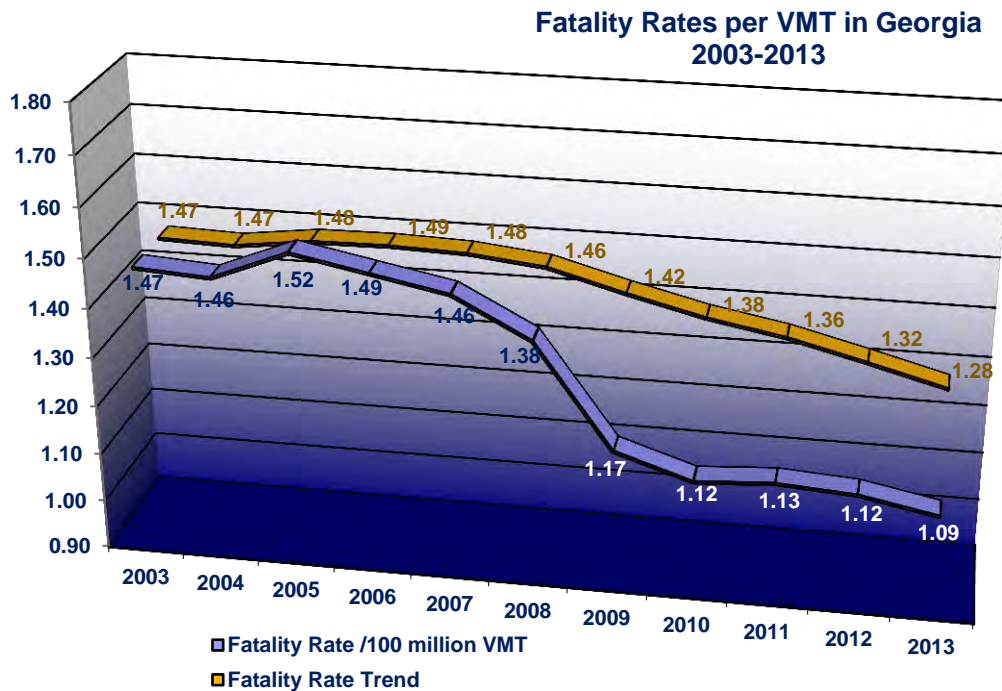
### Core Measure 3

To decrease fatalities/VMT by two percent (2%) from the 2011 calendar year of 1.13 to 1.10 by December 31, 2014.

- a. To decrease fatalities/VMT by two percent (2%) from the 2011 calendar year of 1.13 to 1.10 by December 31, 2014
- b. To decrease rural fatalities/VMT by two percent (2%) from the 2011 calendar base year average of 1.70 to 1.66 by December 31, 2014.
- c. To decrease urban fatalities/VMT by two percent (2%) from the 2011 calendar base year average of 0.77 to 0.76 by December 31, 2014

### Outcome Status

- a. In calendar year 2013, fatalities/VMT averaged 1.09, which represents a **decrease** of 3.5% from the 2011 calendar year base count.
- b. Rural fatalities/VMT totaled 1.44 in calendar year 2013, a 15% **decrease** from the calendar base year of 2011.
- c. Urban fatalities/VMT averaged 0.98 in calendar year 2013, a 21% **increase** from the 2011 calendar base year.

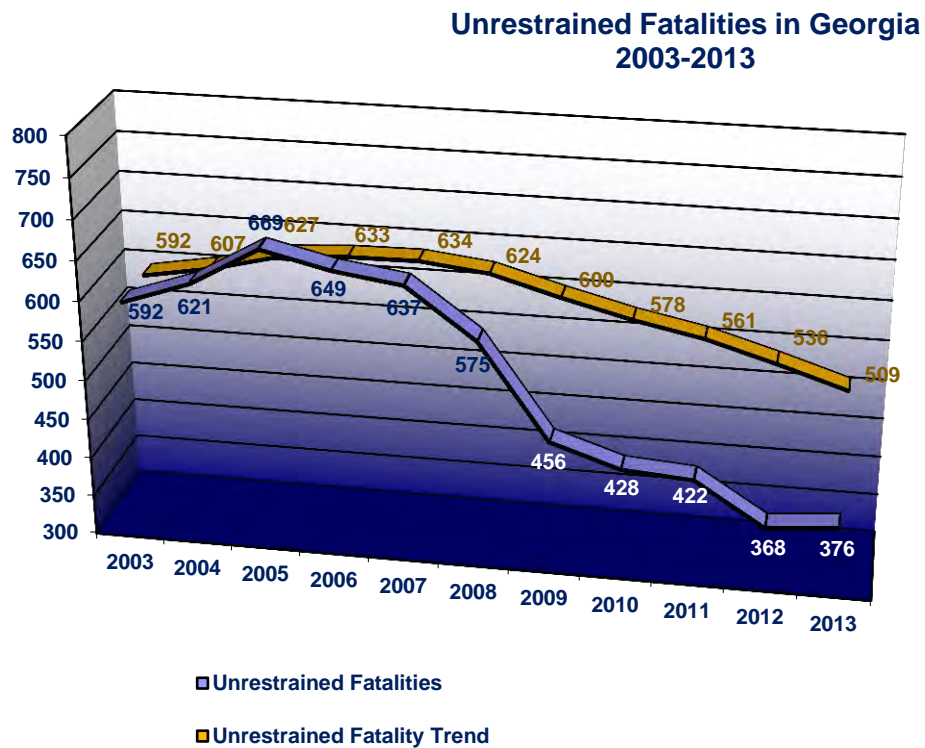


## Core Measure 4

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions four percent (4%) from the 2011 calendar base year count of 421 to 402 by December 31, 2014.

### Outcome Status

Unrestrained passenger vehicle occupant fatalities totaled 376 in 2013, a 10.7% **decrease** from the 2011 calendar base year count.

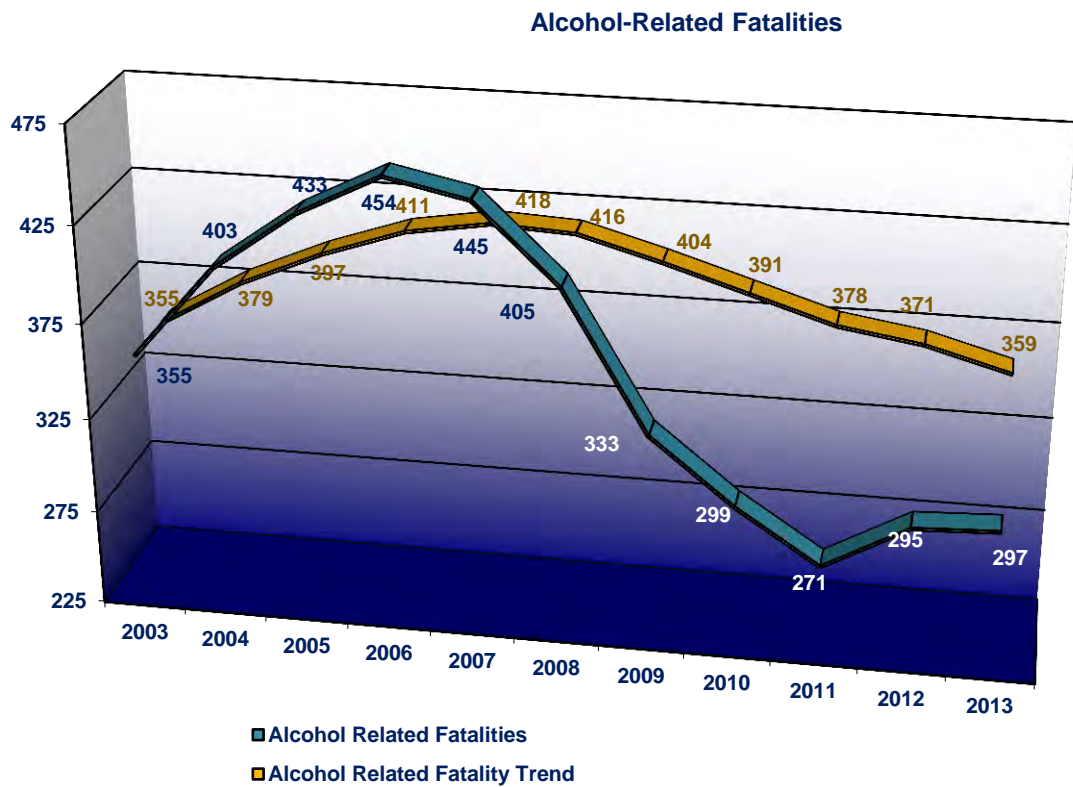


## Core Measure 5

To decrease alcohol-related driving fatalities sixteen percent (16%) from the 2011 calendar base year average of 277 to 234 by December 31, 2014.

### Outcome Status

Alcohol impaired fatalities totaled 297 in 2013, a 6.7% **increase** from the 2011 base year count.



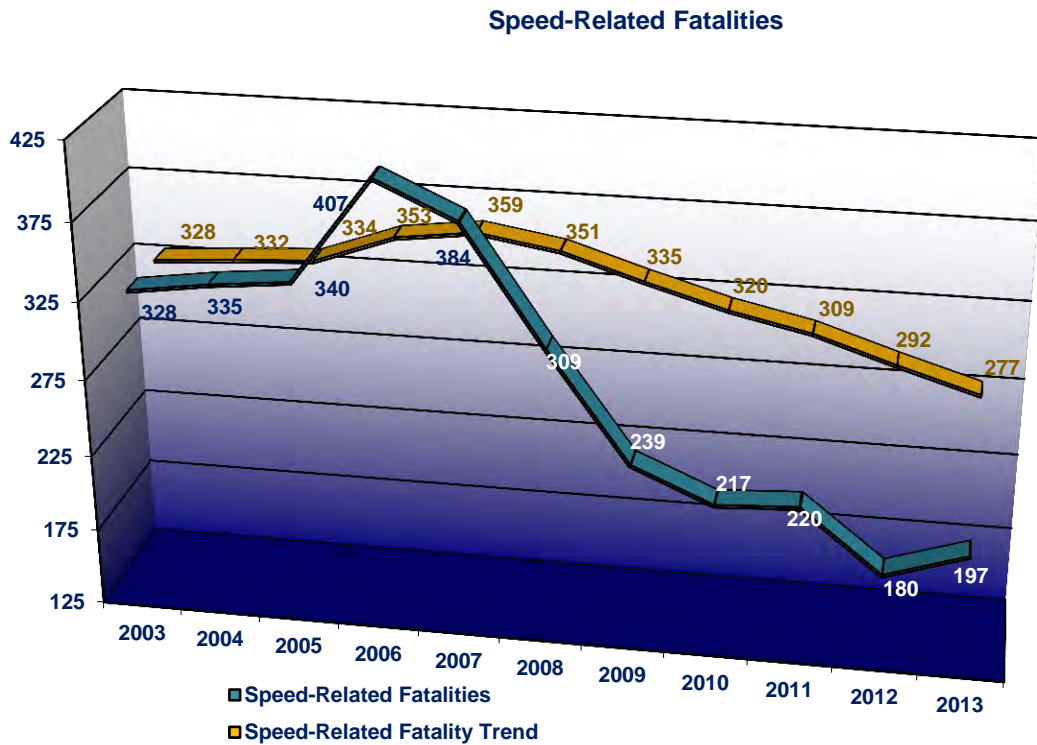


## Core Measure 6

To decrease speeding related fatalities below the 2011 calendar base year count of 220 to 217 by December 31, 2014.

### Outcome Status

Speeding related fatalities totaled 197 in 2013, a 10.4% **decrease** from the 2011 base year count.

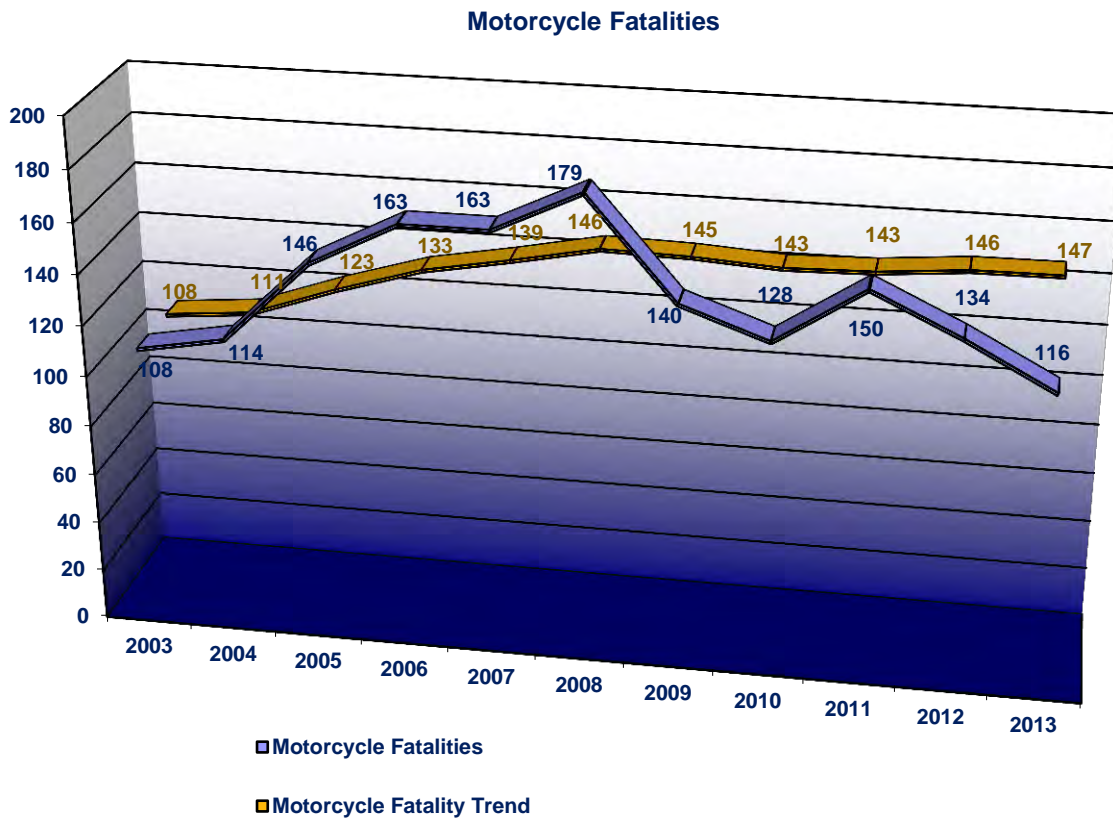


## Core Measure 7

To decrease motorcyclist fatalities from the 2011 calendar base year of 149 to 140 by December 31, 2014.

### Outcome Status

Motorcyclist fatalities totaled 116 in 2013, which represents a **decrease of 17.1%** from the 2011 calendar base year average.

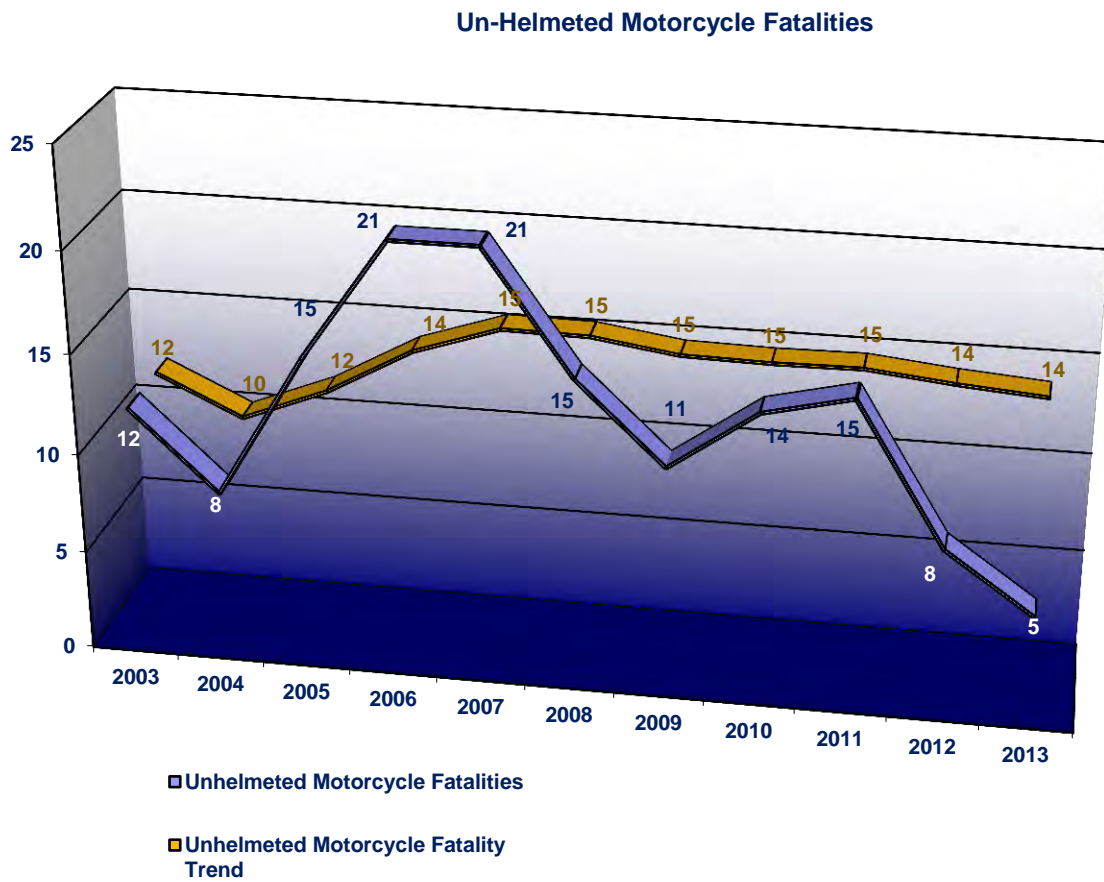


## Core Measure 8

To decrease un-helmeted motorcyclist fatalities below the 2011 calendar base year count of 15 to 14 by December 31, 2014.

### Outcome Status

Un-helmeted motorcyclist fatalities totaled 5 in 2013, which represents a **66.7% decrease** from the 2011 calendar base year count.

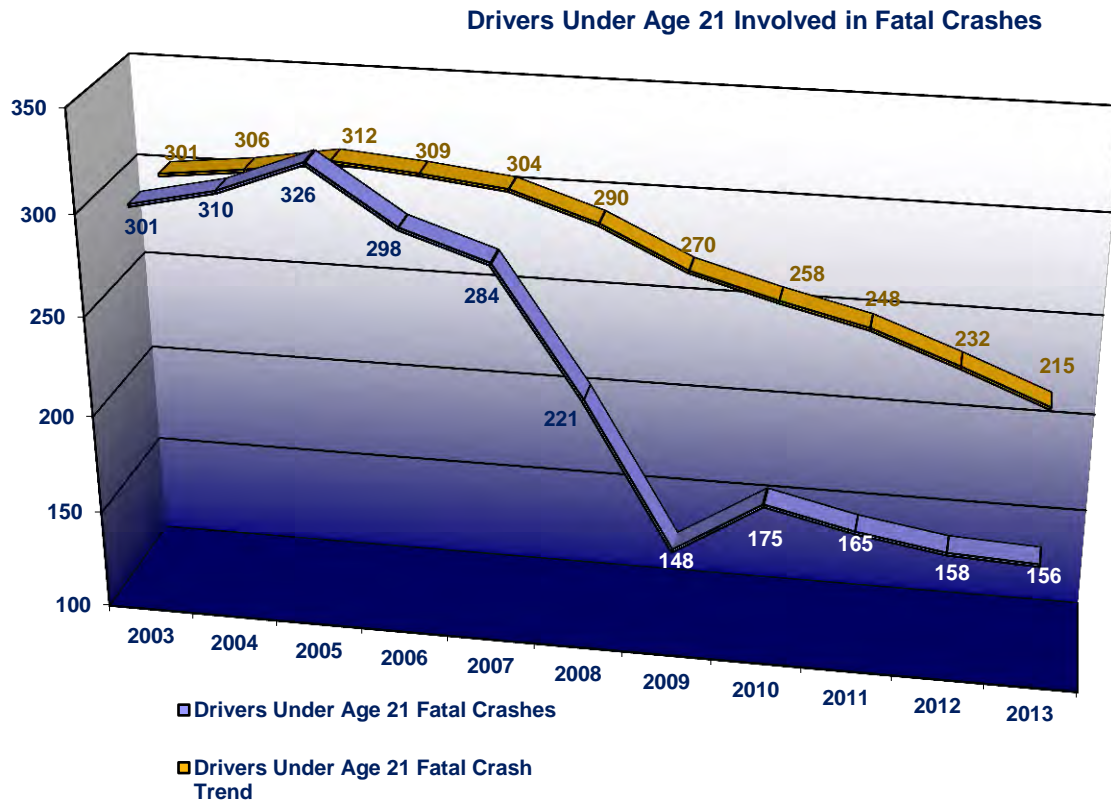


## Core Measure 9

To decrease drivers age 20 or younger involved in fatal crashes from the 2011 calendar base year of 165 to 152 by December 31, 2014.

### Outcome Status

Drivers age 20 or younger involved in fatal crashes totaled 156 in 2013, a **decrease** of 5.4% from the 2011 calendar base year count.

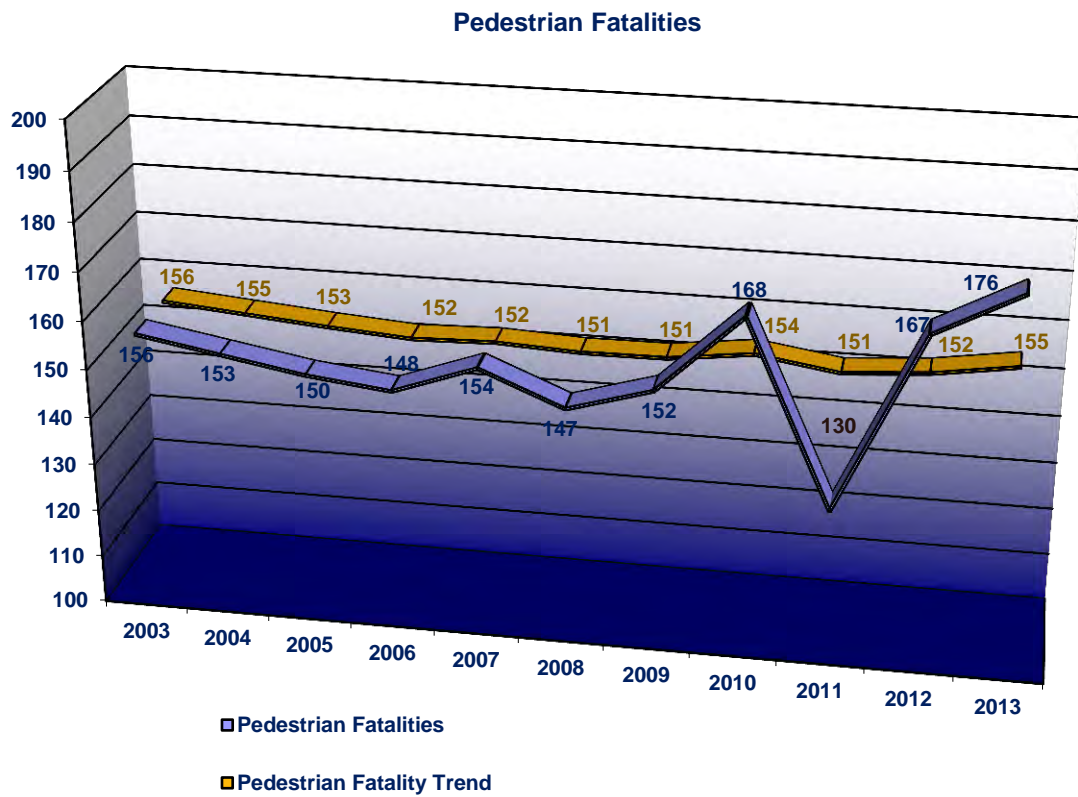


## Core Measure 10

To reduce pedestrian fatalities from the 2011 calendar year base of 130 to 129 by December 31, 2014.

### Outcome Status

Pedestrian fatalities totaled 176 in 2013, which represents *an increase of 26.1%* from the 2011 calendar base year average.



## 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 1,189 traffic fatalities in Georgia in CY 2013, a 2.8% decrease from 1,223 in CY 2011 and an 8% drop over the last five years. The reduction in 2013 total deaths marks the eighth straight year of decreasing fatalities in Georgia and the lowest level since 1982. According to GDOT, injuries on Georgia roads fell less than 1% from 2012 to 2013; however, total injuries have increased 5% over the last five years.

According to local data from GDOT, 2013 unrestrained fatalities on Georgia roads have decreased by 14.7% over the last five years. Alcohol-impaired driving fatalities could not be determined for 2013 but have fallen 25.7% over the previous five years. In Georgia, 25% of all fatalities were alcohol-impaired in 2012, the last year for which data is available which is below the US percentage of 31.1% for 2012. In 2013, speed-related fatalities could not be determined without FARS data but had reduced 18.2% to 180 in 2012 from 220 in 2011, and 41.8% over the previous five years. According to preliminary state data, motorcyclist fatalities fell 18.7% between 2012 and 2013 and 22.1% over the last five years. Un-helmeted motorcyclist fatalities remained unchanged from 2012 to 2013 but have fallen 27.2% over the last five years.

The number of Georgia drivers under the age of 21 involved in fatal crashes increased slightly in 2013 to 144 from 158 in 2012. Over the previous five years, the number of young drivers involved in fatal crashes decreased 34.8%, 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 rose in Georgia in 2013 to 187, an 11% increase over 2012, and an 18.8% increase over the last five years.

# Citation Data

Core Activity Measures / Trends	Baseline Data FFY 2009-FFY 2014					
Citation data aggregated from GOHS grantee self-reported data and jurisdictions voluntarily reporting monthly data on the GOHS Online Reporting System.						
	FFY2009	FFY2010	FFY2011	FFY2012	FFY2013	FFY2014
Safety Belt Citations	186,416	199,347	193,727	190,042	189,535	189,032
Safety Belt Citations Trend	186,416	192,882	196,537	191,885	189,789	189,284
Impaired Driving Arrests	52,270	52,775	51,165	48,270	51,022	53,246
Impaired Driving Arrests Trend	52,270	52,523	51,970	49,718	49,646	52,134
Speeding Citations	661,908	631,643	595,387	641,849	669,845	760,180
Speeding Citations Trend	661,908	646,776	613,515	618,618	655,847	715,013

# SECTION 5: PROGRAM COST SUMMARY LIST OF PROJECTS





U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**  
 2016-HSP-1  
 For Approval

Page: 1  
 Report Code: USPR62016

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr./(Decr.)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
		PA-2016-21-00-20	\$100	\$480,001.00	\$100	\$281,701.00	\$880,101.00	\$100
		Planning and Administration Total	\$100	\$480,001.00	\$100	\$281,701.00	\$880,101.00	\$100
<b>Alcohol</b>								
		A-2016-00-00-00	\$100	\$300	\$100	\$400,000.00	\$400,700.00	\$216,700.00
		Alcohol Total	\$100	\$300	\$100	\$400,000.00	\$400,700.00	\$216,700.00
<b>Occupant Protection</b>								
		CP 2016 00 00 00	\$100	\$300	\$100	\$626,000.00	\$826,300.00	\$162,100.00
		Occupant Protection Total	\$100	\$300	\$100	\$626,000.00	\$826,300.00	\$162,100.00
<b>Pedestrian/Bicycle Safety</b>								
		PS 2016 00 00 00	\$100	\$400	\$100	\$5,000.00	\$5,500.00	\$5,500.00
		Pedestrian/Bicycle Safety Total	\$100	\$400	\$100	\$5,000.00	\$5,500.00	\$5,500.00
<b>Police Traffic Services</b>								
		PS-2016-00-00-00	\$100	\$100	\$100	\$3,814,490.00	\$4,219,490.00	\$2,849,190.00
		Police Traffic Services Total	\$100	\$100	\$100	\$3,814,490.00	\$4,219,490.00	\$2,849,190.00
<b>Community Traffic Safety Project</b>								
		CT-2015-00-00-00	\$100	\$100	\$100	\$93,800.00	\$238,000.00	\$238,000.00
		Community Traffic Safety Project Total	\$100	\$100	\$100	\$93,800.00	\$238,000.00	\$238,000.00
<b>Safe Communities</b>								
		SC-2016-00-00-00	\$100	\$100	\$100	\$70,000.00	\$270,000.00	\$270,000.00
		Safe Communities Total	\$100	\$100	\$100	\$70,000.00	\$270,000.00	\$270,000.00
<b>Speed Management</b>								
		SM-2016-00-00-00	\$100	\$100	\$100	\$19,000.00	\$99,000.00	\$99,000.00
		Speed Management Total	\$100	\$100	\$100	\$19,000.00	\$99,000.00	\$99,000.00

Ill. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

2016-HSP-1  
 Report Date: 03/28/2015  
 Rev: Approved

Program Area	Project	Description	Fiscal Approved Program Funds	State Funds	Previous Bal.	Interest/(Debit)	Current Balance	Share to Local
<b>Paid Advertising</b>								
		Speed Management Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 14,800.00	\$ 14,800.00	\$ 0.00
		78-2016-01-00-02	\$ 0.00	\$ 0.00	\$ 0.00	\$ 180,000.00	\$ 180,000.00	\$ 0.00
		Paid Advertising Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 480,000.00	\$ 480,000.00	\$ 0.00
		MHTSA 902 Total	\$ 0.00	\$ 580,991.00	\$ 0.00	\$ 7,198,351.00	\$ 7,198,351.00	\$ 3,257,560.00
410 Alcohol SAFETEA-LU		410 Alcohol SAFETEA-LU Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,000.00	\$ 1,000.00	\$ 0.00
410 Alcohol SAFETEA-LU		410 Alcohol SAFETEA-LU Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,000.00	\$ 1,000.00	\$ 0.00
MAP 21 405B OP HIGH		MAP 21 405B OP HIGH	\$ 0.00	\$ 0.00	\$ 0.00	\$ 1,000.00	\$ 1,000.00	\$ 0.00
405b High Training		405b High Training	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
		405b High Training Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
405b High Public Education		405b High Public Education	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
		405b High Public Education Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
405b High Occupant Protection		405b High Occupant Protection	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
		405b High Occupant Protection Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
405b High Occupant Protection		405b High Occupant Protection	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
		405b High Occupant Protection Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
405b High Pedestrian/Bicycle Safety		405b High Pedestrian/Bicycle Safety	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
		405b High Pedestrian/Bicycle Safety Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
MAP 21 405B OP HIGH Total		MAP 21 405B OP HIGH Total	\$ 0.00	\$ 0.00	\$ 0.00	\$ 913,200.00	\$ 913,200.00	\$ 0.00



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

State: Georgia

Highway Safety Plan Cost Summary

2016-HSP-1

For Agency:

Report Date: 09/28/2015

Page: 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
MAP 21 4057	Motorcycle Programs		\$ 0.00	\$ 0.00	\$ 0.00	\$12,602,451.00	\$12,602,451.00	\$ 0.00
	<b>Total</b>		\$ 0.00	\$ 0.00	\$ 0.00	\$12,602,451.00	\$12,602,451.00	\$ 0.00
	<b>NHTSA Total</b>		\$ 0.00	\$ 0.00	\$ 0.00	\$12,602,451.00	\$12,602,451.00	\$ 0.00
	<b>Total</b>		\$ 0.00	\$ 0.00	\$ 0.00	\$12,602,451.00	\$12,602,451.00	\$ 0.00

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

<b>HIGHWAY SAFETY PROGRAM COST SUMMARY</b>					
State: GEORGIA	Number: 2016-HSP-1		Date 8/26/2015		
Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Incr/(Decr)	Current Balance	
<b>NHTSA 402</b>					
PA-2016 Planning & Administration	\$ 580,991.00	\$ 580,991.00		\$ 580,991.00	\$ -
AL-2016 Alcohol	\$ 435,570.00	\$ 108,892.50		\$ 435,570.00	\$ 118,770.00
OP-2016 Occupant Protection	\$ 828,000.00	\$ 208,500.00		\$ 828,000.00	\$ 182,100.00
PS-2016 Pedestrian/Bicycle Safety	\$ 5,000.00	\$ 1,250.00		\$ 5,000.00	\$ 5,000.00
PT-2016 Police Traffic Services	\$ 3,814,490.00	\$ 953,622.50		\$ 3,814,490.00	\$ 2,849,190.00
CP-2016 Community Traffic Safety Project	\$ 950,800.00	\$ 237,700.00		\$ 950,800.00	\$ 28,800.00
SA-2016 Safe Communities	\$ 70,700.00	\$ 17,675.00		\$ 70,700.00	\$ 70,700.00
SC-2016 Speed Control	\$ 34,800.00	\$ 8,700.00		\$ 34,800.00	\$ -
PM-2016 Paid Advertising	\$ 480,000.00	\$ 120,000.00		\$ 480,000.00	\$ -
<b>NHTSA 402 Total</b>	<b>\$ 7,198,351.00</b>	<b>\$ 2,235,331.00</b>	<b>\$ -</b>	<b>\$ 7,198,351.00</b>	<b>\$ 3,252,560.00</b>
<b>410 Alcohol SAFETEA-LU</b>					
K8-2016	\$ 1,000.00	\$ 3,000.00		\$ 1,000.00	\$ -
<b>410 Alcohol SAFETEA-LU Total</b>	<b>\$ 1,000.00</b>	<b>\$ 3,000.00</b>	<b>\$ -</b>	<b>\$ 1,000.00</b>	
<b>MAP 21 405b OP High</b>					
405b M1*OP-2016	\$ 59,100.00	\$ 14,775.00		\$ 59,100.00	\$ -
405b M1PE-2016	\$ 58,000.00	\$ 14,000.00		\$ 58,000.00	\$ -
405b M1TR-2016	\$ 642,900.00	\$ 180,725.00		\$ 642,900.00	\$ -
405b M1*PS-2016	\$ 155,200.00	\$ 38,800.00		\$ 155,200.00	\$ -
<b>MAP 21 405b High OP Total</b>	<b>\$ 913,200.00</b>	<b>\$ 228,300.00</b>		<b>\$ 913,200.00</b>	<b>\$ -</b>
<b>MAP 21 405c Data Program</b>					
405c M3DA-2016	\$ 608,300.00	\$ 152,075.00		\$ 608,300.00	\$ -
<b>MAP 21 405c Data Program Total</b>	<b>\$ 608,300.00</b>	<b>\$ 152,075.00</b>	<b>\$ -</b>	<b>\$ 608,300.00</b>	<b>\$ -</b>
<b>MAP 21 405d Impaired Driving Low</b>					
405d M6X-2016	\$ 3,494,500.00	\$ 873,625.00		\$ 3,494,500.00	\$ -
<b>MAP 21 405d Impaired Driving Low Total</b>	<b>\$ 3,494,500.00</b>	<b>\$ 873,625.00</b>	<b>\$ -</b>	<b>\$ 3,494,500.00</b>	<b>\$ -</b>
<b>MAP 21 405d Impaired Driving Mid</b>					
405d M5CS-2016	\$ 61,700.00	\$ 17,117.22		\$ 61,700.00	\$ -
<b>MAP 21 405d Impaired Driving Mid Total</b>	<b>\$ 61,700.00</b>	<b>\$ 17,117.22</b>	<b>\$ -</b>	<b>\$ 61,700.00</b>	<b>\$ -</b>
<b>MAP 21 405e Distracted Driving</b>					

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

HIGHWAY SAFETY PROGRAM COST SUMMARY					
State: GEORGIA	Number: 2016-HSP-1		Date: 8/26/2015		
Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Incr/(Decr)	Current Balance	
405e M8X-2016	\$ 201,000.00	\$ 50,250.00		\$ 201,000.00	\$ -
<b>MAP 21 405e Distracted Driving Total</b>	<b>\$ 201,000.00</b>	<b>\$ 50,250.00</b>		<b>\$ 201,000.00</b>	<b>\$ -</b>
<b>MAP 21 405f Motorcycle Safety</b>					
405f M9X-2016	\$ 124,400.00	\$ 31,100.00		\$ 124,400.00	\$ -
<b>MAP 21 405f Motorcycle Safety Total</b>	<b>\$ 124,400.00</b>	<b>\$ 31,100.00</b>		<b>\$ 124,400.00</b>	<b>\$ -</b>
<i>250 Share the Road</i>	<i>\$ 263,300.00</i>	<i>\$ 263,300.00</i>		<i>\$ 263,300.00</i>	<i>\$ -</i>
<i>Driver's Educaton</i>	<i>\$ 4,528,110.00</i>	<i>\$ 4,528,110.00</i>		<i>\$ 4,528,110.00</i>	<i>\$ -</i>
<b>TOTAL (All Program Areas)</b>	<b>\$ 17,393,861.00</b>	<b>\$ 8,382,208.22</b>		<b>\$ 17,393,861.00</b>	<b>\$ 3,252,560.00</b>

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 402 Alcohol and other Drug Countermeasures						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
<i>revised 8/26/2015</i>							
2016-GA-0166-00-C	GOHS 402 AL	318,800.00	0.00	318,800.00	0.00	318,800.00	
2016-GA-0165-00-C	Fulton County School System	45,000.00	0.00	45,000.00	0.00	45,000.00	45,000.00
2016-GA-0031-00-C	Clayton County Public Schools	32,500.00	0.00	32,500.00	0.00	32,500.00	32,500.00
	GOHS State Match (20*6)	-	-	-	99,075.00		
Continued on Page 2							

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 402 Alcohol and other Drug Countermeasures							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
2016-SADD-0035-00-C	ALLM (Achievement, Integrity, Mantrity) Pr	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0135-00-C	Bainbridge High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0093-00-C	Baldwin High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0144-00-C	Early College Academy	2,400.00	0.00	2,400.00	0.00	2,400.00	2,400.00	
2016-SADD-0091-00-C	Evens High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0073-00-C	George Washington Carver High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0163-00	Grayson High School	2,490.00	0.00	2,490.00	0.00	2,490.00	2,490.00	
2016-SADD-0129-00-C	Hardaway High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0034-00-C	Kendrick High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0189-00-C	Lamar County School System	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0139-00-C	Loganville High School	1,900.00	0.00	1,900.00	0.00	1,900.00	1,900.00	
2016-SADD-0198-00-C	Parkview High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0190-00-C	Pepperell High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0196-00	Redan High School	2,480.00	0.00	2,480.00	0.00	2,480.00	2,480.00	
2016-SADD-0030-00-C	South Effingham High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
2016-SADD-0181-00-C	Woodstock High School	2,500.00	0.00	2,500.00	0.00	2,500.00	2,500.00	
	GOHS State Match (20%)				9,817.50			
	<b>Sub Totals</b>	<b>435,570.00</b>	<b>0.00</b>	<b>435,570.00</b>	<b>108,892.50</b>	<b>435,570.00</b>	<b>116,770.00</b>	

*revised 8/26/2015*



HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
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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	
			<i>revised 8/26/2015</i>					
2016-GA-0143-00-C	GOHS 402CP	422,100.00	0.00	422,100.00	0.00	422,100.00		
2016-GA-0139-00-C	Georgia Operation Lifesaver, Inc	7,000.00	0.00	7,000.00	0.00	7,000.00	7,000.00	
2016-GA-0160-00-C	Georgia Operation Lifesaver, Inc	21,800.00	0.00	21,800.00	0.00	21,800.00	21,800.00	
2016-GA-0140-00-C	Georgia, University of	282,900.00	0.00	282,900.00	0.00	282,900.00		
2016-GA-0056-00-C	Georgia Motor Trucking Foundation	60,800.00	0.00	60,800.00	0.00	60,800.00		
2016-GA-0032-00-C	Public Health, Georgia Department of	151,200.00	0.00	151,200.00	0.00	151,200.00		
2016-GA-0187-00-C	Safe Kids Toombs	5,000.00	0.00	5,000.00	0.00	5,000.00		
	GOHS State Match (20%)				237,700.00			
	<b>SubTotals</b>	<b>950,800.00</b>	<b>0.00</b>	<b>950,800.00</b>	<b>237,700.00</b>	<b>950,800.00</b>	<b>28,800.00</b>	

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Occupant Protection						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0162-00-C	GOHS 402 OP	175,900.00	0.00	175,900.00	0.00	175,900.00	
2016-GA-0071-00-C	Atlanta Fire Rescue Department, City of	182,100.00	0.00	182,100.00	0.00	182,100.00	182,100.00
2016-GA-0021-00-C	Public Health, Georgia Department of GOHS State Match (20%)	468,000.00	0.00	468,000.00	206,500.00	468,000.00	
<b>SubTotals</b>		<b>826,000.00</b>	<b>0.00</b>	<b>826,000.00</b>	<b>206,500.00</b>	<b>826,000.00</b>	<b>182,100.00</b>

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Planning and Administration						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0149-00-C	GOHS 402 P&A	580,991.00	0.00	580,991.00	580,991.00	1,161,982.00	
		8/26/2015					
SubTotals		580,991.00	0.00	580,991.00	580,991.00	1,161,982.00	0.00

State Local Match Detail:  
 State Appropriation: 580,991  
 NASCAR Tags: 0.00  
 Share the Road Tags: 0.00

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Paid Media					Funding Source: 402		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0168-00-C	GOHS 402 PM GOHS State Match (20%)	480,000.00	0.00	480,000.00	0.00 120,000.00	480,000.00	
	<b>SubTotals</b>	480,000.00	0.00	480,000.00	120,000.00	480,000.00	0.00

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Pedestrian/Bicycle Safety						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0054-00-C	GPS - JEKYLL ISLAND GOHS State March (2016)	5,000.00	0.00	5,000.00	0.00 1,250.00	5,000.00	5,000.00
<b>SubTotals:</b>		5,000.00	0.00	5,000.00	1,250.00	5,000.00	5,000.00

*revised 8/26/2015*

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
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PROGRAM MODULE AREA: 402 Police Traffic					Funding Source: 402		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0179-00	GOHS 402 PT	965,300.00	0.00	965,300.00	0.00	965,300.00	
2016-GA-0178-00-C	Athens-Clarke County Police Department	146,800.00	0.00	146,800.00	0.00	146,800.00	146,800.00
2016-GA-0063-00	Banks County Sheriff's Office	8,300.00	0.00	8,300.00	0.00	8,300.00	8,300.00
2016-GA-0047-00-C	Bartow County Sheriff's Office	145,500.00	0.00	145,500.00	0.00	145,500.00	145,500.00
2016-GA-0092-00	Crisp County Sheriff's Office	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0025-00-C	DeKalb County Police Department	68,200.00	0.00	68,200.00	102,300.00	170,500.00	68,200.00
2016-GA-0016-00-C	Douglas County Sheriff's Office	79,900.00	0.00	79,900.00	80,000.00	159,900.00	79,900.00
2016-GA-0031-00-C	Douglas Police Department, City of	102,900.00	0.00	102,900.00	25,725.00	128,625.00	102,900.00
2016-GA-0040-00-C	Dublin Police Department	21,200.00	0.00	21,200.00	63,600.00	84,800.00	21,200.00
2016-GA-0046-00-C	Forsyth County	38,400.00	0.00	38,400.00	115,200.00	153,600.00	38,400.00
2016-GA-0055-00-C	Glynn County Police Department	73,300.00	0.00	73,300.00	73,300.00	146,600.00	73,300.00
2016-GA-0127-00-C	Habersham County Sheriff's Office	65,100.00	0.00	65,100.00	65,100.00	130,200.00	65,100.00
2016-GA-0023-00-C	Henry County PD/Henry Co BOC	64,200.00	0.00	64,200.00	0.00	64,200.00	64,200.00
2016-GA-0186-00	Houston County Sheriff's Office	250,000.00	0.00	250,000.00	375,000.00	625,000.00	250,000.00
2016-GA-0045-00	Lowndes County Sheriff's Office	250,000.00	0.00	250,000.00	74,675.32	324,675.32	250,000.00
2016-GA-0182-00-C	Macon-Bibb County (Bibb County Sheriff's O	53,800.00	0.00	53,800.00	0.00	53,800.00	53,800.00
2016-GA-0024-00-C	Marietta Police Department	83,300.00	0.00	83,300.00	55,533.33	138,833.33	83,300.00
2016-GA-0161-00-C	Pickens County Sheriff's Office	55,200.00	0.00	55,200.00	0.00	55,200.00	55,200.00
2016-GA-0017-00-C	Public Safety, Georgia Department of	658,000.00	0.00	658,000.00	0.00	658,000.00	658,000.00
2016-GA-0133-00-C	Richmond County Sheriff's Office	105,200.00	0.00	105,200.00	0.00	105,200.00	105,200.00

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Police Traffic					Funding Source: 402		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0116-00	Ashburn Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0123-00	Barnesville Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0082-00	Byron Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0103-00	Cairo Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0099-00	Cornelia Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0108-00	Danielsville Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0118-00	Fitzgerald Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0120-00	Fort Oglethorpe Police Department, City of	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0126-00	Georgia Southern University Department of P	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0106-00	Hiram Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0113-00	Lavonia Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0109-00	Lenox Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0100-00	Metter Police Department	9,900.00	0.00	9,900.00	0.00	9,900.00	9,900.00
2016-GA-0122-00	Pike County Sheriff's Office	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0107-00	Ringgold Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0102-00	Roberta Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0112-00	Royston Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0117-00	Sandersville Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0115-00	Snellville Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0101-00	Suwanee Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0110-00	Turner County Sheriff's Office	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0111-00	Tybee Island Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
2016-GA-0121-00	Union Point Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
		Continued on Page 3					

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Police Traffic							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
2016-GA-0114-00	Whigham Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00	
2016-GA-0134-00	Zebulon Police Department	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00	
<i>revised 8/26/2015</i>								
Continued on Page 4								



HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
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PROGRAM MODULE AREA: 402 Police Traffic						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
<i>revised 8/26/2015</i>							
2016-TEN-0075-00	Barrow County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0013-00	Byron Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0098-00	Carroll Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0084-00-C	Douglas County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0125-00	Dublin Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0088-00	Effingham County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0083-00-C	Gainesville Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0147-00	Gilmer County Sheriff's Office	19,990.00	0.00	19,990.00	0.00	19,990.00	19,990.00
2016-TEN-0067-00	Hazlehurst Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0044-00	Lowndes County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0192-00	Milledgeville Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0049-00-C	Peachtree City Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0173-00	Richmond County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0242-00	Rome Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0172-00-C	Talbot County Sheriff's Office	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
2016-TEN-0152-00-C	Zebulon Police Department	20,000.00	0.00	20,000.00	0.00	20,000.00	20,000.00
	GOHS State Match (20%)				953,622.50		
	<b>SubTotals</b>	<b>3,814,490.00</b>	<b>0.00</b>	<b>3,814,490.00</b>	<b>953,622.50</b>	<b>4,844,923.66</b>	<b>2,849,190.00</b>

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Safe Communities						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0043-00-C	DeKalb County Board of Health GOHS State March (20%)	70,700.00	0.00	70,700.00	0.00 17,675.00	70,700.00	70,700.00
SubTotals:		70,700.00	0.00	70,700.00	17,675.00	70,700.00	70,700.00

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 402 Speed Management							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
2016-GA-0026-00-C	Public Safety Training Center, Georgia GOHS State March (20*%)	34,800.00	0.00	34,800.00	0.00 8,700.00	34,800.00	0.00	
<i>revised 8/26/2015</i>								
<b>SubTotals</b>		<b>34,800.00</b>	<b>0.00</b>	<b>34,800.00</b>	<b>8,700.00</b>	<b>34,800.00</b>	<b>0.00</b>	

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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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
2016-GA-0148-00-C	GOHS State Match (20%)	59,100.00	0.00	59,100.00	0.00 14,775.00	59,100.00	0.00
<b>SubTotals</b>		<b>59,100.00</b>	<b>0.00</b>	<b>59,100.00</b>	<b>14,775.00</b>	<b>59,100.00</b>	<b>0.00</b>

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 405b MIPE							Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
2016-GA-0199-00	Children and Parent Resource Group, Inc. GOHS State Match	56,000.00	0.00	56,000.00	0.00 14,000.00	56,000.00	0.00	
<b>SubTotals</b>		56,000.00	0.00	56,000.00	14,000.00	56,000.00	0.00	

405b MIPE

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
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PROGRAM MODULE AREA: 405b M1TR						Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0032-09-C	Georgia, University of GOHS State March (20%)	642,900.00	0.00	642,900.00	0.00 160,725.00	642,900.00	0.00
SubTotals		642,900.00	0.00	642,900.00	160,725.00	642,900.00	0.00

405b M1TR

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 405b MI*PT						Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0076-00	Brookhaven Police Department	-	0.00	-	0.00	0.00	0.00
	GOHS State March				0.00		
	<b>SubTotal:</b>	0.00	0.00	0.00	0.00	0.00	0.00

405b MI\*PT

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
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PROGRAM MODULE AREA: 405b M1*PS					Funding Source: 405b		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0156-00-C	BikeAthens	46,800.00	0.00	46,800.00	0.00	46,800.00	
2016-GA-0038-00	Fulton County Sheriff's Office	28,500.00	0.00	28,500.00	0.00	28,500.00	
2016-GA-0081-00	Georgia Police Department, University of	53,300.00	0.00	53,300.00	0.00	53,300.00	
2016-GA-0167-00-C	Savannah Bicycle Campaign	26,600.00	0.00	26,600.00	0.00	26,600.00	
	GOHS State Match (20%)				38,800.00		
	<b>SubTotals</b>	<b>155,200.00</b>	<b>0.00</b>	<b>155,200.00</b>	<b>38,800.00</b>	<b>155,200.00</b>	<b>0.00</b>



HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
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PROGRAM MODULE AREA: 405c M3DA Data Program						Funding Source: 405c	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0018-00-C	GOHS	60,000.00	0.00	60,000.00	0.00	60,000.00	
2016-GA-0039-00-C	Georgia Association of Chiefs of Police	165,500.00	0.00	165,500.00	0.00	165,500.00	
2016-GA-0065-00-C	Public Health, Georgia Department of	187,300.00	0.00	187,300.00	0.00	187,300.00	
2016-GA-0058-00-C	Public Health, Georgia Department of	99,000.00	0.00	99,000.00	0.00	99,000.00	
2016-GA-0019-00-C	Public Health, Georgia Department of (EMIS & Trauma)	96,500.00	0.00	96,500.00	0.00	96,500.00	
	GOHS State Match (20%)				152,075.00		
<b>SubTotals:</b>		<b>608,300.00</b>	<b>0.00</b>	<b>608,300.00</b>	<b>152,075.00</b>	<b>608,300.00</b>	<b>0.00</b>

*revised 8/26/2015*

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 405d M6X				Funding Source: 405d			
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0169-00-C	GOHS	720,000.00	0.00	720,000.00	0.00	720,000.00	
2016-GA-0069-00-C	Driver Services, Georgia Department	47,000.00	0.00	47,000.00	0.00	47,000.00	
2016-GA-0068-00-C	Mothers Against Drunk Driving - Georgia	141,000.00	0.00	141,000.00	0.00	141,000.00	
2016-GA-0033-00-C	Prosecuting Attorney's Council	291,600.00	0.00	291,600.00	0.00	291,600.00	
2016-GA-0027-00-C	Public Safety Training Center, Georgia	483,600.00	0.00	483,600.00	0.00	483,600.00	
2016-GA-0033-00-C	Public Safety, Georgia Department of	1,700,400.00	0.00	1,700,400.00	0.00	1,700,400.00	
		Continued on Page 2					

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 405d M6X					Funding Source: 405d		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-YA-0151-00-C	ABAC Advancement Foundation, Inc.,The	4,620.00	0.00	4,620.00	0.00	4,620.00	
2016-YA-0155-00-C	Clayton State University	5,000.00	0.00	5,000.00	0.00	5,000.00	
2016-YA-0203-00	East Georgia College	6,500.00	0.00	6,500.00	0.00	6,500.00	
2016-YA-0074-00-C	Fort Valley State University	7,090.00	0.00	7,090.00	0.00	7,090.00	
2016-YA-0079-00-C	Georgia College & State University	7,400.00	0.00	7,400.00	0.00	7,400.00	
2016-YA-0042-00-C	Georgia Regents University	8,750.00	0.00	8,750.00	0.00	8,750.00	
2016-YA-0020-00-C	Georgia Southwestern State University	6,830.00	0.00	6,830.00	0.00	6,830.00	
2016-YA-0061-00-C	Georgia Tech Research Corp.	11,000.00	0.00	11,000.00	0.00	11,000.00	
2016-YA-0064-00-C	GSU Research & Service Foundation, Inc.	6,500.00	0.00	6,500.00	0.00	6,500.00	
2016-YA-0158-00-C	Kennesaw State University Research and Serv	11,000.00	0.00	11,000.00	0.00	11,000.00	
2016-YA-0153-00-C	North Georgia, University of	6,550.00	0.00	6,550.00	0.00	6,550.00	
2016-YA-0131-00-C	Oglethorpe University	5,000.00	0.00	5,000.00	0.00	5,000.00	
2016-YA-0177-00-C	South Georgia State College	3,150.00	0.00	3,150.00	0.00	3,150.00	
2016-YA-0051-00-C	Valdosta State University	4,510.00	0.00	4,510.00	0.00	4,510.00	
2016-YA-0048-00-C	West Georgia, University of	12,000.00	0.00	12,000.00	0.00	12,000.00	
2016-YA-0050-00-C	Young Harris College	5,000.00	0.00	5,000.00	0.00	5,000.00	
	GOHS State Match (20%)				873,625.00		
<b>SubTotals</b>		<b>3,494,500.00</b>	<b>0.00</b>	<b>3,494,500.00</b>	<b>873,625.00</b>	<b>3,494,500.00</b>	<b>0.00</b>

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 405d MSCS						Funding Source: 405d	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
<i>revised 8/26/2015</i>							
2016-GA-0134-00-C	Liberty County DUI Court	25,000.00	0.00	25,000.00	0.00	25,000.00	
2016-GA-0078-00-C	Richmond County DUI Court	25,000.00	0.00	25,000.00	0.00	25,000.00	
2016-GA-0014-00-C	Troup County Board of Commissioners	11,700.00	0.00	11,700.00	1,692.22	13,392.22	
	GOHS State Match (20%)				15,425.00		
<b>SubTotals</b>		<b>61,700.00</b>	<b>0.00</b>	<b>61,700.00</b>	<b>17,117.22</b>	<b>63,392.22</b>	<b>0.00</b>

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

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
			<i>revised 8/26/2015</i>				
2016-GA-0184-00-C	GOHS GOHS State Match (20%)	201,000.00	0.00	201,000.00	0.00 50,250.00	201,000.00	
	<b>SubTotals</b>	<b>201,000.00</b>	<b>0.00</b>	<b>201,000.00</b>	<b>50,250.00</b>	<b>201,000.00</b>	<b>0.00</b>

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

PROGRAM MODULE AREA: 405f Motorcycle Programs M9X					Funding Source: 405f		
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
				<i>revised 8/26/2015</i>			
2016-GA-0070-00-C	Driver Services, Georgia Department	100,600.00	0.00	100,600.00	0.00	100,600.00	
2016-GA-0066-00-C	GOHS	23,800.00	0.00	23,800.00	0.00	23,800.00	
	GOHS State Match (20%)				31,100.00		
<b>SubTotals</b>		<b>124,400.00</b>	<b>0.00</b>	<b>124,400.00</b>	<b>31,100.00</b>	<b>124,400.00</b>	<b>0.00</b>

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

PROGRAM/MODULE AREA: 410KX Alcohol SAFETY/ALI

Funding Source: 410KX

Task No	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
2016-GA-0191-00-C	GOHS 410 AL State Match (75%)	1,000.00	0.00	1,000.00	0.00 3,000.00	1,000.00	
<b>SubTotals:</b>		<b>1,000.00</b>	<b>0.00</b>	<b>1,000.00</b>	<b>3,000.00</b>	<b>1,000.00</b>	<b>0.00</b>

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

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
				<i>revised 8/26/2015</i>			
2016-DE-0238-00	GOHS	1,482,600.00	0.00	1,482,600.00	1,482,600.00	1,482,600.00	
2016-DE-0220-00	Albany Technical College	66,410.00	0.00	66,410.00	66,410.00	66,410.00	
2016-DE-0205-00	Athens Technical College	196,790.00	0.00	196,790.00	196,790.00	196,790.00	
2016-DE-0213-00	Atlanta Technical College	17,250.00	0.00	17,250.00	17,250.00	17,250.00	
2016-DE-0210-00	Angusta Technical College	40,480.00	0.00	40,480.00	40,480.00	40,480.00	
2016-DE-0245-00	Bleckley County High School	148,270.00	0.00	148,270.00	148,270.00	148,270.00	
2016-DE-0237-00	Calhoun City Schools	175,630.00	0.00	175,630.00	175,630.00	175,630.00	
2016-DE-0219-00	Central Georgia Technical College	39,990.00	0.00	39,990.00	39,990.00	39,990.00	
2016-DE-0239-00	Chickamauga City Schools	128,520.00	0.00	128,520.00	128,520.00	128,520.00	
2016-DE-0209-00	Coastal Pines Technical College	85,100.00	0.00	85,100.00	85,100.00	85,100.00	
2016-DE-0221-00	Columbus Technical College	44,000.00	0.00	44,000.00	44,000.00	44,000.00	
2016-DE-0244-00	Gainesville High School	188,370.00	0.00	188,370.00	188,370.00	188,370.00	
2016-DE-0211-00	Georgia Northwestern Technical College	107,080.00	0.00	107,080.00	107,080.00	107,080.00	
2016-DE-0218-00	Georgia Piedmont Technical College	30,430.00	0.00	30,430.00	30,430.00	30,430.00	
2016-DE-0230-00	Georgia Vocational Rehabilitation Agency	71,700.00	0.00	71,700.00	71,700.00	71,700.00	
2016-DE-0227-00	Glynn Academy High School	140,310.00	0.00	140,310.00	140,310.00	140,310.00	
2016-DE-0217-00	Lanier Technical College	31,180.00	0.00	31,180.00	31,180.00	31,180.00	
2016-DE-0233-00	Marietta/Cobb Driver's Education	372,370.00	0.00	372,370.00	372,370.00	372,370.00	
2016-DE-0241-00	Meadowcreek High School Community School	46,700.00	0.00	46,700.00	46,700.00	46,700.00	
2016-DE-0215-00	North Georgia Technical College	28,990.00	0.00	28,990.00	28,990.00	28,990.00	
2016-DE-0225-00	Oconee Fall Line Technical College	45,150.00	0.00	45,150.00	45,150.00	45,150.00	
2016-DE-0206-00	Ogeechee Technical College	36,990.00	0.00	36,990.00	36,990.00	36,990.00	
2016-DE-0234-00	Ridgeland High School	126,810.00	0.00	126,810.00	126,810.00	126,810.00	
		Continued on Page 2					



HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
STATE OF GEORGIA  
FEDERAL FISCAL YEAR 2016

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
2016-DE-0212-00	Savannah Technical College	33,520.00	0.00	33,520.00	33,520.00	33,520.00	
2016-DE-0222-00	South Georgia Technical College	22,840.00	0.00	22,840.00	22,840.00	22,840.00	
2016-DE-0214-00	Southeastern Technical College	31,340.00	0.00	31,340.00	31,340.00	31,340.00	
2016-DE-0223-00	Southern Crescent Technical College	37,210.00	0.00	37,210.00	37,210.00	37,210.00	
2016-DE-0216-00	Southern Regional Technical College	35,350.00	0.00	35,350.00	35,350.00	35,350.00	
2016-DE-0226-00	Technical College System of Georgia	248,170.00	0.00	248,170.00	248,170.00	248,170.00	
2016-DE-0240-00	Thomas County Central High School	34,130.00	0.00	34,130.00	34,130.00	34,130.00	
2016-DE-0235-00	Towms County Schools	61,300.00	0.00	61,300.00	61,300.00	61,300.00	
2016-DE-0208-00	West Georgia Technical College	167,750.00	0.00	167,750.00	167,750.00	167,750.00	
2016-DE-0229-00	White County Board of Education	95,580.00	0.00	95,580.00	95,580.00	95,580.00	
2016-DE-0224-00	Wiregrass Georgia Technical College	109,800.00	0.00	109,800.00	109,800.00	109,800.00	
	<b>SubTotals</b>	<b>4,528,110.00</b>	<b>0.00</b>	<b>4,528,110.00</b>	<b>4,528,110.00</b>	<b>4,528,110.00</b>	<b>0.00</b>

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY  
 STATE OF GEORGIA  
 FEDERAL FISCAL YEAR 2016

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
2016-GA-0062-00-C	Georgia Bikes	85,400.00	0.00	85,400.00	85,400.00	85,400.00	
2016-GA-0202-00	GOHS - STR	108,000.00	0.00	108,000.00	108,000.00	108,000.00	
2016-GA-0130-00-C	Atlanta Bicycle Coalition	69,900.00	0.00	69,900.00	69,900.00	69,900.00	
<b>SubTotals:</b>		<b>263,300.00</b>	<b>0.00</b>	<b>263,300.00</b>	<b>263,300.00</b>	<b>263,300.00</b>	<b>0.00</b>

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# SECTION 6: CERTIFICATIONS AND ASSURANCES



# Certifications and Assurances

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

State: Georgia Fiscal Year: 2016

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 C.F.R. 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 12577 (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.fars.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fars.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to [FARS.gov](https://www.fars.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 8103)**

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](http://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](http://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 1310 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(e)(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

6/15/15  
Date

**Harris Blackwood**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

# SECTION 7: APPENDIX

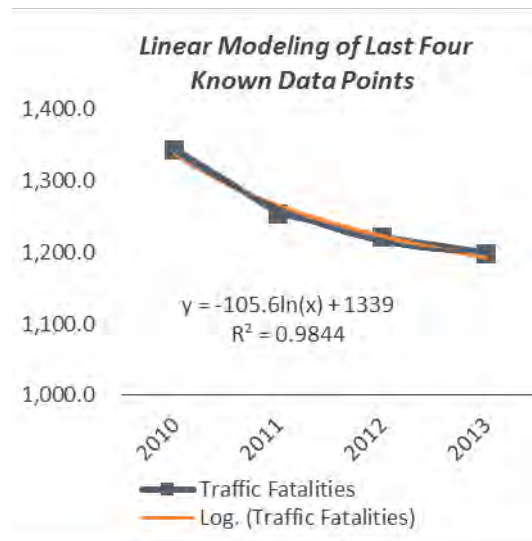
## FFY 2016 CORE PERFORMANCE DETAILED DATA JUSTIFICATION



**GEORGIA GOHS HSP 2016**

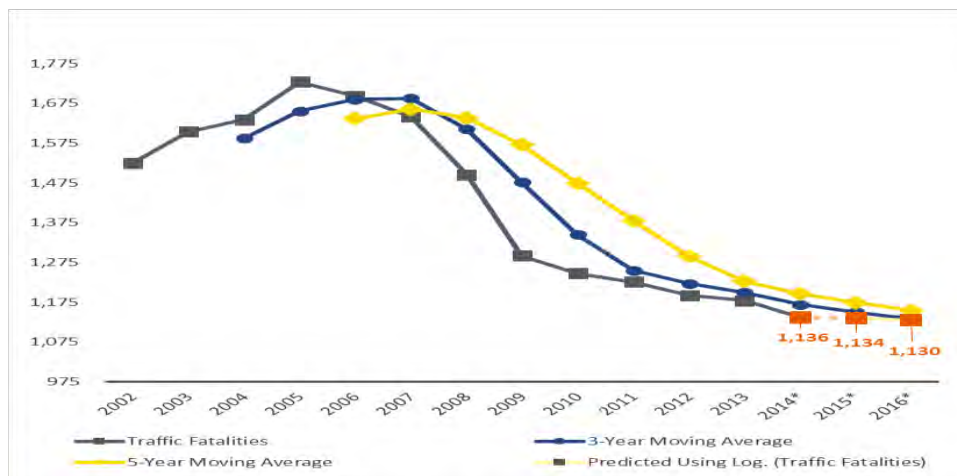
**C-1: To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.**

Based on the data from 2010-2013 there has been steady decrease of 3-year moving averages of traffic fatalities. The average decrease between calendar year 2010-2013 is 28 fatalities per year. If Georgia continues this trend to the end of the 2016 year, there will be 1,133 roadway fatalities. Since it is difficult to predict human behavior using 3-year smooth averaging method and using natural log regression modeling ( $R^2$  of 0.98), GOHS has the 2016 goal to steadily decrease roadway fatalities to the 3-yr average fatalities of 1,133 bodies. This would equate to reducing roadway fatalities to 1,136 or fewer in years 2014, 2015, and 2016.



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	1,587.0	--	31
2005	1,729	1,655.3	--	95
2006	1,693	1,685.3	1,636.6	(36)
2007	1,641	1,687.7	1,660.0	(52)
2008	1,495	1,609.7	1,638.4	(146)
2009	1,292	1,476.0	1,570.0	(203)
2010	1,247	1,344.7	1,473.6	(45)
2011	1,226	1,255.0	1,380.2	(21)
2012	1,192	1,221.7	1,290.4	(34)
<b>2013</b>	<b>1,179</b>	<b>1,199.0</b>	1,227.2	(13)
2014*	1,136	1,169.0	1,196.0	(43)
2015*	1,134	1,149.8	1,173.4	(2)
<b>2016*</b>	<b>1,130</b>	<b>1,133.5</b>	1,154.2	(4)

**2002-2013 Georgia Traffic Fatalities & 2014/2015 Predicted Fatalities**  
Moving 3-Year & 5-Year Averages

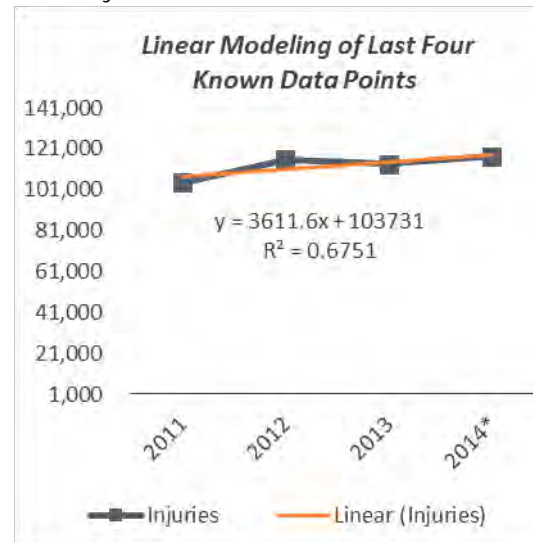


**C-2: To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.**

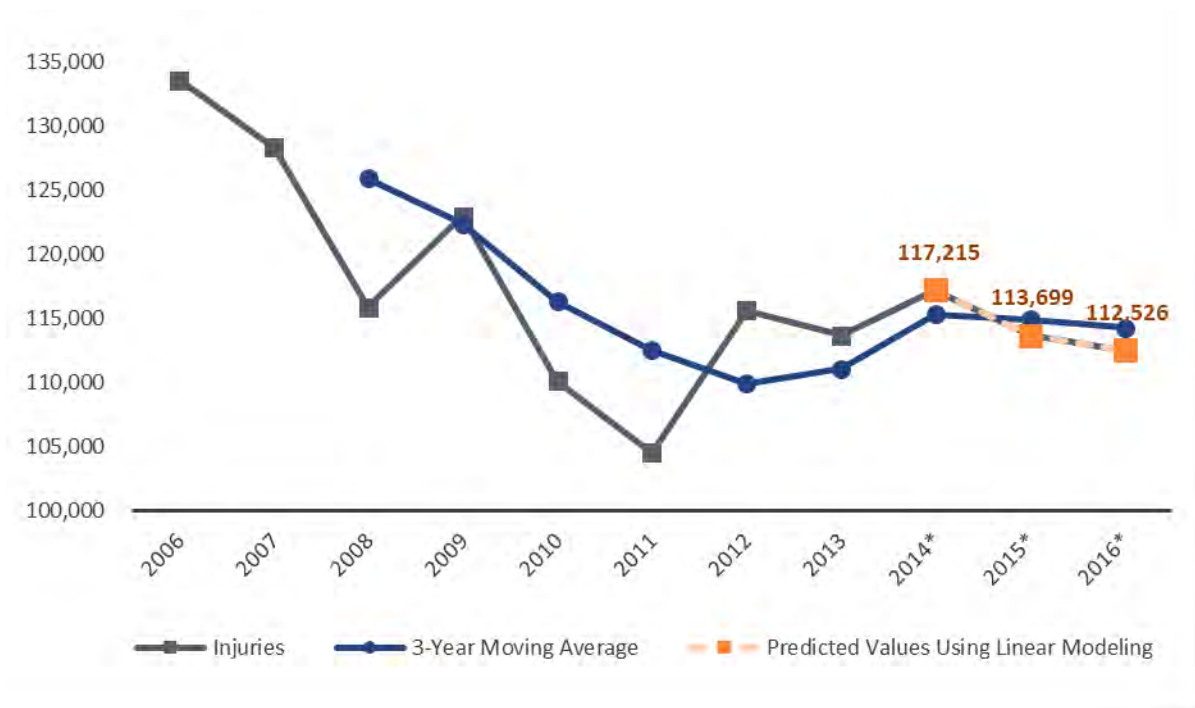
Based on the data from 2006-2013 there has been great variability in the number of traffic injuries with the most injuries occurring in 2006 with 133,555 injuries. The average decrease between calendar year 2010-2013 is 2,321 injuries per year. To continue the downward trend experienced in previous years, GOHS has the 2016 goal to steady decrease all traffic injuries at or below 112,526 injuries.

Year	Injuries	3-Year Moving Average	Actual Annual Change in Injuries
2006	133,555	--	133,555
2007	128,315	--	(5,240)
2008	115,878	125,916.0	(12,437)
2009	122,961	122,384.7	7,083
2010	110,132	116,323.7	(12,829)
2011	104,529	112,540.7	(5,603)
2012	115,619	109,925.7	10,587
2013	113,677	111,107.3	(1,439)
2014*	117,215	115,336.0	3,538
2015	113,699	114,926.6	(3,516)
2016	112,526	114,279.2	(1,172)

*\*Preliminary Data*



*2006-2013 Georgia Traffic Injuries & 2014-2016 Estimated Injuries, Moving 3-Year Averages*

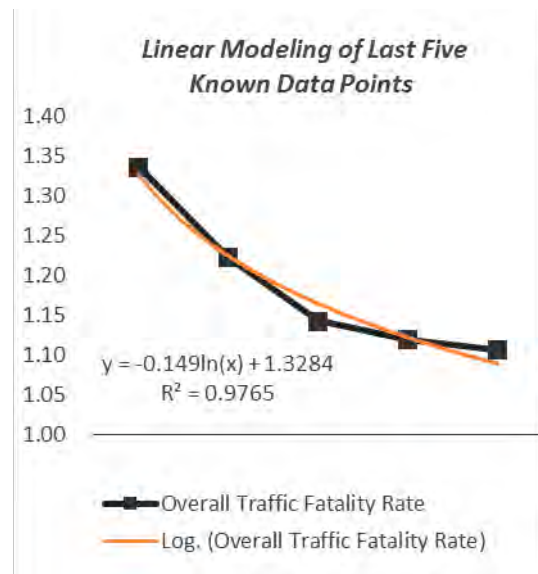




**C-3: To decrease fatalities per 100M VMT 6.3% from 1.11 (2011-2013 average) to 1.04 (2014-2016 average) in 2016.**

The average decrease of fatalities/VMT from 2010-2013 decreased on average by 0.04 fatalities per VMT. It is expected that there will be a 6% or greater decrease by December 2016. The 2015 EOY fatality rates are calculated under the assumption that vehicle miles traveled (VMT) in 2011 did not change significantly. GOHS has the 2016 goal to steadily decrease roadway fatality rates below the 3-yr average fatalities to 1.04 fatalities/VMT by 2016.

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	1,179	1.08	1.11
2014*	1,136	1.08	1.09
2015*	1,134	1.03	1.06
2016*	1,130	1.01	1.04



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



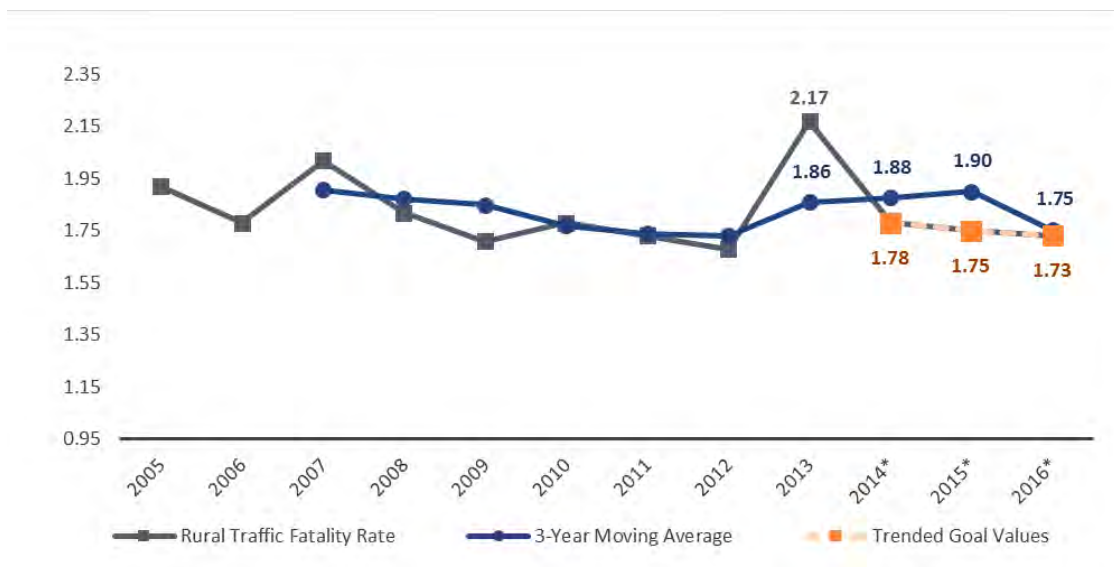
**C-3a: To decrease rural fatalities per 100M VMT 5.9% from 1.86 (2011-2013 average) to 1.75 (2014-2016 average) in 2016.**

The average decrease of rural fatalities/VMT from 2010-2013 decreased on average by 0.05 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 2016 goal to steadily decrease rural fatality rates below the 3-yr average fatalities to 1.75 fatalities/VMT by 2016.

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	1,179	2.17	1.86
2014*	1,136	1.78	1.88
2015*	1,134	1.75	1.90
2016*	1,130	1.73	1.75



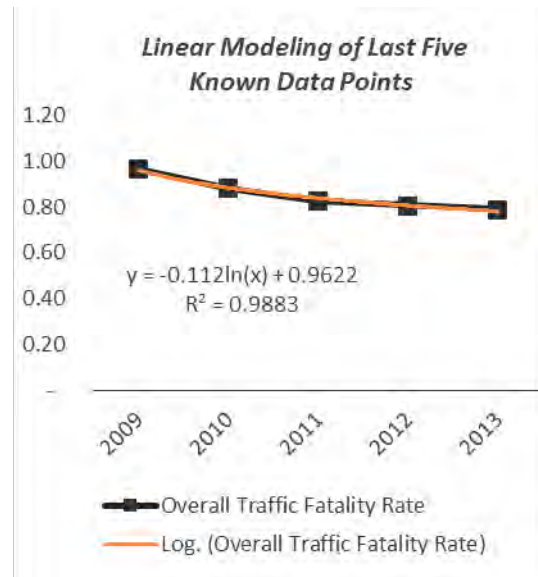
*2005-2013 Georgia Rural Fatality Rates (Fatalities per 100M VMT) & 2014-2016 Goal Rural Fatality Rates Moving 3-Year Averages*



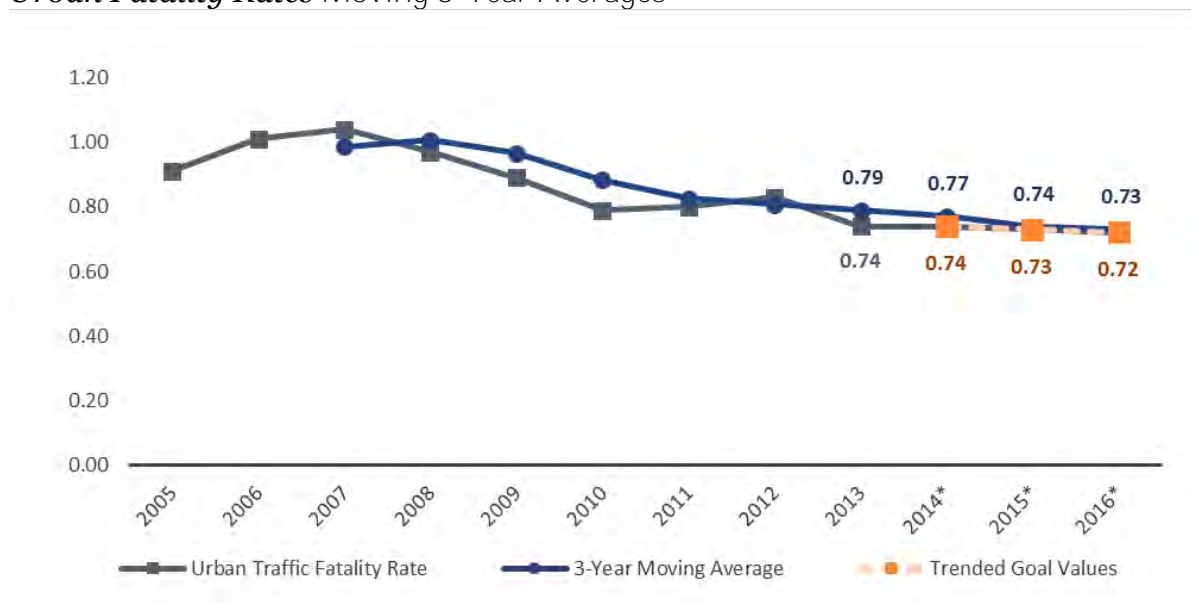
**C-3b: To decrease urban fatalities per 100M VMT 7.6% from 0.79 (2011-2013 average) to 0.73 (2014-2016 average) in 2016.**

The average decrease of urban fatalities/VMT from 2010-2013 decreased on average by 0.04 fatalities per VMT. Using 3-year smooth averaging method and using natural log regression modeling ( $R^2$  of 0.9883), GOHS has the 2016 goal to steadily decrease rural fatality rates below the 3-yr average fatalities to 0.73 urban fatalities/VMT by 2016. This would equate to reducing the rural fatality rates to below 0.74 in years 2014, 2015, and 2016.

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	0.8	0.83
2012	1,192	0.83	0.81
2013	1,179	0.74	0.79
2014*	1,136	0.74	0.77
2015*	1,134	0.73	0.74
2016*	1,130	0.72	0.73

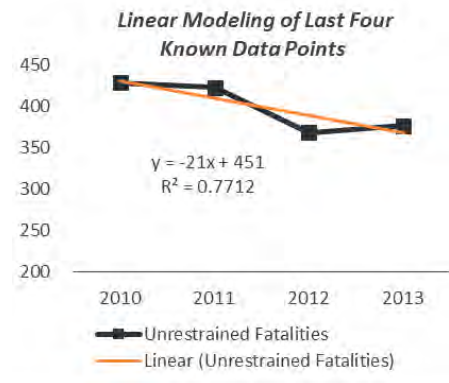


**2005-2013 Georgia Urban Fatality Rates (Fatalities per 100M VMT) & 2014-2016 Goal Urban Fatality Rates Moving 3-Year Averages**



**C-4: To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.**

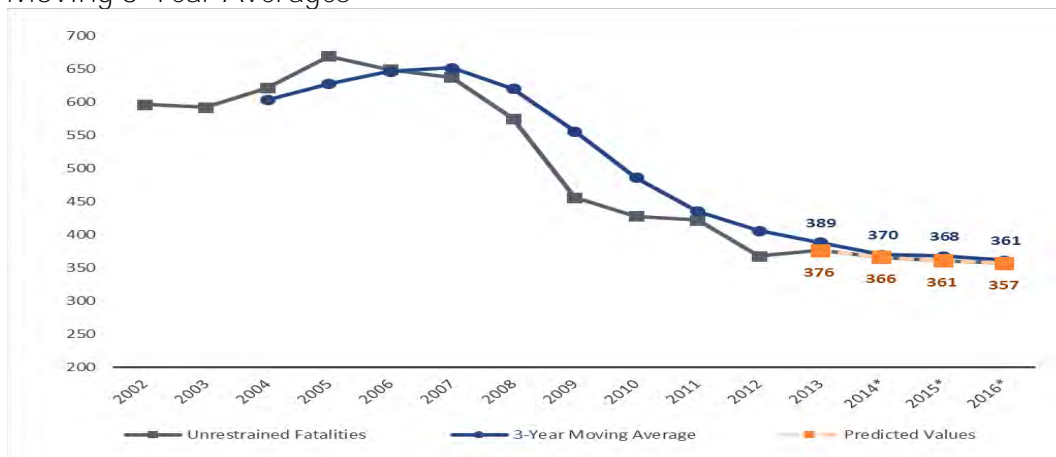
Based on the data from 2010-2013 there has been an unsteady decrease of unrestrained passenger vehicle occupants fatalities. **However, in 2013 the number of unrestrained fatalities increased by 2.1% —from 368 in 2012 to 376 unrestrained fatalities.** The average decrease between calendar year 2010-2013 is 21 fatalities per year. The linear model used on 2010-2013 model, proved to be more aggressive. Therefore GOHS took a more conservative method of looking at the percent of unrestrained fatalities over time. GOHS has the 2016 goal to steady decrease roadway fatalities below the 3-yr average of 361 fatalities. This equates to 357 unrestrained fatalities in 2016. This goal would ideally maintain the percent of unrestrained fatalities at 32% in 2016.



Year	Traffic Fatalities	Percent of Unrestrained Fatalities	Unrestrained Fatalities	3-Year Moving Average
2002	1,524	39%	596	--
2003	1,603	39%	592	--
2004	1,634	39%	621	603
2005	1,729	39%	669	627
2006	1,693	39%	649	646
2007	1,641	39%	637	652
2008	1,495	38%	575	620
2009	1,292	35%	456	556
2010	1,247	34%	428	486
2011	1,226	34%	422	435
2012	1,192	31%	368	406
2013	1,179	32%	376	389
2014*	1,136	32%	366	370
2015*	1,134	32%	361	368
2016*	1,130	32%	357	361

**2002-2013 Georgia Unrestrained Fatalities & 2014-2016 Predicted Unrestrained Fatalities**

Moving 3-Year Averages

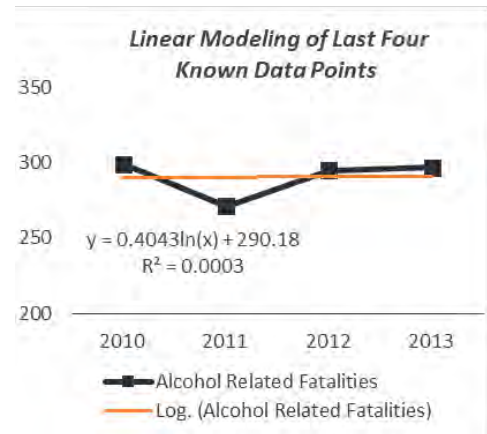


**C-5: To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.**

Based on the data from 2010-2013 there has been an unsteady decrease of alcohol impaired driving fatalities. The average decrease between calendar year 2010-2013 is 5 alcohol related fatalities per year.

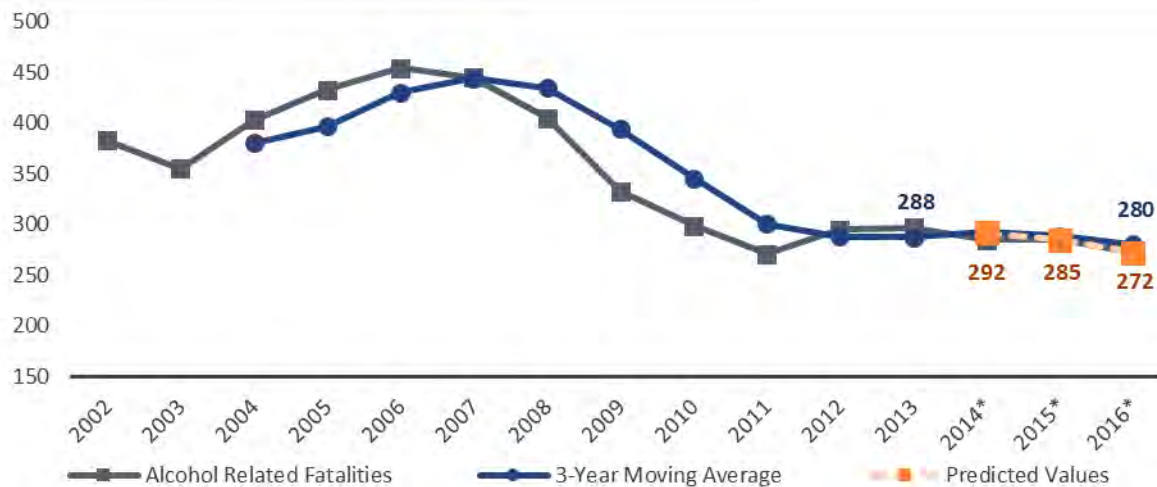
**However, in 2013 the number of alcohol impaired driving fatalities increased by 9.5% —from 271 in 2011 to 297 alcohol impaired driving fatalities.**

Using 3-year smooth averaging method and using natural log regression modeling, GOHS has the 2016 goal to steady decrease alcohol impaired driving fatalities below the 3-yr average of 280 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	1,179	25%	297	<b>288</b>
2014*	1,136	25%	285	292
2015*	1,134	25%	285	289
2016*	1,130	24%	272	<b>280</b>

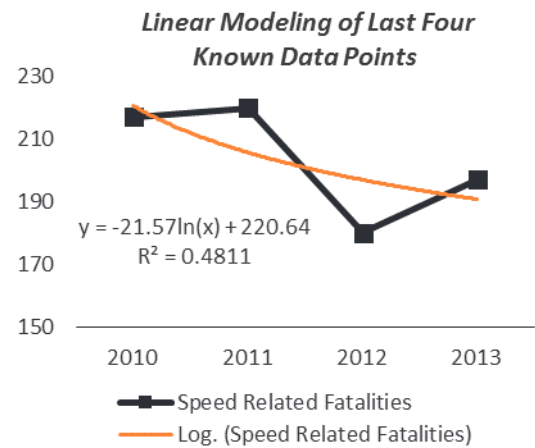
*2002-2013 Georgia Alcohol Related Fatalities & 2014-2016 Predicted Alcohol Related Fatalities Moving 3-Year Averages*



**C-6: To decrease speed related fatalities 8.5% from 199 (2011-2013 average) to 182 (2014-2016 average) in 2016.**

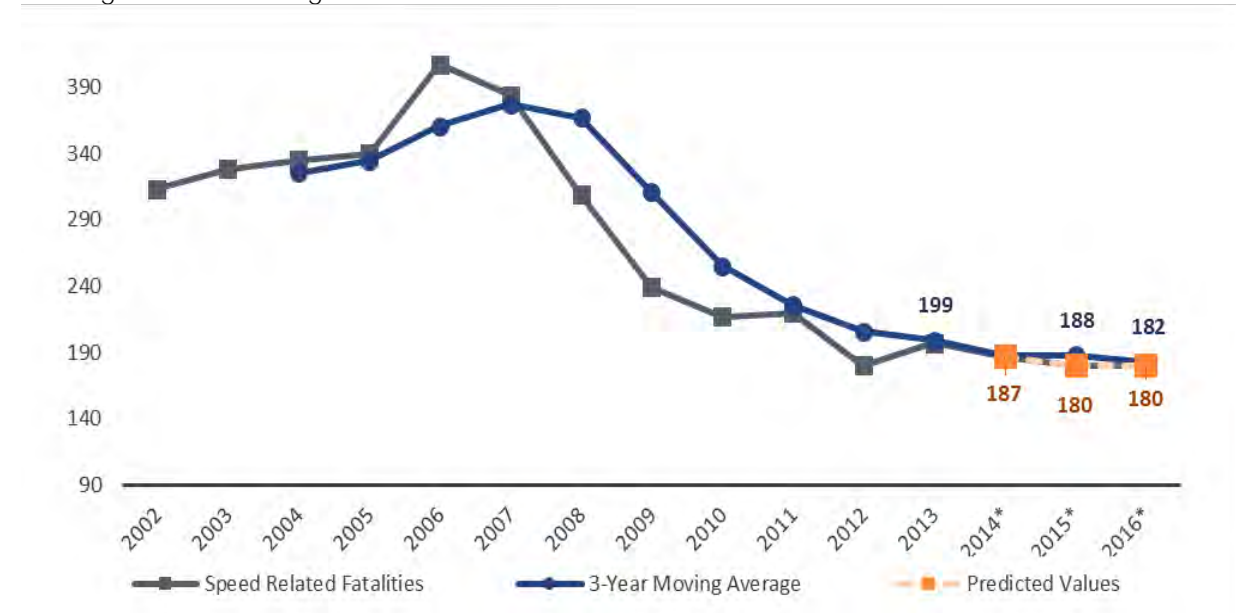
Based on the data from 2010-2013 there has been an unsteady decrease of speeding related fatalities. The average decrease between calendar year 2009-2012 is 10.5 speeding related fatalities per year. **However, in 2013 the number of speed related fatalities increased by 9.4% –from 180 in 2012 to 197 speed related fatalities.** Using 3-year smooth averaging method and using natural log regression modeling, GOHS has the 2016 goal to steadily decrease speed related fatalities below the 3-yr average of 180 fatalities.

Year	Traffic Fatalities	Percent Speed Related Fatalities	Speed Related Fatalities	3-Year Moving Average
2002	1,524	21%	313	
2003	1,603	20%	328	
2004	1,634	21%	335	325
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	1,179	17%	197	<b>199</b>
2014*	1,136	16%	187	188
2015*	1,134	16%	180	188
2016*	1,130	16%	180	<b>182</b>



**2002-2013 Georgia Speed Related Fatalities & 2014-2016 Predicted Speed Related Fatalities**

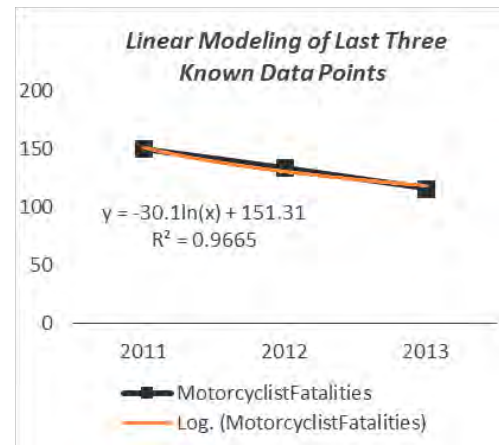
Moving 3-Year Averages



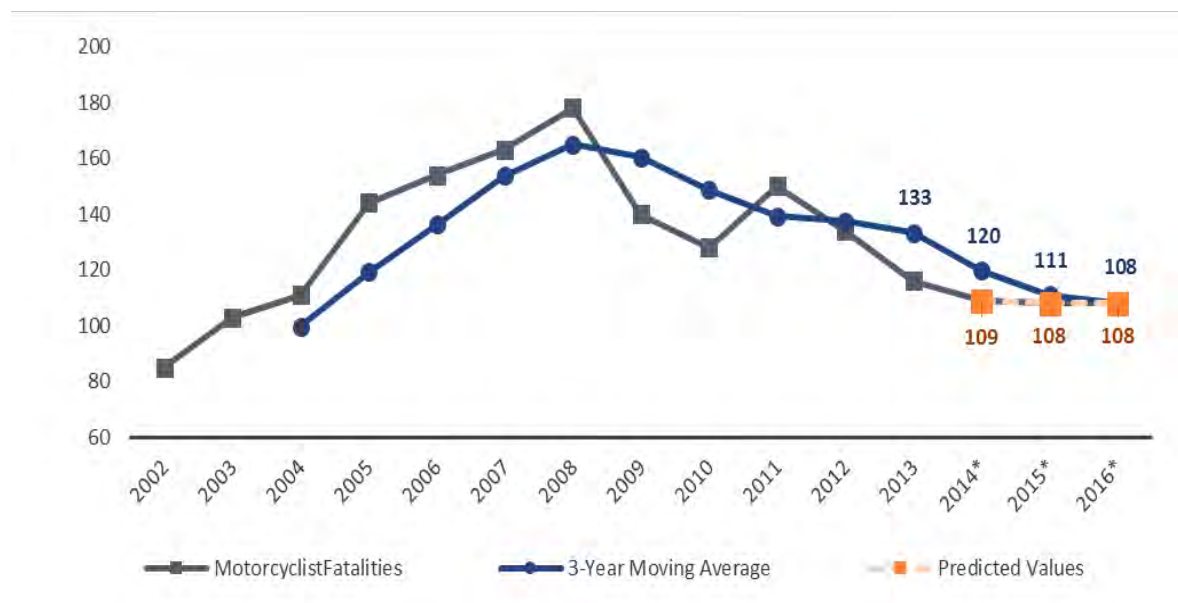
**C-7: To decrease motorcyclists fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.**

Based on the data from 2009-2013 there has been a steady decrease of motorcyclist fatalities. The average decrease between calendar year 2009-2013 is 12 fatalities per year. Using 3-year smooth averaging method and using natural log regression modeling (R<sup>2</sup> of 0.97), GOHS has the 2016 goal to steadily decrease roadway motorcyclists fatalities to the 3-yr average fatalities of 108 bodies. This would equate to reducing roadway fatalities to 109 or fewer in years 2014, 2015, and 2016.

Year	Traffic Fatalities	Percent Motorcyclist Fatalities	Motorcyclist Fatalities	3-Year Moving Average
2002	1,524	6%	85	
2003	1,603	6%	103	
2004	1,634	7%	111	100
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	1,179	10%	116	<b>133</b>
2014*	1,136	10%	109	120
2015*	1,134	10%	108	111
2016*	1,130	10%	108	<b>108</b>



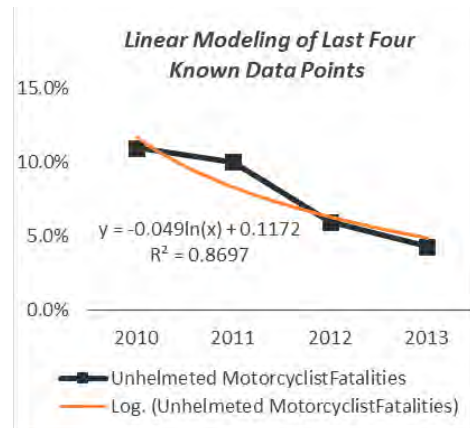
*2002-2013 Georgia Motorcyclists Fatalities & 2014-2016 Predicted Motorcyclists Fatalities Moving 3-Year Averages*



**C-8: To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.**

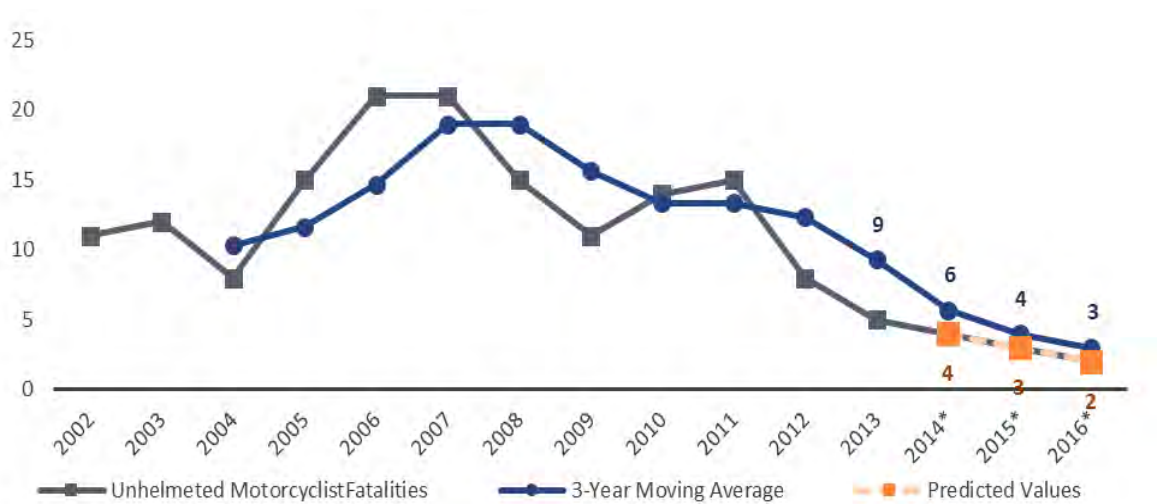
Based on the data from 2010-2013 there has been a small decrease of motorcyclist fatalities un-helmeted. The average between calendar year 2010-2013 is 1.5 fatalities per year. The biggest decrease occurred between 2011 and 2012 with 7 less un-helmeted motorcyclist fatalities. Using 3-year smooth averaging method and using natural log regression modeling ( $R^2$  of 0.87), GOHS has the 2016 goal to steadily decrease un-helmeted motorcyclists fatalities to the 3-yr average fatalities of 3 bodies. This would equate to reducing roadway fatalities to 4, 3, and 2 in years 2014, 2015, and 2016, respectively.

Year	Motorcyclist Fatalities	Percent Un-helmeted Fatalities	Un-helmeted Motorcyclist Fatalities	3-Year Moving Average
2002	85	12.9%	11	
2003	103	11.7%	12	
2004	111	7.2%	8	10
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*	109	3.7%	4	6
2015*	107	2.8%	3	4
2016*	106	1.9%	2	3



**2002-2013 Georgia Un-Helmeted Motorcyclists Fatalities & 2014-2016 Predicted Un-Helmeted Fatalities**

Moving 3-Year Averages

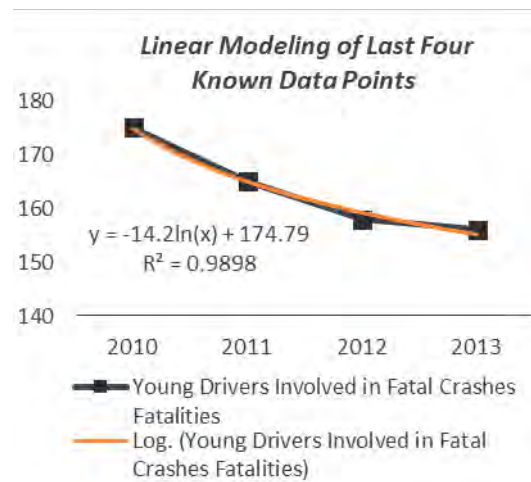




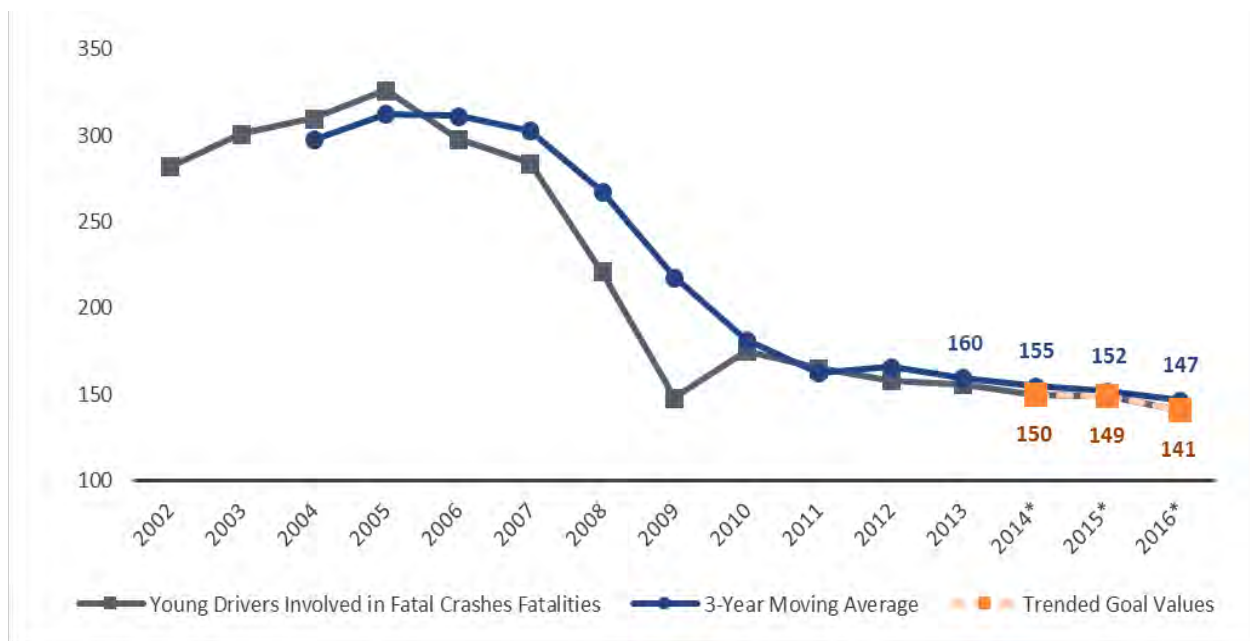
**C-9: To decrease drivers age 20 or younger involved in fatal crashes 8.1% from 160 (2011-2013 average) to 147 (2014-2016 average) in 2016.**

Based on the data from 2010-2013 there has been an unsteady decrease of drivers age 20 or younger involved in fatal crashes with the most fatalities occurring in 2007 with 284 drivers involved in fatal crashes. The average decrease between calendar year 2007-2013 is 20 young drivers in fatal crashes per year. Using 3-year smooth averaging method and using natural log regression modeling ( $R^2$  of 0.99), GOHS has the 2016 goal to steadily decrease drivers age 20 or younger involved in fatal crashes to the 3-yr average fatalities of 147 drivers. This would equate to 150, 149, and 141 young drivers involved in fatal crashes in years 2014, 2015, and 2016, respectively.

Year	Young Drivers Involved in Fatal Crashes Fatalities	3-Year Moving Average
2002	282	--
2003	301	--
2004	310	298
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*	150	<b>155</b>
2015*	149	<b>152</b>
2016*	141	<b>147</b>



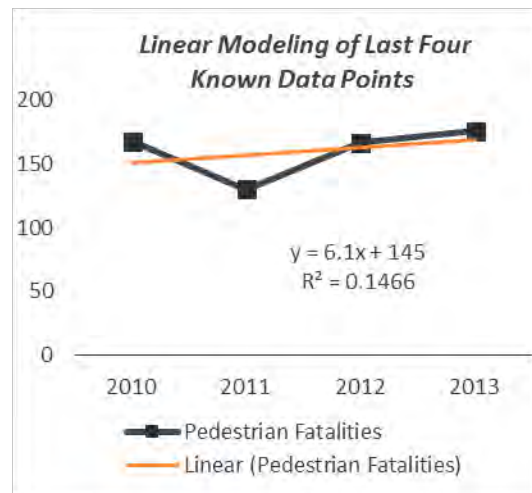
*2002-2013 Georgia Young Drivers Involved in Fatal Crashes & 2014-2016 Predicted Young Drivers Involved in Fatal Crashes, Moving 3-Year Averages*



**C-10: To decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.**

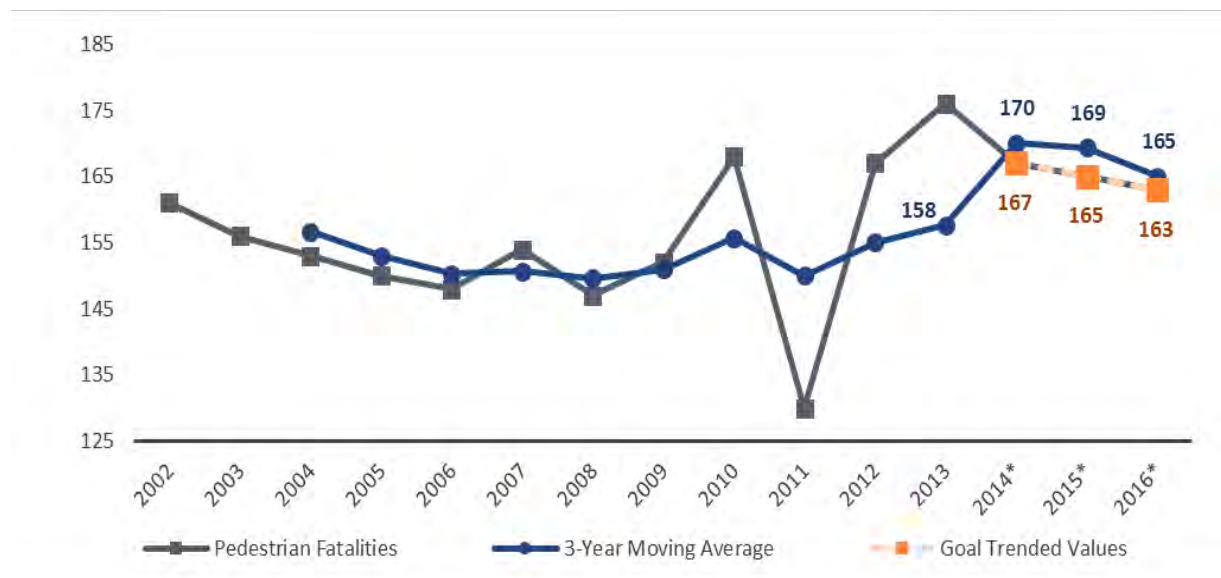
Based on the data from 2007-2013 there has been unsteady change in pedestrian fatalities with the most fatalities occurring in 2013 with 176 fatalities. In fact, pedestrian fatalities, in the state of Georgia is on a rise. **In 2013 the number of pedestrian fatalities increased by 5% —from 167 in 2012 to 176 pedestrian fatalities.** Because the counts of pedestrian fatalities are growing throughout the years and therefore recognizes that the 3-year averages will increase, GOHS has the 2016 goal to reduce the count of pedestrian fatalities from 176 pedestrian fatalities in 2013 to 163 pedestrian fatalities in 2016.

Year	Traffic Fatalities	Percent Pedestrian Fatalities	Pedestrian Fatalities	3-Year Moving Average
2002	1,524	10.6%	161	
2003	1,603	9.7%	156	
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	1,179	14.9%	176	158
2014*	1,136	14.7%	167	170
2015*	1,134	14.6%	165	169
2016*	1,130	14.4%	163	165



**2002-2013 Georgia Pedestrian Fatalities & 2014-2016 Goal Trended Pedestrian Fatalities**

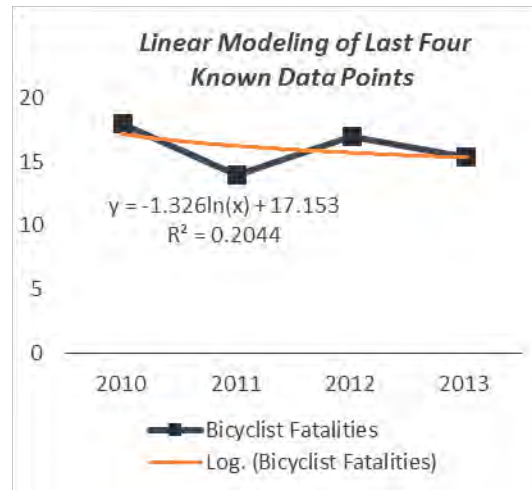
Moving 3-Year Averages



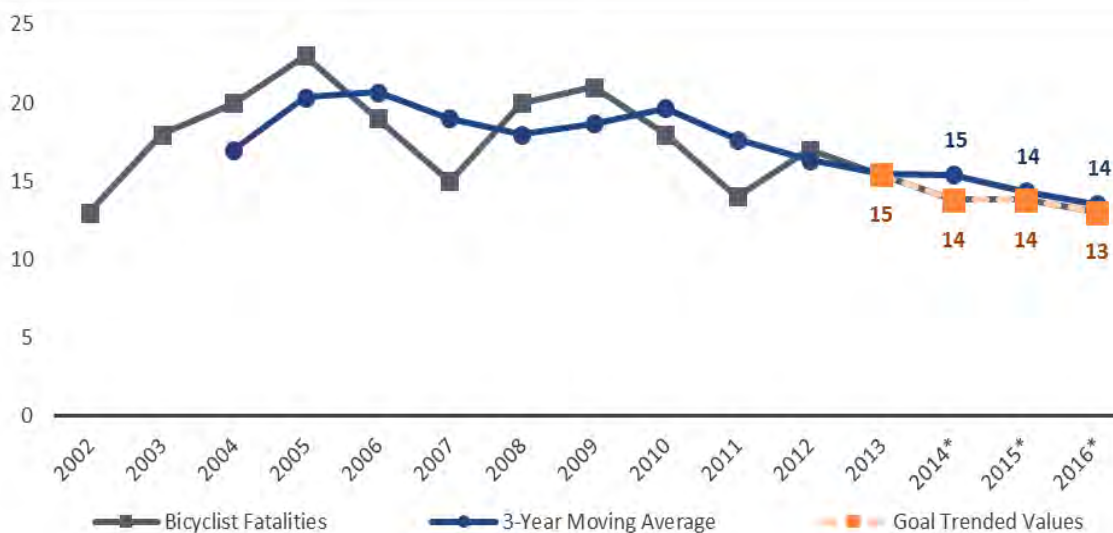
**C-11: To decrease bicyclist fatalities 12.5% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.**

Based on the data from 2010-2013 there has been unsteady decrease in bicyclist fatalities. The average decrease between calendar year 2009-2012 is 1.4 fatalities per year. GOHS has the 2016 goal to decrease pedestrian fatalities below the 3-yr average of 14 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	1,179	1.3%	15	15
2014*	1,136	1.2%	14	<b>15</b>
2015*	1,134	1.2%	14	<b>14</b>
2016*	1,130	1.2%	13	<b>14</b>



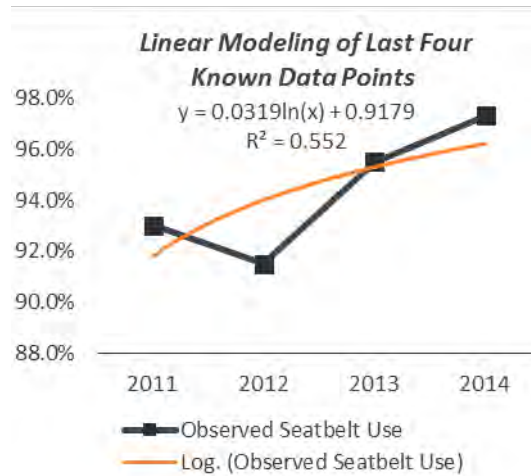
*2002-2013 Georgia Bicyclist Fatalities & 2014-2016 Predicted Bicyclist Fatalities Moving 3-Year Averages*



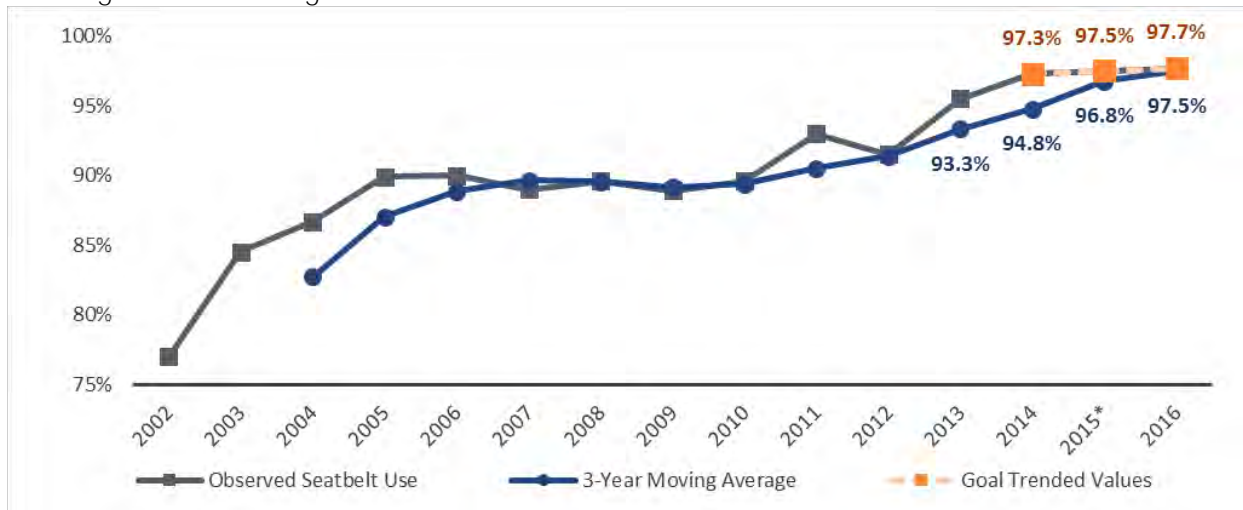
**B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 95.5 % in 2013 to 97.7% in 2016**

Statewide safety belt usage in 2014 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, an increase of 1.8% from 2013. GOHS has the 2016 goal to increase the seatbelt utilization by a net 0.4% from the 2014 baseline.

Year	Observed Seatbelt Use	3-Year Moving Average
2002	77.0%	--
2003	84.5%	--
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*	97.5%	<b>96.8%</b>
2016	97.7%	<b>97.5%</b>



*2002-2013 Georgia Observed Restraint Use & 2014-2016 Observed Restraint Use Moving 3-Year Averages*



# SECTION 8: SECTION 405 GRANT APPLICATION



GEORGIA GOHS HSP 2016

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# APPENDIX D

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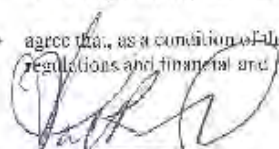
APPENDIX D TO PART 1200 -  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Georgia Fiscal Year: 2016

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 deceptive 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

6/15/15  
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(e)(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 # 256
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 252
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 266
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 258

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 # page 270 (see link) 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 # page 270 (see link) 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 # page 270 (see link) or submitted electronically through the TRIPRS database on \_\_\_\_\_
- The name and title of the State's Traffic Records Coordinator is Dina Smith - Project Manager of Traffic Records
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # page 270 (see link) 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 click link on pg 270 → TRCC: pg 139-146
  - 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 04/2014

**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 33 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 in \_\_\_\_\_ and last amended in \_\_\_\_\_, 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 07/2010 and last amended on N/A is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:  
O.C.G.A. 40-6-241.2(b)
- Definition of covered wireless communication devices:  
O.C.G.A. 40-6-241.2(a)
- Minimum fine of at least \$25 for first offense:  
O.C.G.A. 40-6-241.2(d)
- Increased fines for repeat offenses:  
See Page 290
- Exemptions from texting ban:  
O.C.G.A. 40-6-241(c)

#### 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 8/20/16 \_\_\_\_\_ and last amended on \_\_\_\_\_ N/A \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

#### Legal citations:

- Prohibition on youth cell phone use while driving:  
O.C.G.A. 40-6-241.1 2(b)
- Driver license testing of distracted driving issues  
See Page 290
- Minimum fine of at least \$25 for first offense:  
O.C.G.A. 40-6-241.1 2(d)(1)
- Increased fines for repeat offenses:  
See Page 290
- Exemptions from youth cell phone use ban:  
O.C.G.A. 40-6-241.1 2(c)

**Part 5: 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 # 303
- 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 # 289
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # 290
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # 300
- Copy of the State strategic communications plan is provided as HSP attachment # 301

**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 # 306.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # 311.
- The State law or regulation that defines impairment.  
Legal citation(s):  
O.C.G.A. 40-5-67.1

**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):



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 HSP 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):**

**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 HSP 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 HSP attachment # \_\_\_\_\_

# Occupant Protection

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**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 2014 to 97.7% in 2016.

## *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), in partnership with the University of Georgia Survey Research Center,** conducts 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 2014 report are as follows:

- Statewide safety belt usage in 2014 for drivers and passengers of passenger cars, trucks, and vans was 97.3%, an increase of 1.8% from 2013.
- Safety belt usage was 98.7% in passenger cars, 96.6% in vans, and 95.3% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.5%), followed by rural areas (95.6%), and the non-Atlanta MSAs (95.2%).

Child safety seat usage in 2014 was 99.6%, an increase of 0.2% from the 2013 usage rate. Child safety seat usage was highest in the Atlanta Metropolitan Statistical Area (MSA) and rural areas of the state (both 100.0%), followed closely by non-Atlanta Metropolitan Statistical Areas (MSAs) (99.8%).

## Georgia Restraint Use Observational Survey



In 2013, a total of 53 children ages 6-8 years in Georgia were involved in fatal motor vehicle crashes (crashes that led to more than one fatality). Of those children involved in fatal crashes, 25 were injured and 5 were killed. Only 1 out of the 5 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 2016 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 2016.
- Objective 2: To maintain the use of child safety restraint systems for children

age seven and under of 99.6% in 2016.

- Objective 3: To increase safety belt use rate by 1% for rural drivers and passengers in the FFY 2016.
- Objective 4: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

### *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease unrestrained passenger vehicle occupant fatalities 7.2% from 389 (2011-2013 average) to 361 (2014-2016 average) in 2016.

### *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 occupant and child safety seat education to the communities in an effort to address occupant safety use among young adults through funds awarded to DeKalb Safe Communities and other State and local social services agencies to conduct activities such as Ghost Outs, safety belt surveys, and school assemblies encouraging safety belt usage.
9. 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.
10. Provide funds to the University of Georgia to conduct eighteen (18) Child Passenger Safety Technician (CPST) Certification Courses, certifying 200 new technicians and to offer 26 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2015 to encourage recertification and enhance the quality of instruction.
11. Provide funds to the University of Georgia to provide training during scheduled Child Passenger Safety Technician (CPST) courses to a minimum of six bilingual (Spanish-speaking) students.
12. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
13. 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.**
14. 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.
15. Provide funds to the University of Georgia Survey Research Center to **conduct 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

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### 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 900 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 six 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) 2016, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) Traffic Enforcement Mobilization Campaigns planned:

November 16 – November 29, 2015 which covers the Thanksgiving Holiday Period  
May 20 – May 31, 2016 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](http://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 2010 Census, Georgia's population is 9,687,653. 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 Passenger Safety Technician

Georgia is currently maintaining 2,479 certified Child Passenger Safety Technicians (CPST) and seventy-four (74) certified Child Passenger Safety (CPS) Instructors. The average National recertification rate was about 56% in calendar year 2014, while the Georgia recertification rate for the year 2014 was 61.2%. 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 2016.

\*Dates and Location are subject to change

<b>GTIPI FFY2015 CPST Courses*</b>	
<b>2015</b>	
<b>Dates</b>	<b>Location</b>
October 6-9	Conyers
October 13	Conyers
October 20-23	Americus
October 21	Valdosta
November 3	Conyers
November 10-13	Douglasville
November 17-20	Douglasville
December 1	Conyers
December 8-11	Tifton
<b>2016</b>	
<b>Dates</b>	<b>Location</b>
January 5	Conyers
January 12-15	Conyers
January 26-29	Garden City
February 9-12	Thomasville
February 16	Conyers
March 1-3	Conyers
March 8	Conyers
March 22-24	Milledgeville
April 12	Conyers
April 19-22	Vidalia
May 3-5	Suwanee
May 10	Conyers
May 17-19	Conyers
June 7	Conyers
June 14-16	Conyers
August 2	Conyers
August 9-11	Athens
September 13	Conyers
September 20-23	Macon
September 20-23	Byron

<b>GTIPI FFY2015 CEU Courses*</b>	
<b>2015</b>	
<b>Dates</b>	<b>Location</b>
October 5	Webcast
October 15	Rochelle
November 2	Webcast
November 19	Conyers
December 3	Suwanee
December 7	Webcast
<b>2016</b>	
<b>Dates</b>	<b>Location</b>
January 4	Webcast
January 22	Riverdale
February 1	Webcast
February 18	Conyers
February 23	TBD
March 7	Webcast
March 17	Augusta
April 4	Webcast
April 7	Waycross
April 14	TBD
April 26-27	Conyers
May 2	Webcast
May 26	Conyers
June 6	Webcast
July 11	Webcast
July 19-20	TBD
August 1	Webcast
August 4	Byron
August 16-17	Conyers
September 12	Webcast
September 15	Statesboro
September 22	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 sixteen (16) Troopers certified as Child Passenger Safety Technician (CPST) Instructors statewide.

**With the instructor's in place, classes are being** offered around the state to continue the certification process for all employees. Classes are taught by departmental instructors as well as instructors from outside organizations. The funding for this goal was made possible by a grant from the Georgia Department of Public Health, Division of Health Protection, Injury Prevention Unit.

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 773 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, Premi- 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 2015-16 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 fifteen (15) Child Passenger Safety Technician (CPST) courses statewide certifying 180 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-two (22) 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 2016, 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.
- Participate in the Georgia Association for Pupil Transportation (GAPT) special needs rodeo and school bus conference to allow visibility of the program and encourage building capacity for safe school bus transportation.

### *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 to Children’s Medical Services or Division of Family and Children Services (DFCS) staff on Child Passenger Safety (CPS) basic practices for children, including a focus on special needs.**
- Co-teach five (5) Child Passenger Safety (CPS) courses or workshops during 2016 with other state or grantee partners.

### *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 2015 grant personnel trained and recertified over one hundred ninety-six (196) 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 6 Child Passenger Safety Technician (CPST) courses thereby certifying 200 fire personnel as new technicians and/or re-certification.





## **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 2015.

## **Paid/Earned Media**

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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. The Governor's Office of Highway Safety (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, and encourage safe driving overall.

The Governor's Office of Highway Safety (GOHS) will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns. Market buys will be National Highway Traffic Safety Administration (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. Targeted cable buys will also occur in counties where we have either experienced past 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.

**Governor's Office of Highway Safety (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.

**Governor's Office of Highway Safety (GOHS) will maintain the current strategies of** using social media, adjusted press event schedules and kick-off dates. Total paid media for May 2015 Click it or Ticket (CIOT) is \$240,000. As of November 2014, Click it or Ticket (CIOT) invoices totaled \$229,743.

**State Traffic Safety Information Systems  
Improvements 405(c)  
(23CFR 1200.12)**

# Traffic Safety Information Systems

**PROGRAM GOALS:** Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 90% in performance period Jan 1 - Dec 31, 2014 to 95% by performance period Jan 1- Dec 31, 2016.

## 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
Traffic Fatalities	1,693	1,641	1,493	1,284	1,244	1,223	1,192	1,179
<i>Fatalities Rate*</i>	<i>1.49</i>	<i>1.46</i>	<i>1.37</i>	<i>1.18</i>	<i>1.11</i>	<i>1.09</i>	<i>1.11</i>	<i>1.08</i>
Crashes	342,156	337,824	306,342	286,896	290,611	296,348	330,102	363,798
<i>Crash Rate++</i>	<i>3.01</i>	<i>2.98</i>	<i>2.72</i>	<i>2.63</i>	<i>2.66</i>	<i>2.69</i>	<i>3.07</i>	<i>3.32</i>
Injuries	133,399	128,315	115,737	109,685	110,829	104,524	115,619	116,458
<i>Injury Rate++</i>	<i>1.18</i>	<i>1.13</i>	<i>1.03</i>	<i>1.01</i>	<i>1.01</i>	<i>0.95</i>	<i>1.08</i>	<i>1.06</i>
<b>VMT(millions)</b>	<b>113,509</b>	<b>113,532</b>	<b>112,541</b>	<b>109,057</b>	<b>109,258</b>	<b>110,370</b>	<b>107,488</b>	<b>109,355</b>

*\*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 2015, 90% 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: *FFY2016 Georgia Traffic Safety Information Systems Improvement Application***

**or**

<http://www.gahighwaysafety.org/traffic-records-coordinating-committee/>  
then click FFY2016 Traffic Safety Information Systems Application

# GEORGIA TRAFFIC RECORDS ASSESSMENT UPDATE REPORT

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## ASSESSMENT COMPLETED JUNE 4, 2014 / UPDATE REPORT PREPARED MARCH 31, 2015

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 September 1, 2015, 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, 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 September 2015. 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 September 2015. 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 September 2015. 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 September 2015. 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 2016 Performance Objectives*

- Objective 1: To continue implementation of the long-range Strategic Plan for traffic records improvement in Georgia.
- Objective 2: To co-sponsor the Georgia Traffic Records Coordinating Committee for continued synchronization and cooperation among various governmental and law enforcement entities.
- Objective 3: To support the Georgia Traffic Records Coordinator to provide leadership in the implementation of the long-term strategic plan.
- Objective 4: To promote and support research initiatives related to highway safety in Georgia.

### *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.

### *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.

**Impaired Driving Countermeasures 405 (d)**  
**(23 CFR 1200.23)**



# Assurance Statement



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Nathan Deal  
GOVERNOR

Harris Buckwalter  
DIRECTOR

June 15, 2015

Ms. Carmen Hayes, Regional Administrator  
National Highway Traffic Safety Administration  
Atlanta Federal Center  
51 Forsyth Street SW  
Suite 17150  
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 2016 Section 4053 Impaired Driving Grant. Georgia is in full compliance with MAP-21 guidelines set forth by the National Highway Traffic Safety Administration.

Additionally, Georgia qualified as a Mid-Range State for funding purposes in Fiscal Year 2015. MAP-21 guidelines required the State of Georgia to convene a Statewide Impaired Driving Task Force. The Task Force met during the first, second, and third quarters of FY 2014. Georgia's statewide plan provides a comprehensive strategy for preventing and reducing impaired driving fatalities. Members of the Task Force continue to represent executive level direction, working group operations, law enforcement officials and data analysis support. Membership consists of the following:

- The Director of the Governor's Office of Highway Safety
- The Deputy Director of Law Enforcement Services
- The Commissioner of the Department of Transportation or his/her designee
- The Commissioner of the Department of Driver Services or his/her designee
- The Commissioner of the Department of Public Safety or his/her designee
- The Director of the Prosecuting Attorney's Council or his/her designee
- The Commissioner of the Department of Corrections or his/her designee
- The State Judicial Outreach Liaison
- A representative of the Georgia Drug Court
- A representative of the Ignition Interlock Industry
- A representative of the Communications Division of the Governor's Office of Highway Safety
- The Traffic Records Project Manager with the Governor's Office of Highway Safety
- The Executive Director of Georgia Sheriff's Association
- The Executive Director of Georgia Court's Association

Should you have further questions, please feel free to contact me at 404-656-6996 or via email at [hbuck@oohs.ga.gov](mailto:hbuck@oohs.ga.gov).

Sincerely,  
  
Harris Buckwalter, Director



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**Distracted Driving 405 (e)**  
**(23 CFR 12.00.23)**

# Distracted Driving Plan

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## Program Narrative

**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 2013 calendar base year average of 3.1% to 1.6% by 2016.

## 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](http://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.

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.

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.

Based on the data from 2010-2013 there has been great decline in the percentage of drivers involved in fatal crashes that were distracted at the time of crash. The average decrease between calendar year 2010-2013 is 124 less distracted drivers per year. To continue the downward trend experienced in previous years, GOHS has the 2016 goal to steady decrease percentage of drivers involved in fatal crashes that were distracted at the time of crash at or below 1.6% of all drivers involved in fatal crashes.

Year	Total Drivers Involved in Fatal Crashes	% of Drivers Distracted
2010	1686	10.4%
2011	1689	3.6%
2012	1676	2.7%
2013	1621	3.1%
2014	1587	2.6%
2015	1538	2.1%
2016	1458	1.6%

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 2016 Performance Objectives**

Objective 1: To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2013 calendar base year average of 3.1% to 1.6% by 2016.

### **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. Please reference detailed Distracted Driving strategies and proposed programs on pages 157-161 of the Highway Safety Plan.

### **Note**

- **GOHS will utilize at least 50% of its awarded 405(e) funds for distracted driving related activities.** The remaining 50% will be used to fund projects to be identified under 23 U.S.C. 402.

O.C.G.A. § 40-6-241.1

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\*\*\* Current Through the 2014 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 (2014)

§ 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/HS 23.



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O.C.G.A. § 40-6-241.2

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\*\*\* Current Through the 2014 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 (2014)

§ 40-6-241.2. Writing, sending, or reading text based communication while operating motor vehicle prohibited; exceptions; penalties for violation

(a) As used in the 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 diagnostic systems, or amateur or ham radio devices.

(b) 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 receive any text based communication, including but not limited to a text message, instant message, e-mail, or Internet data.

(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.



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## **Motorcycle Safety 405 (f)**

# Awareness Program Development Letter



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Nathan Deal  
GOVERNOR

Harvie Blackwood  
DIRECTOR

June 15, 2015

Ms. Carmen Hayes, Regional Administrator  
State of Highway Traffic Safety Administration  
Atlanta Federal Center  
61 Forsyth Street SW  
Suite 17150  
Atlanta, GA 30303

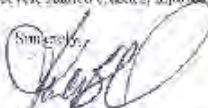
Dear Ms. Hayes:

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 290) and Impaired Driving Program (Page 300).

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 activities outlined in the attached information.

Should you have further questions, please feel free to contact me at 404.656.8995 or via email at [hblackwood@gohs.ga.gov](mailto: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,  
  
Harvie Blackwood, Director



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## Qualifying Criteria: Motorcyclist Awareness Program

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**Program Goals: 1)** To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016. **2)** To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

### Data Used to Identify Priorities

Motorcycles are an increasingly popular means of transportation. Motorcycle registrations decreased 0.5% during 2013 over the number of registrations in 2012. 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 2013, there were 5,022 crashes involving motorcycles. Of these, 116 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 10% from 2008 when there were 4,957 rider deaths. The problem is that in 2006, motorcycle deaths accounted for 11.9% of the overall traffic deaths. In Georgia, motorcyclists accounted for 9.8 percent 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 2013 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 DeKalb counties had the highest number of motorcycle fatalities with 9 in each county

in 2013. 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 2013 data show there were 220,133 registered motorcycles in Georgia. There were 32,061 more registrations in 2013 than in 2008. 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 94.64 fatalities per 100,000 registered motorcycles in 2008 (maximum).

### **Motorcycle Fatalities per 100,000 Registered Motorcycles 2008-2012**

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

<b>Year</b>	<b>Motorcyclist Fatalities</b>	<b>Registrations</b>	<b>Motorcyclist Fatalities per 100,000 Motorcycle Registrations</b>
<b>2008</b>	178	188,072	94.64
<b>2009</b>	140	197,171	71
<b>2010</b>	128	196,958	64.99
<b>2011</b>	150	199,620	75.14
<b>2012</b>	134	201,207	66.6
<b>2013</b>	116	220,133	57.96

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 2013, 31 of the 116 (27%) fatal motorcycle crashes in Georgia involved alcohol either from the rider or the **other vehicle's driver**.

In 2013, 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 680 drivers were tested. The highest alcohol testing occurred among the fatally injured (62%), followed by Non-incapacitating Evident Injured drivers (30%).

## 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
2008	Georgia	1,037	204	1,022	574	2,059	778
	US	26,162	7,656	24,254	18,415	50,416	26,071
2009	Georgia	890	184	865	513	1,755	697
	US	23,502	7,188	21,835	16,753	45,337	23,941
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

Source: FARS 2008-2013

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 2009-2013, and lists the counties in order from most fatalities to least fatalities based on 2013 data.

**Motorcyclist Fatalities by County (2009-2013)  
Highest to Lowest for 2013**

<b>County</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
DeKalb	4	3	5	15	9
Fulton	19	7	9	12	9
Gwinnett	5	8	8	6	8
Chatham	2	6	3	2	6
Cobb	7	6	6	6	5
Richmond	3	2	4	4	5
Forsyth	1	1	2	2	4
Cherokee	2	2	2	2	3
Glynn	1	1	3	1	3
Barrow	2	1	1	2	2
Bartow	1	1	4	1	2
Bibb	1	3	2	3	2
Bulloch	1	1	1	0	2
Carroll	3	2	3	2	2
Clayton	3	4	4	1	2
Dougherty	2	1	1	0	2
Douglas	2	3	2	2	2
Fannin	3	1	4	1	2
Gilmer	0	0	3	0	2
Gordon	2	0	2	2	2
Haralson	0	1	0	0	2
Henry	2	6	3	1	2
Jackson	3	0	2	2	2
Paulding	2	1	4	0	2
Troup	2	1	2	2	2
Union	0	2	2	1	2
Bleckley	0	0	0	0	1
Bryan	0	2	1	1	1
Burke	1	1	0	1	1
Camden	0	0	1	1	1
Catoosa	0	2	0	0	1
Clarke	1	4	2	3	1
Clinch	0	0	0	0	1
Columbia	3	0	1	2	1
Cook	0	0	0	0	1
Coweta	1	2	2	2	1
Effingham	1	0	0	1	1
Elbert	0	0	0	0	1
Floyd	1	3	0	2	1

**Motorcyclist Fatalities by County (2009-2013)  
Highest to Lowest for 2013**

<b>County</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Habersham	0	2	0	1	1
Jeff Davis	0	0	1	0	1
Laurens	2	1	1	1	1
Lee	1	0	0	0	1
Lowndes	0	1	0	2	1
Lumpkin	0	1	1	1	1
Madison	1	0	0	0	1
McIntosh	0	0	0	0	1
Monroe	0	0	0	1	1
Murray	4	0	2	0	1
Muscogee	5	3	3	3	1
Newton	2	1	4	3	1
Pickens	2	1	0	0	1
Spalding	1	2	2	1	1
Taylor	0	0	0	0	1
Towns	1	0	2	0	1
Worth	0	0	0	0	1
Appling	0	1	0	1	0
Atkinson	0	0	0	0	0
Bacon	0	0	0	0	0
Baker	0	0	1	0	0
Baldwin	0	0	0	0	0
Banks	1	0	0	1	0
Ben Hill	0	0	0	0	0
Berrien	1	1	0	0	0
Brantley	0	0	0	0	0
Brooks	0	0	0	0	0
Butts	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	0	1	0	0
Clay	0	0	0	0	0
Coffee	0	0	0	0	0
Colquitt	0	0	2	0	0
Crawford	0	0	0	1	0
Crisp	0	0	2	0	0
Dade	1	1	0	1	0



**Motorcyclist Fatalities by County (2009-2013)  
Highest to Lowest for 2013**

<b>County</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Dawson	2	1	1	2	0
Decatur	0	0	1	0	0
Dodge	0	0	1	2	0
Dooly	0	0	0	0	0
Early	0	0	1	0	0
Echols	0	0	0	0	0
Emanuel	0	0	0	0	0
Evans	0	0	0	0	0
Fayette	1	0	1	1	0
Franklin	0	0	1	0	0
Glascok	0	0	0	0	0
Grady	1	0	0	0	0
Greene	0	0	0	0	0
Hall	5	5	6	4	0
Hancock	0	1	0	0	0
Harris	2	1	0	2	0
Hart	0	2	1	0	0
Heard	0	0	1	0	0
Houston	3	3	1	2	0
Irwin	0	0	0	1	0
Jasper	0	1	0	0	0
Jefferson	1	0	0	1	0
Jenkins	0	0	0	0	0
Johnson	0	0	0	0	0
Jones	1	0	0	0	0
Lamar	0	0	1	0	0
Lanier	0	0	0	0	0
Liberty	3	1	1	0	0
Lincoln	0	0	0	0	0
Long	0	1	0	1	0
Macon	0	1	0	1	0
Marion	0	1	0	0	0
McDuffie	0	0	0	1	0
Meriwether	1	2	0	0	0
Miller	0	0	0	0	0
Mitchell	0	0	0	0	0
Montgomery	0	0	1	0	0
Morgan	0	0	2	0	0
Oconee	0	0	0	0	0

**Motorcyclist Fatalities by County (2009-2013)  
Highest to Lowest for 2013**

<b>County</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Oglethorpe	0	2	1	0	0
Peach	0	0	1	1	0
Pierce	2	0	1	1	0
Pike	0	0	0	0	0
Polk	0	0	1	0	0
Pulaski	0	0	0	0	0
Putnam	1	0	0	2	0
Quitman	0	0	0	0	0
Rabun	1	1	1	0	0
Randolph	0	0	0	1	0
Rockdale	1	0	1	1	0
Schley	0	0	0	0	0
Screven	0	0	0	0	0
Seminole	0	0	0	0	0
Stephens	0	0	1	2	0
Stewart	1	0	0	0	0
Sumter	1	0	0	1	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	1	0	1	1	0
Tift	2	1	0	1	0
Toombs	0	1	0	0	0
Treutlen	1	0	0	0	0
Turner	0	1	0	0	0
Twiggs	0	0	0	0	0
Upson	0	1	1	0	0
Walker	2	4	1	0	0
Walton	0	2	0	2	0
Ware	0	0	2	0	0
Warren	0	0	0	0	0
Washington	0	0	1	0	0
Wayne	1	0	2	1	0
Webster	0	0	0	0	0
Wheeler	0	0	0	0	0
White	1	1	3	0	0
Whitfield	2	1	0	2	0

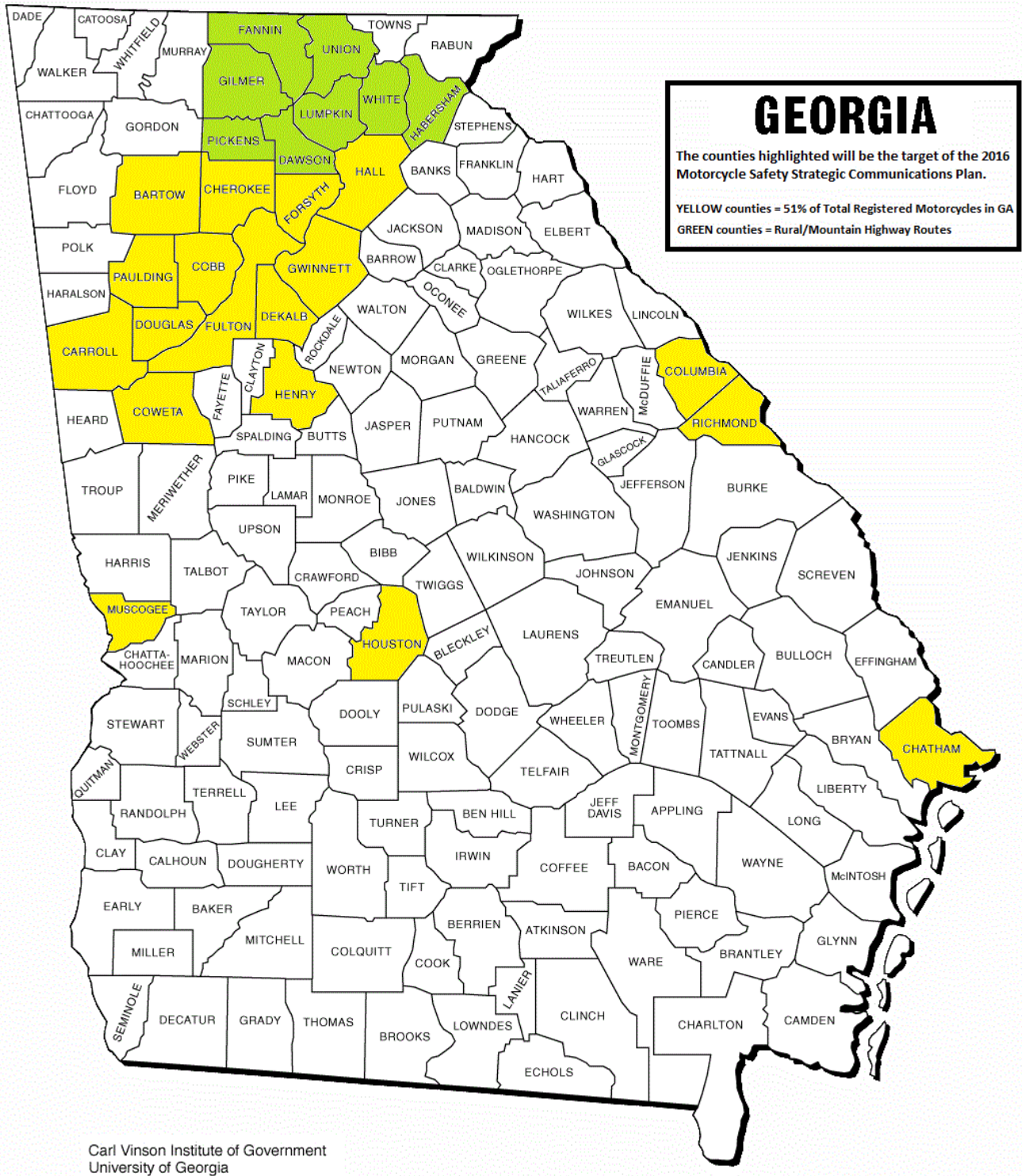
**Motorcyclist Fatalities by County (2009-2013)  
Highest to Lowest for 2013**

<b>County</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Wilcox	0	0	0	0	0
Wilkes	0	0	1	0	0
Wilkinson	0	0	0	0	0

County Name	2015 Motorcycle Registrations		Highlighted counties will be impacted by the GOHS Motorcycle Communications Plan. Yellow = Counties representing 51% of Registrants; Green = Rural/Mountain highway routes				
Total as of 7/31/15	196,276						
Cobb	13,356	Bryan	1,307	Lamar	539	Jefferson	204
Gwinnett	13,000	Pickens	1,296	Worth	527	Twiggs	197
Fulton	10,038	Murray	1,239	Meriwether	506	Wilkes	195
DeKalb	6,877	Bulloch	1,204	McDuffie	492	Jeff Davis	189
Cherokee	6,754	Harris	1,193	Burke	478	Terrell	187
Henry	5,104	Habersham	1,184	Jasper	477	Lincoln	184
Chatham	4,940	Polk	1,121	Grady	475	Seminole	182
Forsyth	4,730	Union	1,112	Elbert	470	Charlton	181
Hall	4,561	Lumpkin	1,107	Toombs	459	Bacon	180
Paulding	4,249	Gilmer	1,090	Decatur	453	Irwin	175
Coweta	4,048	Dougherty	1,045	Towns	451	Evans	173
Houston	3,923	Fannin	1,040	Long	444	Early	165
Columbia	3,520	Dawson	930	Sumter	427	Macon	162
Bartow	3,221	White	908	Dade	421	Marion	161
Douglas	3,118	Laurens	873	Berrien	412	Talbot	151
Richmond	3,054	Haralson	844	Crawford	402	Montgomery	147
Muscogee	2,959	Thomas	807	Emanuel	383	Telfair	144
Carroll	2,902	Jones	804	Tattnall	361	Treutlen	137
Fayette	2,859	Lee	783	Heard	360	Taylor	134
Clayton	2,819	Madison	780	Oglethorpe	360	Turner	134
Lowndes	2,650	Butts	776	Pierce	359	Johnson	115
Newton	2,622	Oconee	776	Bleckley	334	Wilcox	110
Walton	2,457	Monroe	766	Brantley	327	Jenkins	105
Whitfield	2,323	Pike	751	Appling	321	Atkinson	94
Floyd	2,315	Stephens	728	Dodge	315	Hancock	86
Barrow	2,228	Colquitt	716	Washington	308	Wheeler	84
Effingham	2,099	Baldwin	712	Cook	306	Miller	83
Walker	2,024	Franklin	697	Crisp	300	Randolph	83
Jackson	2,007	Tift	689	Mitchell	297	Schley	80
Camden	1,855	Coffee	646	Brooks	279	Warren	76
Liberty	1,772	Hart	630	Mcintosh	276	Clinch	71
Bibb	1,754	Upson	620	Ben Hill	274	Echols	71
Glynn	1,748	Wayne	618	Greene	264	Stewart	67
Catoosa	1,716	Banks	615	Lanier	247	Calhoun	65
Rockdale	1,702	Peach	615	Chattahoochee	216	Webster	48
Gordon	1,526	Morgan	597	Candler	214	Glascocock	47
Troup	1,517	Rabun	569	Dooly	211	Clay	41
Spalding	1,503	Putnam	568	Wilkinson	211	Quitman	37
Clarke	1,388	Chattooga	566	Screven	209	Baker	33
		Ware	540	Pulaski	205	Taliaferro	28

SOURCE: Georgia Department of Revenue, Renewal Stats

<http://mvd.dor.ga.gov/motor/stats/renewalsstats.aspx>



Carl Vinson Institute of Government  
 University of Georgia

## **Motorcycle Safety Plan**

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

### *FFY 2016 Performance Objectives*

- Objective 1: To decrease the total number of motorcycle crashes
- Objective 2: To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.

### *FFY 2016 Key Performance Measures*

- To decrease traffic fatalities 5.5% from 1,199 (2011-2013 average) to 1,133 (2014-2016 average) in 2016.
- To decrease traffic injuries by 1% below the 2013 calendar base year average of 113,677 to 112,526 by 2016.
- To decrease alcohol impaired driving fatalities 2.8% from 288 (2011-2013 average) to 280 (2014-2016 average) in 2016.
- To decrease motorcyclist fatalities 18.8% from 133 (2011-2013 average) to 108 (2014-2016 average) in 2016.
- To decrease un-helmeted motorcyclists fatalities 67% from 9 (2011-2013 average) to 3 (2014-2016 average) in 2016.

### *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 2015 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; CycleNation; 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, SuperSpeeder 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, Muscogee, Richmond, Henry, Clayton, Cherokee, Forsyth, Paulding, Houston, Coweta, Columbia, Bartow, Douglas, Carroll, and Fayette (see page 254 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 2016, 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 2015 riding season. The contractor will be asked to integrate an evaluation program into the campaign as well.

## **Law to Designate State Authority over Motorcyclist**

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*O.C.G.A. § 40-15*

GEORGIA CODE

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\*\*\* Current Through the 2012 Regular Session \*\*\*

TITLE 40. MOTOR VEHICLES AND TRAFFIC

CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15 (2012)

### **O.C.G.A. § 40-15-1 (2012)**

40-15-1. Definitions

As used in this chapter, the term:

"Board" means the Board of Driver Services.

"Commissioner" means the commissioner of driver services.

"Coordinator" means the state-wide motorcycle safety coordinator provided for in Code Section 40-15-4.

"Department" means the Department of Driver Services.

"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.

"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.

**O.C.G.A. § 40-15-2 (2012)**

§ 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.

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.

The department shall issue a certificate of completion to each person who satisfactorily completes the motorcycle operator safety training program

**O.C.G.A. § 40-15-3 (2012)**

§ 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.

**O.C.G.A. § 40-15-4 (2012)**

40-15-4. Coordinator authorized; duties and requirements

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:

Promote motorcycle safety throughout the state;

Provide consultation to the various departments of state government and local political subdivisions relating to motorcycle safety; and

Do any other thing deemed necessary by the commissioner to promote motorcycle safety in the state.

**O.C.G.A. § 40-15-5 (2012)**

§ 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:

Be of good moral character;

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;

Be physically able to operate safely a motorcycle and to instruct others in the operation of motorcycles; and

Hold a valid Class M driver's license.

## 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	2011	2012	2013	2011	2012	2013
Bibb	Macon-Bibb Co Government	\$ 134,400	26	20	31	8	5	6	3	2	2
Douglas	Douglas County SO	\$ 74,800	14	15	19	4	6	5	3	2	2
Douglas	Douglas PD	\$ 156,500	14	15	19	4	6	5	3	2	2
Laurens	Dublin PD	\$ 40,400	20	9	16	7	1	2	1	1	1
Forsyth	Forsyth County SO	\$ 38,900	11	19	17	3	6	2	1	2	4
Glynn	Glynn County PD	\$ 76,900	9	8	13	2	2	1	1	3	3
Habersham	Habersham County So	\$ 65,200	4	10	7	0	2	1	0	1	1
Henry	Henry County PD/Henry Co BOC	\$ 55,100	18	23	26	5	4	5	3	1	2
Cobb	Marietta PD	\$ 24,600	42	47	59	11	14	16	6	6	5
Pickens	Pickens County SO	\$ 53,200	10	7	4	4	2	2	0	0	1
Fulton	Sandy Springs PD	\$ 70,300	61	77	85	9	21	22	9	12	9
Bartow	Bartow County SO	\$ 292,400	19	27	17	4	3	5	2	3	2
Richmond	Richmond County SO	\$ 249,600	32	40	23	5	8	7	4	4	5

The chart below shows the counties where motorcycle crashes and motorcycle crashes involving alcohol occurred in 2011, 2012, and 2013

GEORGIA COUNTIES	All Motorcycle Crashes			Motorcycle Crashes with Alcohol		
	2011	2012	2013	2011	2012	2013
<b>Total</b>	<b>3,273</b>	<b>4,154</b>	<b>5,022</b>	<b>238</b>	<b>209</b>	<b>248</b>
GWINNETT	243	317	338	11	17	21
COBB	199	216	309	12	7	15
RICHMOND	102	136	155	12	10	12
CHATHAM	152	177	217	11	9	10
CLARKE	52	86	114	8	6	9
CHEROKEE	69	58	110	9	7	8

GEORGIA COUNTIES	All Motorcycle Crashes			Motorcycle Crashes with Alcohol		
	2011	2012	2013	2011	2012	2013
FULTON	300	513	554	13	7	8
DOUGLAS	54	61	69	7	6	7
PAULDING	47	60	69	7	6	7
BARTOW	39	57	79	3	4	6
TROUP	29	30	53	2	5	6
GILMER	9	24	28	-	4	5
GORDON	18	61	47	4	5	5
WALKER	7	66	45	2	5	5
WHITFIELD	21	48	63	1	4	5
CAMDEN	30	44	40	2	4	4
CATOOSA	19	55	35	4	4	4
DEKALB	98	212	291	7	4	4
HALL	56	61	102	5	3	4
MUSCOGEE	79	109	162	8	4	4
NEWTON	46	23	25	1	4	4
WALTON	31	31	34	5	4	4
BIBB	58	42	67	-	2	3
CLAYTON	107	97	125	5	3	3
COWETA	47	59	59	1	3	3
FLOYD	53	39	57	1	3	3
HENRY	78	76	121	7	3	3
LUMPKIN	61	56	71	1	3	3
ROCKDALE	40	20	43	3	3	3
UNION	25	25	37	-	2	3
BARROW	27	35	39	-	2	2
BURKE	4	7	10	3	1	2
BUTTS	5	8	9	-	2	2
CARROLL	39	43	59	4	2	2
COLUMBIA	55	64	73	3	2	2
COOK	2	6	7	-	2	2
DAWSON	9	25	21	3	2	2
FAYETTE	25	61	68	4	2	2
HARALSON	6	12	10	2	2	2
HART	14	20	16	-	2	2
IRWIN	1	2	4	-	1	2
LINCOLN	-	17	7	-	2	2
LOWNDES	62	112	93	3	2	2
MURRAY	10	40	26	1	2	2
PUTNAM	8	12	11	3	2	2
SUMTER	7	12	11	1	2	2
APPLING	4	4	6	-	1	1
BACON	2	3	4	-	1	1
BALDWIN	20	9	19	2	1	1
BEN HILL	6	7	1	-	1	1
BULLOCH	28	15	24	1	1	1
CHATTOOGA	4	10	5	1	1	1

GEORGIA COUNTIES	All Motorcycle Crashes			Motorcycle Crashes with Alcohol		
	2011	2012	2013	2011	2012	2013
COFFEE	7	11	11	-	1	1
DECATUR	10	10	10	1	1	1
DODGE	6	3	5	-	1	1
DOOLY	3	6	12	-	1	1
DOUGHERTY	29	37	33	-	-	1
FANNIN	22	21	16	1	1	1
FRANKLIN	3	12	15	-	1	1
GLYNN	32	26	39	3	-	1
GRADY	6	17	12	2	1	1
HABERSHAM	19	6	17	1	-	1
HARRIS	13	9	14	1	1	1
HOUSTON	42	51	64	2	1	1
JACKSON	14	38	43	4	1	1
LAMAR	9	8	10	1	1	1
LAURENS	15	8	11	1	1	1
LEE	5	4	10	-	1	1
LIBERTY	33	20	32	1	-	1
LONG	8	3	5	-	1	1
MONROE	4	16	24	-	1	1
OCONEE	6	10	15	-	1	1
PEACH	23	25	31	-	-	1
RABUN	27	11	20	1	1	1
SPALDING	32	26	37	-	1	1
THOMAS	16	47	38	-	1	1
TIFT	16	8	29	-	1	1
TURNER	2	3	4	-	-	1
UPSON	8	8	6	1	1	1
WAYNE	5	6	7	-	-	1
WHITE	32	27	30	3	1	1
ATKINSON	1	1	3	-	-	0
BANKS	6	3	7	-	-	0
BERRIEN	5	3	1	2	-	0
BLECKLEY	2	1	2	-	-	0
BRANTLEY	1	-	1	-	-	0
BROOKS	6	8	5	-	-	0
BRYAN	19	11	12	-	-	0
CALHOUN	-	3	2	-	-	0
CANDLER	3	1	2	-	-	0
CHARLTON	2	2	2	-	-	0
CLINCH	2	1	1	-	-	0
COLQUITT	14	23	18	3	-	0
CRAWFORD	6	6	8	1	-	0
CRISP	6	3	7	2	-	0
DADE	4	1	4	1	-	0
EARLY	-	1	1	-	-	0
ECHOLS	-	4	2	-	-	0



GEORGIA COUNTIES	All Motorcycle Crashes			Motorcycle Crashes with Alcohol		
	2011	2012	2013	2011	2012	2013
EFFINGHAM	16	2	5	3	-	0
ELBERT	4	1	2	1	-	0
EMANUEL	7	1	4	1	-	0
EVANS	4	-	2	-	-	0
FORSYTH	13	42	65	-	-	0
GREENE	8	2	2	-	-	0
HANCOCK	2	-	1	-	-	0
HEARD	2	1	2	1	-	0
JASPER	3	-	7	2	-	0
JEFF DAVIS	3	1	3	-	-	0
JEFFERSON	2	2	2	-	-	0
JENKINS	1	-	1	1	-	0
JOHNSON	1	-	1	-	-	0
JONES	7	7	8	-	-	0
LANIER	2	3	1	-	-	0
MACON	5	-	7	-	-	0
MADISON	5	9	3	-	-	0
MARION	1	5	3	-	-	0
MCDUFFIE	10	6	10	-	-	0
MCINTOSH	1	3	5	-	-	0
MERIWETHER	22	4	10	-	-	0
MILLER	1	1	3	-	-	0
MITCHELL	3	3	3	-	-	0
MONTGOMERY	1	-	1	-	-	0
MORGAN	4	15	17	2	-	0
OGLETHORPE	2	5	4	-	-	0
PICKENS	9	24	21	1	-	0
PIERCE	8	8	4	1	-	0
PIKE	5	2	2	2	-	0
POLK	3	9	13	1	-	0
PULASKI	2	-	1	-	-	0
QUITMAN	-	-	1	-	-	0
RANDOLPH	-	-	1	-	-	0
SCREVEN	2	3	3	2	-	0
SEMINOLE	1	1	3	-	-	0
STEPHENS	10	15	24	-	-	0
TALBOT	3	-	1	-	-	0
TATNALL	1	-	1	-	-	0
TELFAIR	1	4	1	-	-	0
TERRELL	2	-	1	-	-	0
TOOMBS	8	9	7	1	-	0
TOWNS	9	4	7	-	-	0
TWIGGS	-	-	3	-	-	0
WARE	19	11	14	1	-	0
WARREN	1	1	1	-	-	0
WASHINGTON	7	2	2	-	-	0

GEORGIA COUNTIES	All Motorcycle Crashes			Motorcycle Crashes with Alcohol		
	2011	2012	2013	2011	2012	2013
WILCOX	-	-	1	-	-	0
WILKES	3	-	2	1	-	0
WILKINSON	5	3	5	2	-	0
WORTH	3	11	11	-	-	0
BAKER	-	-		-	-	
CHATTAHOOCHEE	-	-		-	-	
CLAY	1	2		-	-	
GLASCOCK	1	-		-	-	
SCHLEY	1	-		-	-	
STEWART	-	-		-	-	
TALIAFERRO	2	-		-	-	
TAYLOR	2	-		-	-	
TREUTLEN	2	-		-	-	
WEBSTER	-	-		-	-	
WHEELER	1	-		-	-	

Motorcyclists in age groups 20-29 years of age and 40-49 years account for sixty (53) deaths or forty-five percent (45 %) of all motorcycle fatalities according 2013 FARS Data.

### Motorcyclist Fatalities by Age, 2008-2013

Year	Age							Total
	<20	20-29	30-39	40-49	50-59	>59	Unknown	
2008	10	42	36	39	37	13	1	178
2009	2	35	29	32	26	16	0	140
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	0	116

## Impaired Driving Program General Description

The National Highway Traffic Safety Administration (NHTSA) reports that in 2013, 32,719 people were killed in motor vehicle traffic crashes in the United States, of which 10,076 (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					
	2008	2009	2010	2011	2012	2013
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	405	333	299	271	295	297
Annual Percent Change	-8%	-18%	-10%	-9%	11%	0.6%

As indicated in Table 1, alcohol was associated with 297 highway fatalities in Georgia during 2013. This equates to twenty-five percent (25%) 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 2009 to 2013, Georgia experienced a decrease in overall crash fatalities of 13 (-1%) and a decrease of 4 (-1%) 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	2008	2009	2010	2011	2012	2013
Total Fatalities	Georgia	1,495	1,292	1,247	1,226	1,192	1,179
	US	37,423	33,883	32,999	32,479	33,561	32,719
Alcohol Related-Fatalities	Georgia	405	333	299	271	301	297
	US	11,711	10,759	10,136	9,865	10,322	10,076
% of Alcohol Related Fatalities	Georgia	27%	26%	24%	22%	25%	25%
	US	31%	32%	31%	30%	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 2014, 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 2015.

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. An ALS (Administrative License Suspension) video production has been developed and distributed to statewide law enforcement.

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 2014 and FY 2015. 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 participated 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 2015.

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

1. December 2015/New Year 2016
2. Thunder Task Force (October 2015, February 2016, June 2016)
3. July Fourth 2016
4. Labor Day 2015 and 2016

### **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 19 counties strategically located across Georgia in FY 2015. 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 **assigned in the Governor's Office of Highway Safety (GOHS)**

office to specifically work with The Law Enforcement Services Team that manages the traffic enforcement networks.

### **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

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### *O.C.G.A. § 40-5-67.1*

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\*\*\* Current Through the 2012 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 (2012)

§ 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.

4. 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.

5. 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.

1. 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.

2. (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.

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



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.

GEORGIA CODE  
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\*\*\* Current Through the 2012 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 (2012)

§ 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

ochild

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:

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 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;

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;

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;

Completion of a DUI Alcohol or Drug Use Risk Reduction Program. The sponsor of any such program shall provide written notice of the department's approval of the program to the person upon enrollment in the program;

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

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;

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 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;

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;

1. Not fewer than 30 days of community service;

2. Completion of a DUI Alcohol or Drug Use Risk Reduction Program. The sponsor of any such program shall provide written notice of the department's approval of the program to the person upon enrollment in the program;

1. 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

2. 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. The sponsor of any such program shall provide written notice of the department's approval 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. The sponsor of any such program shall provide written notice of the department's approval 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;

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;

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

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.

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.

(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.

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.

□ 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, relating to the offense of contributing to the delinquency, unruliness, or deprivation of a child.

**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.



**Georgia Governor's Office of Highway Safety**

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U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

August 28, 2015

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

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

Dear Governor Deal:

We have reviewed Georgia's fiscal year 2016 Highway Safety Plan (HSP), as received on June 30, 2015. 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.

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](mailto:carmen.hayes@dot.gov).

Sincerely,

Carmen N. Hayes  
Regional Administrator

cc:

Harris Blackwood, Director, GOHS  
Rodney Barry, Division Administrator, FHWA  
Maggi Gunnels, Associate Administrator, NHTSA





U.S. Department  
of Transportation

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Traffic Safety  
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Region 4  
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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 2016 Highway Safety Plan (HSP) as received on June 30, 2015. 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, 2015. 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. 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 FY2016 highway safety program are very much appreciated. We look forward to working with the Georgia 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.

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. To that end, I pledge our continued support to you 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', written in a cursive style.

Carmen N. Hayes  
Regional Administrator

Enclosure

cc:

Jim Andrews, Deputy Director, GOHS  
Rodney Barry, Division Administrator, FHWA  
Maggi Gunnels, Associate Administrator, NHTSA



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**Nathan Deal**  
**GOVERNOR**

**Harris Blackwood**  
**DIRECTOR**

August 25, 2015

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

Dear Ms. Hayes:

Attached is a revised copy of the Georgia Governor's Office of Highway Safety (GOHS) FY 2016 Highway Safety Plan. The revised copy reflects the recommendations discussed during the meeting with Mr. Terrance Parker on August 19, 2015.

GOHS is requesting your approval to purchase the equipment listed below. The equipment will be used to provide educational and traffic enforcement initiatives in an effort to increase the public's awareness on safe driving and to reduce the number of crashes, injuries and fatalities occurring on Georgia's roadways.

PROJECT #	HSP PAGE #	FUNDING SOURCE	AGENCY	DESCRIPTION	QTY	UNIT VALUE	TOTAL
2016-GA-0186-00	100	402PT	Houston County HEAT	Patrol Vehicles	3	\$31,130.00	\$93,390.00
2016-GA-0045-00	102	402PT	Lowndes County HEAT	Patrol Vehicles	3	\$31,696.00	\$95,088.00
2016-GA-0106-00	103	402PT	Hiram Police Department	In Car Cameras	2	\$5,000.00	\$10,000.00
2016-GA-0121-00	103	402PT	Union Point Police Department	Intoxilyzer 9000	1	\$8,322.00	\$8,322.00
2016-GA-0063-00	96	402PT	Banks County Sheriff's Office	Intoxilyzer 9000	1	\$8,322.00	\$8,322.00
2016-GA-0081-00	112	405b M1 *PS	University of Georgia Police Dept	Pedestrian Crossing Sign Equipment	7	\$7,428.57	\$51,999.99
2016-TEN-0083-00	104	402PT	Gainesville Police Department	In Car Camera	1	\$7,500.00	\$7,500.00

As always, thanks 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](mailto:hblackwood@gohs.ga.gov).

Sincerely,

Harris Blackwood  
 Director

cc: Mr. Terrance Parker, NHTSA  
 Ms. Vita Jordan, GOHS Finance  
 Ms. Kelly Cutts, GOHS Planning



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