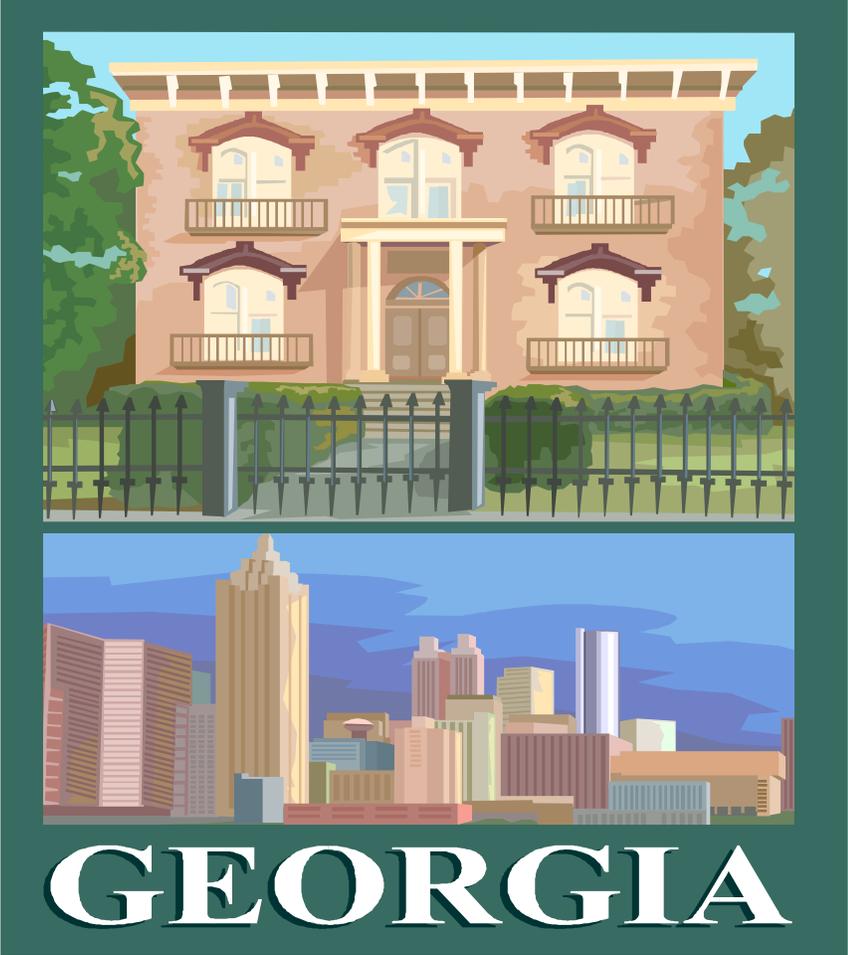


# 2004 HIGHWAY SAFETY PLAN



## GOVERNOR'S OFFICE OF HIGHWAY SAFETY

SONNY PERDUE  
GOVERNOR

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DIRECTOR



**TABLE OF CONTENTS**

**EXECUTIVE SUMMARY** .....2

**PROCESS DESCRIPTION OF FEDERAL AND STATE GUIDELINES**

Procedures for Receiving Highway Safety Funds.....5  
Grant Eligibility and Selection Procedures .....7  
Grant Application Process.....9  
State Certification and Assurances.....12

**HIGHWAY SAFETY COST SUMMARY**.....21

**GOVERNOR’S OFFICE OF HIGHWAY SAFETY PROGRAM AREAS**

**Planning and Administration**

Planning and Administration Program Narrative.....23  
Planning and Administration Projects.....25

**Alcohol and Other Drug Countermeasures and Young Drivers**

Section 402 Program Narrative .....28  
Section 402 Projects .....33  
Section 410 Program Narrative .....36  
Section 410 Projects .....40  
Section 154/164 Program Narrative .....45  
Section 154/164 Projects .....47

**Occupant Protection**

Section 402 Program Narrative .....51  
Section 402 Projects .....56  
Section 405 Program Narrative .....59  
Section 405 Projects .....61  
Section 2003B Program Narrative .....63  
Section 2003B Projects .....65

**Traffic Records**

Section 402 Program Narrative .....68  
Section 402 Projects .....71

**Pedestrian and Bicycle Safety**

Section 402 Program Narrative .....74  
Section 402 Projects .....78

**Speed and Aggressive Driving Countermeasures**

Section 402 Program Narrative .....80  
Section 402 Projects .....82

<b>Police Traffic Services</b>	
Section 402 Program Narrative .....	84
Section 402 Projects .....	88
<b>Community Traffic Safety Programs (CTSP)</b>	
Section 402 Program Narrative .....	90
<b>Resource Information Centers and Clearinghouse</b>	
Section 402 Program Narrative .....	91
Section 402 Projects .....	93
<b>Safety Communities Countermeasures</b>	
Section 402 Projects .....	94
<b>OTHER FEDERALLY FUNDED HIGHWAY SAFETY PROGRAMS</b>	
<b>157A Occupant Protection</b>	
157A Program Narrative .....	98
157A Projects .....	99
<b>157A Pedestrian Safety</b>	
157A Program Narrative .....	100
157A Projects .....	102
<b>157A Motorcycle Safety</b>	
157A Program Narrative .....	103
157A Projects .....	104
<b>157B Innovative Funds</b>	
157B Program Narrative .....	106
157B Projects .....	109
<b>403 Demonstration Grant</b>	
403 Program Narrative .....	111
403 Projects .....	112
<b>163 (.08) Incentives Funds</b>	
163 Program Narrative .....	114
163 Projects .....	115

# **EXECUTIVE SUMMARY**

## EXECUTIVE~SUMMARY

The Governor's Office of Highway Safety (GOHS) conceives the Highway Safety Plan as a programmatic guide for developing, monitoring, completing, and evaluating roadway safety activities for the 2004 fiscal year. County-level crash fatality data and seat belt usage rates were used to insure that plans focus on areas of greatest need. A programmatic planning model was used to insure that all goals, objectives, and activities are strategically linked to the GOHS mission.

### MISSION OF GOHS

All plans and activities of GOHS are driven by the agency's mission which is to educate the public on highway safety issues and facilitate the implementation of programs that reduce crashes, injuries, and fatalities on Georgia roadways. The 2004 Highway Safety Plan is a document used to make the GOHS mission work.

### ORGANIZATION OF THE PLAN

The GOHS Highway Safety Plan is organized to enable planners to implement, monitor, and evaluate activities with ease. Each section of the plan begins with a **program goal** that explains the broad purpose, ultimate aim and ideal destination of the program. It provides a general umbrella under which all other components of the plan must fall. Information on a specific highway safety problem is discussed in the **problem identification and program justification** section. 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 objectives** 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 put the objectives into operation.

### 2003 MILESTONES

Through intensive law enforcement, educational initiatives, grant opportunities, community summits, roadway safety campaigns and training, GOHS continuously seeks to educate the motoring public on issues that promote roadway safety. GOHS developed and implemented programs to increase Georgians' knowledge levels of:

- ◆ Alcohol or impaired drivers;
- ◆ Pedestrian and bicycle safety;
- ◆ Teenage drivers; and
- ◆ Seat belts and child safety restraints.

Concerted efforts have been made to inform and empower diverse communities and populations to insure that roadway safety messages are reaching residents who may be at highest risk.

In 2000, twenty-three percent (23%) of the state's crash fatalities took place in six (6) metro Atlanta counties: Clayton, Cobb, DeKalb, Fulton, Gwinnett and Henry. These six counties

represent 37% of the state population. In response to this metro-area problem, the Governor's Office of Highway Safety developed a program called **H.E.A.T. – Highway Enforcement of Aggressive Traffic**. The program is designed to reduce the number of impaired driving crashes in the Metropolitan Atlanta Area by 10% from January 2002 through September 2004.

GOHS placed several focused efforts on inexperienced drivers. Under the support and sponsorship of GOHS, **Students Against Destructive Decisions** chapters were established in many Georgia high schools. Another needed program that met with great success was **Teenage and Adult Driver Responsibility Act (TADRA)**, a graduated driver's license program established for young drivers ages 15 to 18 in Georgia by a collaborative effort of highway safety advocates, legislators, law enforcement officials, educators, and business. TADRA went into effect on January 1, 2002. GOHS developed TADRA brochures and distributed them to every high school in the State of Georgia.

GOHS in cooperation with state and local law enforcement agencies continued its 16 regional **Traffic Enforcement Networks** around the State of Georgia. The regional networks are open to all sworn law enforcement officers and prosecutors and are designed to enhance traffic enforcement activities through networking, training and legislation. The networks serve as a catalyst for traffic enforcement officers to voice their concerns and share ideas with their counterparts from other agencies in their region. Guest speakers and panelists have included state and municipal court judges, prosecutors, legislators, MADD representatives, Public Service Commission, and ALS judges.

In 2003, the **Governor's Challenge Program** continued to promote creativity among law enforcement jurisdictions through the Governor's Challenge Program. GOHS has numerous partnerships with the Georgia State Patrol, county sheriff's departments, municipal police offices, and college public safety bureaus through grant opportunities, networks, and conferences. Further, law enforcement agencies receive grants to make purchases, receive training, and provide services that may be outside the realm of their departmental budgets.

The **2003 Click It or Ticket** campaign occurred during the Memorial Day period. It was a massive initiative designed to increase seatbelt usage for drivers and passengers. During an intensive two -week period, Georgia's law enforcement officers participated in an intense crackdown on drivers who failed to buckle up or secure children in age/height appropriate child restraints. Emphasis was placed on key counties with seat belt usage rates that were significantly below the state average.

In 2003 GOHS launched its demonstration project for **DUI Courts** in three locations in the state: Athens/Clarke County, Savannah/Chatham County and Gainesville/Hall County. These demonstration sites will serve as national models as they pilot the concept of intensive judicial oversight to reduce impaired driving recidivism.

While these milestones are celebrated, there is still much work to be done. The 2004 Highway Safety Plan is a document designed to guide GOHS in the direction of continuous improvements and greater successes that will lead to fewer motor vehicle crashes, injuries and fatalities on Georgia's roadways.

**PROCESS DESCRIPTION OF  
FEDERAL AND STATE GUIDELINES**

# PROCEDURES FOR RECEIVING HIGHWAY SAFETY FUNDS

## ORIGIN AND PURPOSE

The State and Community Highway Safety Grant Program was enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code. Grant funds are provided to the States, the Indian Nations and the Territories each year according to a statutory formula, based on population and road mileage. The National Highway Traffic Safety Administration (NHTSA) awards performance-based Section 402 formula grants to help states undertake statewide and local programs aimed at reducing highway fatalities and injuries. In receiving Section 402 funds, states must set their own goals, select appropriate programs, and as part of the performance-based agreement, evaluate and report on their results. Section 402 funds provide technical assistance to states and local communities, and are based on national priorities. Over the life cycle of programs funded with Section 402 funds, states and their local municipalities provide the majority of resources to continue programs beyond the start-up phase.

### The Transportation Equity Act (TEA-21)

#### **Purpose**

On June 9, 1998, The Transportation Equity Act for the 21st-Century (TEA-21) was enacted. Incentive grant funds reward states that implement laws and programs that are effective in reducing motor vehicle related crashes, injuries and fatalities.

#### **Priority Areas**

Through public rule making processes conducted in 1982, 1988, and 1991, it was determined that certain highway safety programs funded under Section 402 are most effective in reducing crashes, injuries, and fatalities. These programs, designated as National Priority Program Areas, are listed below:

- 1. Alcohol and Other Drug Countermeasures*
- 2. Occupant Protection*
- 3. Traffic Records*
- 4. Emergency Medical Services*
- 5. Motorcycle Safety*
- 6. Pedestrian & Bicycle Safety*
- 7. Roadway Safety*
- 8. Speed Control*
- 9. Police Traffic Services*
- 10. Community Traffic Safety Program (CTSP)*

States can now pursue activities in program areas identified by either National Priority Program Areas or as State Priorities. Prior to fiscal year (FY) 1998, the NHTSA and the Federal Highway Administration (FHWA) had separate Section 402 appropriations funding highway safety grant programs. During FFY98, the management of Section 402 funds became the sole responsibility of NHTSA. Programs previously eligible for funding under FHWA's program are coded under NHTSA's "Roadway Safety" priority area.

### **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 provided 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 the norm.

GOHS normally funds traffic safety projects at the rate of 100% the first year, 80% the second year, and 60% the third year. 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 GOHS director, a project may be funded beyond 3 years and at different rates. The local agency is expected to establish precedents and develop databases that support continued operation of the traffic safety program using local funding.

### **Equipment Purchases**

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

## **GRANT ELIGIBILITY AND SELECTION PROCEDURES**

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, and through unsolicited submissions where documented highway safety problems exist.

### **The Ranking System**

In 1998, GOHS contracted with the Institute of Public Administration in the College of Public and Urban Affairs at Georgia State University to develop a ranking system, which would use statistical data to objectively rank political jurisdictions relative to traffic safety problem indicators. The areas considered in the ranking system are the impact of speed and alcohol on crashes and fatalities. In FFY 2001, GOHS entered into a contract with a private contractor to aggregate and correlate raw data from crash reports for use in developing the GOHS ranking report.

Once ranking reports are received by GOHS, they are reviewed and purged by planners using internal policies based on funding distribution within jurisdictions, cost analyses, and capacity for program implementation. Following the purging process, the remaining jurisdictions comprise a new ranking list from which GOHS selects prospective grantees.

### **Request For Proposals (RFP)**

As innovative programs are developed, specific requests for proposals are distributed to communities, special interest groups and governmental agencies. The RFP provides an introduction to the specific problem(s), eligibility criteria, program goals and objectives, suggested activities, methods of evaluation and the program maximum funding level. Upon receipt of all applicants responding to the RFP, a review team is assigned the task of assessing applications to determine if the proposed projects are viable.

### **Discretionary Grants**

Occasionally, funds are requested to support governmental entities. In these instances, the purpose, scope, and funding requirements are subjected to GOHS staff review and scoring prior to 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 GOHS procedures in applying for highway safety funds. Projects that have been deemed vital to the GOHS mission by the Director may receive funding for multiple years.

### **Grant Monitoring**

GOHS Planners must 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. GOHS will conduct desktop reviews of all grantees as a means ensuring compliance with state and federal regulations.

### **Preliminary Conference**

After purging the ranking reports and extending Requests for Proposals, jurisdictions are selected and notified of their eligibility to apply for federal funding. For those who respond, a grant funding procedures conference is arranged during which GOHS grant application and reporting documents are explained and the grant application submission date is established.

### **The Review Process**

Grant applications are logged into a tracking system and forwarded to the Director of Programs & Planning. The Director of Programs & Planning assigns a grant review team consisting on three (3) GOHS staff and one (1) community reviewer. A lead planner is assigned to take the lead in the review process. Grants are reviewed, recommendations are given and each grant is numerically scored based on the established guidelines. Each team member completes an individual rating sheet and an average overall score is assigned. Once the team completes the review process and all corrective measures are completed, the application and team recommendations are forwarded to the Director of Programs and Planning who presents the recommendations to the GOHS Director. Based on the merits of the application and recommendations of the review team, the GOHS Director makes a final decision on approval or disapproval of all grants.

### **Grant Selection Notification**

After the Director approves the application, a copy, which includes GOHS Grant Terms, Conditions and Certifications, is forwarded to the authorizing official and project director. The applicant is notified in writing of the approval or disapproval of the Highway Safety Grant Application. Upon receiving notification of the grant award, the grantee is able to implement the grant on the approved effective date.

### **Calendar of Events**

February	Produce annual Ranking Report and develop program's Request for Proposal (RFP).
March	Purge Ranking Report using GOHS policy criteria. Contact prospective grantees to determine interest & mail out RFPs and applications. Conduct pre-grant award conference.
May	Submission of grant applications & RFPs.
June - August	Review/revise & finalize grant applications
September	Submit Highway Safety Plan
October	Grant start-up

## GRANT APPLICATION PROCESS

### Who Can Apply

Local and state political subdivisions identified by 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 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, applications for funding may also be submitted anytime during the fiscal year.

### How to Apply

Prospective grantees must submit an application using quantitative data pertinent to their jurisdiction's identified traffic safety problem(s). GOHS Highway Safety Grant Application consists of 3 major parts:

#### Part 1 – Programmatic Sections

- 1. *Problem Identification:*** The problem statement must clearly define the problem(s) you plan to address. The statement must provide a concise description of the problem(s), where it is occurring; the population affected, how, when the problem is occurring, etc. 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).
- 2. *Program Assessment:*** Through this assessment you must identify the resources that the community/jurisdictions is currently using to address the problem(s) identified under the problem identification section mentioned above. Review and note activities and results of past and current efforts, indicating what did or did not work. Assess resources to determine what is needed to more effectively address the problem(s). Identify local laws, policies, safety advocate groups and organizations that may supports/inhibit the success of the project.
- 3. *Project Objectives, Activities and Evaluation:*** The objective must indicate exactly what you plan to do to impact the problem(s) identified in the Problem Identification section mentioned above. The activities must clearly identify the steps needed to accomplish each objective. A comprehensive evaluation plan must be developed to explain how you will measure the outcome of each proposed activity listed in this section.
- 4. *Media Plan:*** Describe the plan for announcing the award of this grant to your community. Identify the media outlets available to your project. Discuss how you

- plan to keep the public informed of grant activities throughout the entire project period.
5. **Resource Requirements:** Statement must list the resources needed in order to accomplish the objectives listed above. 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.
  6. **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 this project. The self-sufficiency plan must identify potential sources of non-federal funds.
  7. **Milestone Chart:** This chart must provide a summary of the projected activities to be accomplished on a monthly basis. This section must reflect the activities described in the Project Objectives, **Activities** and Evaluation Section mention above.

## **Part II – Budget Section**

**Budget:** Each budget item(s) must be allowable, reflects a reasonable cost and be necessary to carry out the objectives and activities of the project.

- a. Personal Services (Salaries and Fringes)
- b. Regular Operating Expenses
- c. Travel of Employees
- d. Equipment Purchases
- e. Per Diem and Fees
- f. Computer Charges and Computer Equipment
- g. Telecommunications
- h. Motor Vehicle Purchases

## **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 GOHS and the applicant/jurisdiction.

**STATE CERTIFICATION AND ASSURANCES**

**STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw down privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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 (P.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), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290

ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) 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).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) 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 -
- 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), 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).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

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**

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**

#### **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.

## **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2004 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

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**Date**

## **HIGHWAY SAFETY COST SUMMARY**

## **PLANNING AND ADMINISTRATION**

## PLANNING AND ADMINISTRATION

**PROGRAM GOAL:** To fund statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, fatalities and other associated costs.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

According to the Centers for Disease Control, motor vehicle crashes are the leading cause of death for Georgians between the ages of 1 and 35. In 2002, there were 42,815 motor vehicle crash fatalities in the United States. For that same year, Georgia experienced 1,531 motor vehicle crash fatalities with a death rate of 1.4 deaths per 100-million vehicle miles traveled. Thirty-five percent (35%) of Georgia crash fatalities were alcohol related. Males are forty-nine (49%) of Georgia's population and 68% of alcohol crash fatalities. Teens are seven percent (7%) of the population and thirteen percent (13%) of the crash fatalities. Seniors seventy-five years of age and older are four percent (4%) of the population and 8 percent (8%) of the crash fatalities. An average of seventy-three (73) children nine and younger are killed each year on Georgia's roadways (GOHS Data Source). These deaths caused tremendous suffering for families and take an annual economic toll of \$1.3-billion.

In spite of these dismal statistics, 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 Strategic Plan provides the direction and guidance for the organization.

### TARGET POPULATION

All Georgia citizens and visitors.

## PERFORMANCE OBJECTIVES

- Objective 1:** *To maintain an effective staff to deliver public information and education programs that help reduce crashes, injuries and fatalities in Georgia.*
- Objective 2:** *To provide operating funds to targeted communities to support the implementation of programs contained in the GOHS 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 GOHS performance goals.*

## PERFORMANCE MEASURES

- Measure 1:** *Maintenance and performance of staff to manage all GOHS initiatives.*
- Measure 2:** *Budgeting/Auditing program requisites.*
- Measure 3:** *Annual report on program effectiveness.*
- Measure 4:** *Program Evaluations.*

## STRATEGIES *(All strategies fall under PA-04-01)*

1. P&A costs are the direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. P&A costs include half salaries for twelve (12) 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 Offices. P&A costs also include other office costs such as travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State's Highway Safety Offices.
2. Assess and identify the training needs of staff.
3. Foster a work environment that encourages productivity and effectiveness.
4. Identify key agencies, organizations and individuals to partner in bringing about needed changes that will result in fewer deaths and injuries on our roadways. -
5. Provide monitoring and evaluation of GOHS programs.
6. Develop a regular operating budget to support the implementation of the GOHS Highway Safety Plan.
7. Conduct annual/quarterly programmatic and fiscal audits that meet GOHS, federal and state requirements.
8. To collect and analyze current information about motor vehicle crashes and make it available to the general public.

## Planning and Administration

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

**Task Number:** PA-04-01

**Project Summary:** 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 twelve (12) 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 Offices. Other costs include travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State's Highway Safety Offices.

**Funding:** \$ 550,000

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**ALCOHOL AND OTHER DRUG  
COUNTERMEASURES  
AND YOUNG DRIVERS**

**SECTION 402  
SECTION 410  
SECTION 154/164**

**SECTION 402  
ALCOHOL AND OTHER DRUG  
COUNTERMEASURES**

## SECTION 402 ALCOHOL AND OTHER DRUGS (AOD) COUNTERMEASURES AND YOUNG DRIVERS

**PROGRAM GOAL:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Every two minutes in America someone is injured in an alcohol-related crash. Nationally, these crashes result in more than \$45 billion in economic costs annually. The National Highway Traffic Safety Administration (NHTSA) reports that in 2002, 4,2815 people were killed in motor vehicle traffic crashes in the United States, of which 17,419 (41 percent) fatalities were alcohol-related.

Table 1

Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia							
Number and Annual % Change							
Years	1996	1997	1998	1999	2000	2001	2002
<b>Fatalities</b>	567	578	509	506	585	557	529
<b>Annual % Change</b>	8.62	2%	-12%	-1%	16%	-5%	-5%

Source: NHTSA, Fatality Analysis Reporting System (FARS)

As indicated in Table 1, impaired driving killed 529 people in Georgia during 2002. Impaired driving deaths still account for over one-third (1/3) of the total traffic deaths in the state. 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 related to impaired driving compared to those not related to alcohol or drugs.

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 10:00 p.m. and 4 a.m. Anecdotally, these hours are consistent with bar and restaurant closings. Arrests for DUI in Georgia have continued to decline over the past decade. (See table 2.)

**Table 2**

<b>Arrests and Convictions for DUI in Georgia</b>									
<b>Numbers and Percent Conviction of Total Arrests</b>									
<b>Years</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>
DUI arrests	83238	84160	77523	73851	61533	59200	61220	59539	56236
DUI convictions	33319	40987	37677	37178	33285	32498	37014	39676	38123
Nolo plea	17817	20167	19318	17713	11195	10691	8861	1767	1308
Bond Forfeiture	1183	1156	1100	1135	1032	823	630	550	533
Total adjudicated from arrests	52319	62310	58095	56026	45512	44012	46505	41993	39964
% convictions of arrests	62.9	74	74.9	75.9	74	74.3	76	70.5	71.1

Data Source: Georgia Bureau of Investigations

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 the lack of courses offered, manpower shortages and lack of understanding for the need of this training by the law enforcement community. A companion program to drug recognition, standardized field sobriety testing (SFST), is experiencing limited success as the defense bar has vigorously attacked the SFST process, particularly that portion which deals with horizontal gaze nystagmus (HGN). The primary problem is that many law enforcement officers are not properly trained in this procedure and the availability of training resources needed to correct this deficiency 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 ALS hearing data revealed that a large percentage of ALS hearings were lost by the state because of the officer’s failure to attend hearings.

Forty percent (40%) of all ALS hearings for adults in 1999 involved an officer who failed to appear. An attitudinal survey was conducted in April 2000 to determine why officers fail to effectively use the ALS procedure. Problems indicated were scheduling of the hearings, lack of pay (\$25 per day when off duty regardless of length of hearing) and perceived misuse of hearings by the defense bar.

### Adult Drivers

Persons over the age of 21 continue to represent the greatest number of impaired driving fatalities (see Table: 3). Most of these drivers were males. In 1998, 70 percent of the impaired drivers in fatal crashes were males, age 21 or older. Following the enactment of the Teenage and Adult Driving Responsibility Act (TADRA) on July 1, 1997, impaired driving fatal crashes declined for all driver age groups.

Table 3

Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia									
Age of Licensed Drivers									
Years	1998			1999			2000		
Driver Age	Licensed Drivers	Fatalities	Rate per 100K	Licensed Drivers	Fatalities	Rate per 100K	Licensed Drivers	Fatalities	Rate Per 100k
21-24	394,075	61	15.5	401,344	59	14.7	415,534	77	18.5
>24	4,640,066	305	6.6	4,758,134	293	6.2	4,875,699	372	7.6

Source: NHTSA, Fatality Analysis Reporting System (FARS)

### Young Drivers

Inexperienced young drivers, ages 16-20, have a higher rate of crashes, injuries and fatalities than drivers over age 24. Although the enactment of the Teenage and Adult Driver Responsibility Act 1997 marked a decline in fatal crashes for drivers between the ages of 16-20, much work is still needed to educate youth drivers on proper driving techniques.

High-risk behavior, 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.

**Table 4: BAC of Occupants in 2002 Georgia  
Crash Deaths**

AGE	No Alcohol	BAC of .01 or higher	BAC Unknown	Total
15 - 20	47%	14%	40%	100%
21-29	38%	25%	37%	100%
30-39	32%	31%	37%	100%
40-49	39%	22%	39%	100%
50-59	44%	20%	36%	100%
60-69	50%	5%	45%	100%
70 and up	46%	4%	50%	100%

Source: NHTSA/Fatalities Analysis Reporting System

**Table 4** shows that a considerable number of occupants in fatal crashes had some level of measurable alcohol involvement.

## 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 16-20.

## PERFORMANCE OBJECTIVES

- Objective 1:** *To provide funding to jurisdictions that make up 50% of the impaired driving fatalities in the state of Georgia in FFY 2004.*
- Objective 2:** *To implement three (3) impaired driving enforcement mobilizations in FFY 2004 with 50% of the law enforcement community participating.*
- Objective 3:** *To identify and implement a community DUI systems improvement project in three (3) jurisdictions in Georgia in FFY 2004.*

## PERFORMANCE MEASURES

- Measure 1:** *The number of grants provided in locations where impaired driving fatalities occur.*
- Measure 2:** *The number of mobilizations conducted and law enforcement agencies participating.*
- Measure 3:** *The number of jurisdictions identified and “Gold Standards” implemented in them.*

## STRATEGIES

1. To fund jurisdictions representing 50% of impaired driving populations to include those funded in other impaired driving fund sources. Paulding and Whitfield counties’ DUI Task Forces will be funded in this Section 402. *(Task No. AL-04-01 and AL-04-02)*
2. Utilize the assistance of funding provided in the 403 demonstration sites to create a community DUI systems improvement project. Funding would be used from Section 402 to assist in the prosecution side of the project. Create training opportunities for youth highway safety ambassadors to advocate for highway safety and teen driving issues through statewide leadership training. Initiate a coordinated effort of high school-based highway safety coalitions through the growth of Students Against Destructive Decisions (SADD) in Georgia. *(Task No. AL-03-04)*
3. Sustain a minimum of 40 community partnerships in 20 counties in FY 2003 to increase jurisdictional involvement in and commitment to reducing alcohol/drug related motor vehicle crashes, injuries, and fatalities. *(Task No. AL-03-04)*
4. Use public information and education materials, media relations, community outreach and marketing initiatives to increase public awareness in all Georgia counties, with particular emphasis in high incidence counties, on the dangers and effects of alcohol and drug-related motor vehicle crashes. *(Task No. AL-03-04)*
5. Distribute promotional materials in 159 Georgia counties to reach youth and young adults with messages about teen driving including, but not limited to, seat belts, speed, impaired driving and the Teenage and Adult Drivers Responsibility Act (TADRA). *(Task No. AL-03-04)*
6. To conduct (3) waves of statewide enforcement with the “*Operation Zero Tolerance*” campaign. *(Task No. AL-03-04)*
7. To create a sustained impaired driving enforcement campaign. *(Task No. AL-03-04)*

## Alcohol and Other Drug Countermeasures – Section 402

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**Project Title:** Whitfield County DUI Task Force

**Task Number:** AL-04-01

**Project Summary:** Whitfield County will continue to implement a DUI task force to remove impaired motorists from the roadways, thus reducing the incidence and outcomes of drivers impaired by alcohol and other drugs.

**Funding:** \$138,000

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**Project Title:** Paulding County DUI Task Force

**Task Number:** AL-04-02

**Project Summary:** Paulding County will implement a three (3)-man task force to combat DUI. The unit will be deployed during high-risk times and in high-risk locations to detect and apprehend impaired driving motorists.

**Funding:** \$156,500

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**Project Title:** Community DUI Systems Improvement Project

**Task Number:** AL-04-03

**Project Summary:** GOHS will identify and implement a pilot in three (3) jurisdictions to perform the “Gold Standards” produced by the NHTSA. The funds will be used to establish a team to work together to assess their community’s DUI system. This will be coordinated with the current efforts of the 403 DUI Court project.

**Funding:** \$75,000

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## Alcohol and Other Drug Countermeasures – Section 402

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**Project Title:** GOHS – Administration, Training, PI&E and Partnership Initiatives

**Task Number:** AL-04-04

**Project Summary:** GOHS 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.

**Funding:** \$178,500

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**Project Title:** City of Albany Police H.E.A.T.

**Task Number:** AL-04-05

**Project Summary:** The City of Albany Police H.E.A.T. task force will implement a DUI task force to remove impaired motorists from the roadways, thus reducing the incidence and outcomes of drivers impaired by alcohol and other drugs.

**Funding:** \$111,300

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**SECTION 410**  
**ALCOHOL AND OTHER DRUG**  
**COUNTERMEASURES AND YOUNG DRIVERS**

## SECTION 410

### ALCOHOL AND OTHER DRUGS (AOD) COUNTERMEASURES

**PROGRAM GOAL:** To reduce alcohol/drug related motor vehicle crashes, injuries, and fatalities through the systematic delivery of effective program countermeasures.

#### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2002, impaired driving killed 529 people in 2002 and accounted for over one-third (1/3) of the total traffic deaths in the state. Despite a continuous upgrading of Georgia's laws, high visibility law enforcement and increased public information and education (PI&E) programs, the numbers of impaired driving crashes, injuries and fatalities are unacceptable. The chance of a crash being fatal is six times higher in crashes related to impaired driving compared to those not related to alcohol or drugs. Male drivers over the age of 24 continue to be the leaders in impaired driving crashes and fatalities. 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 10:00 p.m. and 4 a.m. Anecdotally, these hours are consistent with bar and restaurant closings.

## SECTION 410 YOUNG DRIVERS

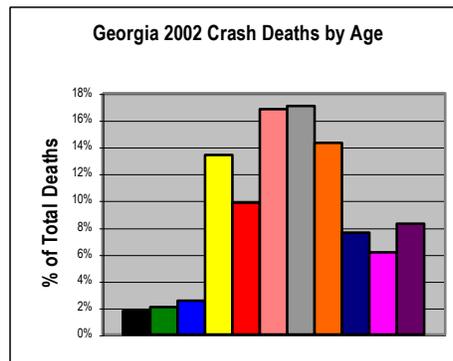
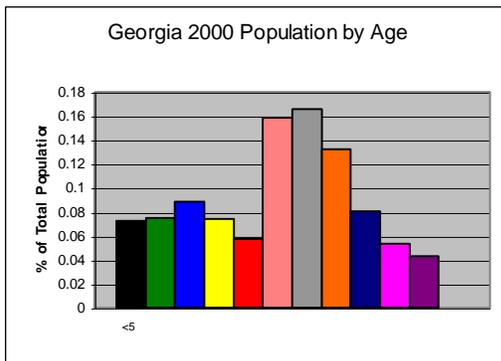
**PROGRAM GOAL:** To reduce crashes, injuries and fatalities among teenage drivers on the highways of Georgia by developing a comprehensive, coordinated effort statewide that includes these young drivers in the program.

### PROBLEM IDENTIFICATION AND JUSTIFICATION

Young drivers have a higher rate of crashes, injuries and fatalities than older drivers. In 2002, fifty-three percent (53%) of the 217 young people ages 15 to 20 who were killed in motor vehicle crashes were drivers. Although young people ages 16-20 account for only 7.4% of Georgia's population, they were responsible for 13% of the total crash fatalities for 2002. **Table 1.** The inexperience and immaturity of younger drivers are thought to be major contributing factors in the higher fatality rate.

High-risk behavior, 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. In the three and one-half years after TADRA was enacted the number of fatalities in crashes involving at least one-driver ages 16-17 declined 28.6 percent. On January 1, 2002, the TADRA law was strengthened by adding minimum requirements for supervised driving, passenger limitations, and a stricter curfew.

Table 1.



## TARGET POPULATION

The target population is the Georgia motoring public, including young inexperienced drivers ages 16-20.

## PERFORMANCE OBJECTIVES (In conjunction to 402 Alcohol)

- Objective 1:** To provide funding to 10% of Georgia high schools and provide public information and education to 100% of Georgia high schools to implement programs to encourage seatbelt use and discourage drinking especially while driving.*
- Objective 2:** To provide funding to a minimum of 7 colleges and universities to implement a “peer education” program to prevent drinking and driving and encourage seatbelt use.*
- Objective 3:** To train a minimum of 1200 law enforcement officers in impaired driving countermeasures.*
- Objective 4:** To provide funding for Blood Alcohol Content (BAC) Testing for the purpose of reducing turnaround time for prosecution of DUI offenders.*

## PERFORMANCE MEASURES

- Measures 1:** Number of programs established in high schools.*
- Measure 2:** Number of programs established in colleges and universities.*
- Measure 3:** Number of law enforcement officers trained.*
- Measure 4:** Implementation of a program to increase BAC Testing.*

## STRATEGIES

1. Increase the highway safety knowledge base and commitment levels of Georgia youth by assisting with the funding of the Bacchus and Gamma Programs at seven (7) Georgia colleges for the training of youth state highway ambassadors. *(Task Nos. J8-04-05, J8-04-06, J8-04-07)*
2. Continue funding DUI task forces in Athens-Clark County, the City of Macon, and establish new task forces in local communities. *(Task Nos. J8-04-1, J8-04-02, J8-04-14, J8-04-15, J8-04-16)*
3. Continue to increase statewide training to law enforcement officers in Standardized Field Sobriety Testing and Drug Recognition through the Georgia Public Safety Training Center (Georgia Police Academy). *(Task Nos. J8-04-04, J8-04-12)*

4. Provide training to school nurses and administrators to detect youth alcohol problems (Drug Impairment Training for Educational Professionals). *(Task No. J8-04-08)*
5. Strengthen partnerships with SADD, local organizations, high school groups and community-based coalitions to create community-based coalitions to address teen driving issues. *(Task No. J8-04-09, J8-04-10, J8-04-11, J8-04-13, J8-04-15, J8-04-18, J8-04-19, J8-04-20)*
6. Utilize Youth Ambassadors from Georgia SADD in our public education and information campaigns and community coalitions. *(Task No. J8-04-11)*
7. Partner with high school resource officers to strengthen their connections to the state Traffic Enforcement Networks. *(Task Nos. J8-04-12, J8-04-17)*
8. Provide funding to the Georgia Bureau of Investigation to reduce impaired driving through collaborative partnerships. *(Task No. J8-04-03)*
9. Establish Student Leadership Council and Georgia STAR (Student for Traffic Acting Responsibly) Student of the Year to develop and implement youth highway safety programs. *(Task No. J8-04-13)*

## Alcohol and Other Drug Countermeasures – Section 410

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**Project Title:** Athens-Clarke County DUI Project

**Task Number:** J8-04-01

**Project Summary:** The Athens-Clarke County Police Department will operate a DUI Task Force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$130,200

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**Project Title:** City of Macon DUI Project

**Task Number:** J8-04-02

**Project Summary:** The Macon Police Department will operate a DUI Task Force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$180,000

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**Project Title:** Georgia Bureau of Investigation

**Task Number:** J8-04-03

**Project Summary:** A program to hire additional personnel to curtail high volume Blood Alcohol Content (BAC) testing. This program has proven effective in decreasing the test result time, which is essential in presentation of the prosecution's case.

**Funding:** \$83,800

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## Alcohol and Other Drug Countermeasures – Section 410

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**Project Title:** Georgia Public Safety Training Center DRE & SFST program.

**Task Number:** J8-04-04

**Project Summary:** The GPSTC DRE/SFST program educates law enforcement officers statewide in the identification of drivers impaired by drugs (both legal and illegal). This program also focuses on prosecuting these cases in the GA court system.

**Funding:** \$380,000

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**Project Title:** BACCHUS & GAMMA Programs

**Task Number:** J8-04-05

**Project Summary:** To encourage increased activity on college campuses to disseminate information and provide a forum in which alcohol related issues can be discussed and addressed.

University of Georgia	\$22,500
Young Harris College	\$10,000
Albany State University	\$15,000
North Georgia College	\$15,000
Abraham Baldwin Agricultural College	\$15,000
Georgia Southwestern University	\$15,000
Additional colleges and universities TBD	100,000

**Funding:** \$192,500

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## Alcohol and Other Drug Countermeasures – Section 410

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**Project Title:** GOHS – Administration, Training, PI&E and Partnership Initiatives

**Task Number:** J8-04-06

**Project Summary:** GOHS personnel will administer and manage 410 Alcohol programs. This will include overseeing in-house grants and contracts, seeking and overseeing grants that foster the agency’s mission, data analysis, seeking partnerships, providing training and public information and additional responsibilities necessary to ensure proper and efficient use of federal highway safety funds. GOHS will develop and implement aggressive public information and education campaigns to address alcohol and other drug countermeasures. This will include the creation of brochures, collateral messaging items and effective communication with the media and public.

**Funding:** \$460,300

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**Project Title:** Students Against Destructive Decisions (SADD)

**Task Number:** J8-04-07

**Project Summary:** GOHS will use this organization to create systemic programming that addresses teen drivers seat belt usage, speed, inexperience, and its “Zero-Tolerance” messages on drinking. GOHS will assist in the development of a functioning statewide coalition to serve in a leadership role.

Benjamin Banneker HS	\$2,000	Americus HS	\$2,000
Bleckley Co. HS	\$2,000	North Forsyth HS	\$2,000
Woodland HS	\$2,000	Pepperell HS	\$2,000
South Atlanta HS	\$2,000	Cross Keys HS	\$2,000
Woodstock HS	\$2,000	Jordan HS	\$2,000
Westside HS	\$2,000	Duluth HS	\$2,000
Druid Hills HS	\$2,000	Columbus HS	\$2,000
Greenville HS	\$2,000	Kendrick HS	\$2,000
Glynn Academy HS	\$2,000	Loganville HS	\$2,000
LoveJoy HS	\$2,000	Mays HS	\$2,000
Jackson Co. Comp. HS	\$2,000	Northside HS	\$2,000
John McEachern HS	\$2,000	South Cobb HS	\$2,000
Osborne HS	\$2,000	Warren Co. HS	\$2,000
Paulding Co. HS	\$2,000	Sprayberry HS	\$2,000
Mt. Zion H.S.	\$2,000	Thomson HS	\$2,000
Rockmart HS	\$2,000	South Gwinnett	\$2,000
Spencer HS	\$2,000	Winder Barrow HS	\$2,000
Union Co. HS	\$2,000	Wayne Co. HS	\$2,000

**Funding:** \$72,000

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## Alcohol and Other Drug Countermeasures – Section 410

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**Project Title:** Hall County Driver Safety Program

**Task Number:** J8-04-08

**Project Summary:** The Driver Safety Program will utilize School Resource Officers along with Hall County Traffic Enforcement Unit to provide education to teenage drivers on the dangers of impaired driving and speeding and to provide defensive driving strategies and practices that if utilized will reduce crash counts throughout the county.

**Funding:** \$12,100

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**Project Title:** Duluth Police Department

**Task Number:** J8-04-09

**Project Summary:** Multi-phase teen drivers education program set in the high school environment focusing on seat belt usage, impaired driving, and teen drivers' inexperience.

**Funding:** \$16,000

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**Project Title:** Office of State Administrative Hearings

**Task Number:** J8-04-10

**Project Summary:** To provide ALS training for Administrative Law Judges.

**Funding:** \$25,000

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**Project Title:** Grants to Locals

**Task Number:** J8-04-11

**Project Summary:** To be determined through ranking and Request for Proposals.

**Funding:** \$500,000

**SECTION 154/164  
ALCOHOL AND OTHER DRUG  
COUNTERMEASURES**

## **154/164 TRANSFER FUNDS**

### **ALCOHOL AND OTHER DRUGS (AOD) COUNTERMEASURES**

**PROGRAM GOAL:** To reduce alcohol/drug related motor vehicle crashes, injuries, and fatalities through the systematic delivery of effective program countermeasures.

#### **PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION**

The National Highway Traffic Safety Administration (NHTSA) reports that in 2002, 42,815 people were killed in motor vehicle traffic crashes in the United States, 17,419 or 41% of these fatalities were alcohol related. Every two minutes in America someone is injured in an alcohol-related crash and alcohol-involved traffic crashes nationally result in more than \$45 billion in economic costs annually.

In Georgia, impaired driving killed 529 persons in 2002. Impaired driving deaths account for slightly over one-third (1/3) of the total traffic deaths in the state. In spite of continuous upgrading of Georgia's laws, high visibility law enforcement and increased public information and education (PI&E) programs, the number of impaired driving crashes, injuries and fatalities is unacceptable. The chance of a crash being fatal is six times higher in crashes related to impaired driving compared to those not related to alcohol or drugs.

Georgia's crash, injury and fatality reporting system is currently in need of updating, to include Accident Records Location Coding (ARLC), Global Positioning System (GPS) receivers for crash location and system enhancements. These new technological advances, along with red light running technology, guardrail delineators and deer accident prevention measures, will result in safer roads in the state. Georgia recently received an official opinion from the State's Attorney General legalizing the use of red light running technology at intersections.

#### **TARGET POPULATION**

The target population is the Georgia motoring public to include young inexperienced drivers ages 16-20.

## PERFORMANCE OBJECTIVES

*Objective 1: To create a coordinated effort to reduce impaired driving in the Metropolitan Atlanta area through a task force approach.*

*Objective 2: To provide funding to the Department of Transportation for hazardous elimination programs.*

## STRATEGIES

1. Provide funding to eight (8) H.E.A.T. (High Enforcement of Aggressive Traffic) task forces in Metro Atlanta. (Task Nos. 164 AL-04-01, AL-04-02, AL-04-03, AL-04-04, 163-AL-04-03, 163-AL-04-04, 163-AL-04-05, 163-AL-04-06) **Note: Four (4) H.E.A.T. Projects are supplemented with funds from Section 163.**
2. Provide funding to the Georgia Department of Transportation to implement a hazardous elimination program. (Task No. 154/164 HE-04-01)

## Alcohol and Other Drug Countermeasures – 154/164 Transfer

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**Project Title:** Georgia Department of Transportation (DOT)

**Task Number:** 154/164 HE-04-01

**Project Summary:** Funds will be provided to the DOT for hazard elimination such as Accident Location Coding and Systems Enhancements, Global Positioning System (GPS) Receivers for crash locations, red light running technology, guardrail delineators and deer accident prevention measures and correction of traffic crash data.

**Funding:** \$6,864,988

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**Project Title:** Atlanta Police Department H.E.A.T. Project

**Task Number:** 164AL – 04-01

**Project Summary:** The Atlanta Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$126,000

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

**Task Number:** 164AL-04-02

**Project Summary:** The Fulton County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$135,000

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## Alcohol and Other Drug Countermeasures – 154/164 Transfer

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

**Task Number:** 164AL-04-03

**Project Summary:** The Gwinnett County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to provide a heightened community presence, increase the impaired driver apprehension rate, and educate the public on DUI laws.

**Funding:** \$65,100

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

**Task Number:** 164AL-04-04

**Project Summary:** The DeKalb County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

**Funding:** \$130,700

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## **OCCUPANT PROTECTION**

**SECTION 402**

**SECTION 405**

**SECTION 2003B**

**SECTION 402  
OCCUPANT PROTECTION**

## SECTION 402 OCCUPANT PROTECTION

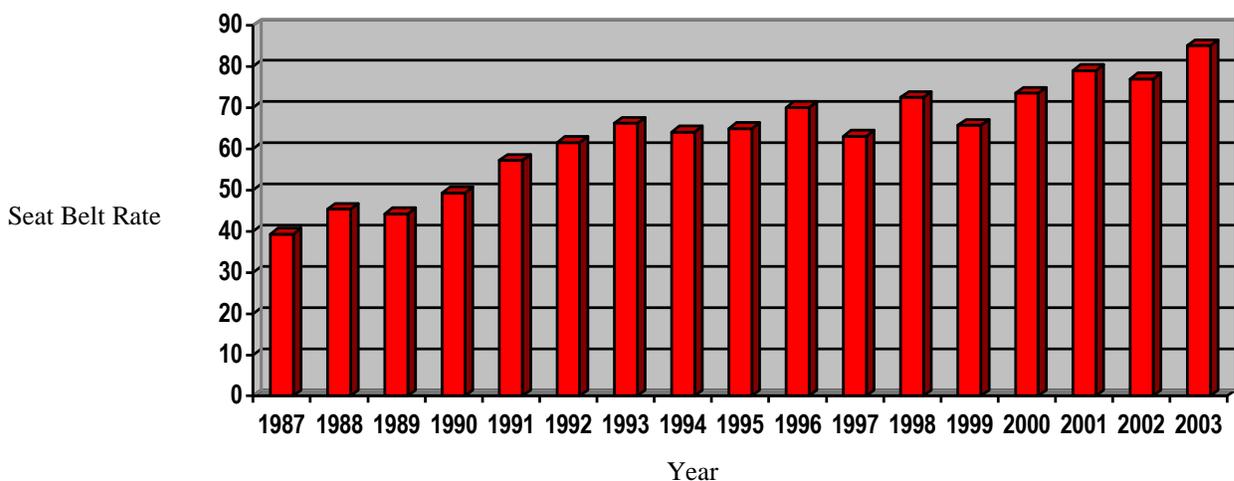
**PROGRAM GOAL:** To increase the use of seat belts and child safety restraint systems statewide.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

One of the leading causes of motor vehicle injuries and deaths is failure to wear seat belts or to secure children in age, height, and weight appropriate child safety seats. The 1,531 fatalities that occurred in Georgia in 2002 cost the state over \$1.33 billion. The National Highway Traffic Safety Administration estimates that seat belts, when used correctly, are 43.5% effective in preventing deaths in potentially fatal crashes and 50% effective in preventing serious injuries. Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71% for infants and by 54% for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are 58% and 59%, respectively.

The preceding statistics show that seat belts and child restraints are valuable tools in preventing injuries and fatalities in all population groups. To obtain the maximum benefit, these restraints need to be used consistently and correctly.

**Georgia Safety Belt Usage Rate Since 1987-2003**



Statewide, 85% of drivers and passengers fasten their seatbelts in 2003. These rates represent an increase of 10% over 2002 levels. Surveys conducted by the University of Georgia, Survey Research Center during 2001, found that seat belt use varies geographically and demographically. Non-users are disproportionately male, non-white, pickup truck occupants.

Excluding pickup trucks, statewide seat belt usage in 2003 for drivers and passengers was 88.7%, an increase of 7.7% over the previous year. Women drivers continue to use safety belts (89.6%) more than male (80.8%) drivers, however the gender gap is narrowing. For the first time in the state's history, the seat belt usage rate for white and non-white drivers was virtually the same (85%). Usage rates for white passengers (85.1%) was slightly higher than usage rates for non-white passengers (80.8%). Observed usage rates for drivers was highest in Atlanta Metropolitan Statistical areas (87.9%), followed by rural areas (76.9%).

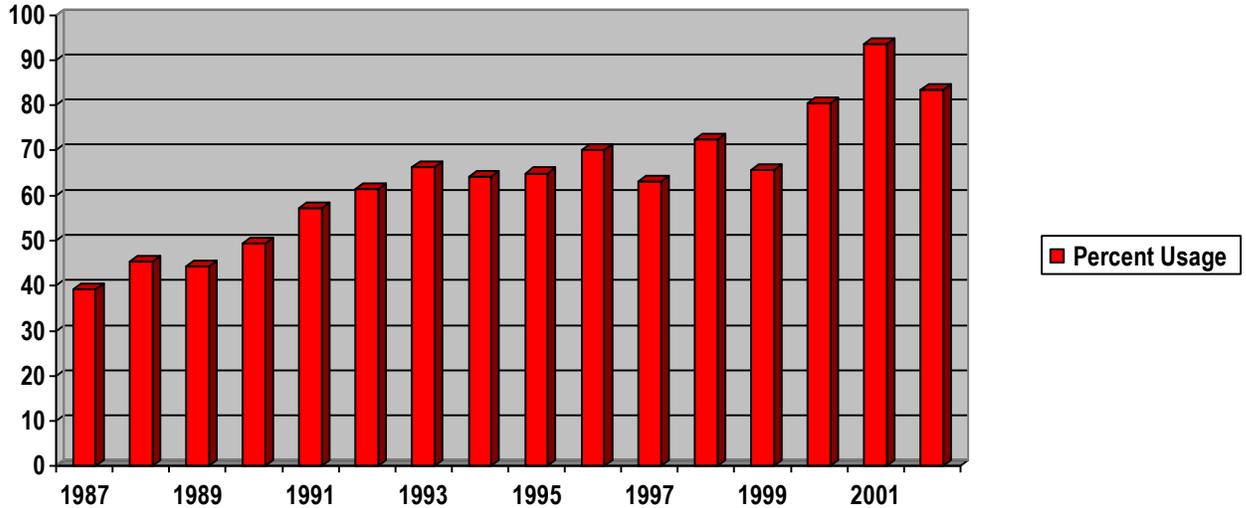
### 2003 Georgia Statewide Seat Belt Usage Rates

	DRIVERS		PASSENGERS	
	Trucks Excluded	Trucks Included	Trucks Excluded	Trucks Included
Men	86.2%	80.8%	82.3%	73.5%
Women	91.1%	89.6%	91.7%	89.7%
Whites	89.1%	85.0%	89.4%	85.1%
Non-Whites	99.6%	85.3%	86.3%	81.2%
Atlanta MSA	90.5%	87.9%	89.8%	87.2%
Urban MSA	90.7%	77.3%	81.5%	76.9%
Rural	91.8%	86.0%	86.0%	78.8%

### Georgia Child Safety Seat Usage Rate Since 1987

The overall rate of child safety seat usage throughout the state of Georgia was 93.5% in 2001, which represents a 13% increase over 2000 rate of 80.5%. The 2001 rate was the highest use rate observed since data has been collected. In 2002, the usage rate was 85.3% statewide.

#### Weighted Child Restraint Use Rate



Georgia’s child safety seat usage rate has significantly increased over the last 15 years. Over the last three years. The usage rate increased by 16.15% in 2001 and slipped by 8.77% in 2002.

Three Changes in Georgia Child Safety Seat Usage Rate			
<b>Year</b>	2000	2001	2002
<b>Rate</b>	80.5	93.5	85.3
<b>% Change</b>		16.15%	-8.77%

The observed usage rate is highest in the Atlanta Metropolitan area than in rural areas of the state. Further the usage rate is higher when women are driving than when men are the drivers. When drivers are observed wearing safety restraints, more children are in child safety seats than when the driver is unbelted.

## TARGET POPULATION

The target population is all drivers of motor vehicles and adults, youth, children, and infants who are passengers in motor vehicles, with particular emphasis on populations who are most at risk by not using restraints or placing their children in restraints.

## PERFORMANCE OBJECTIVES

**Objective 1:** *To maintain a statewide seat belt usage rate of 84.5% or higher in FFY 2004.*

**Objective 2:** *To increase the use of child safety restraint systems for children under the age of five to 95 percent by the end of FFY 2004.*

## PERFORMANCE MEASURES

**Measure 1:** *Safety Belt usage reported in the 2004 University of Georgia Research Center Observational Survey. (The 2003 survey reported a 84.5% seat belt usage rate).*

**Measure 2:** *Child Safety Seat usage reported in the 2004 University of Georgia Research Center Observational Survey. (Baseline: The 2002 survey reported a 85.3% child safety seat usage rate).*

## STRATEGIES

1. Provide funds to the University of Georgia to conduct six (6) 32-hour and thirty-five (35) 16-hour Child Passenger Safety training sessions in targeted counties. *(Task No. OP-04-01)*
2. Provide support for regional academies to conduct the Traffic Occupant Protection Strategy (TOPS) training sessions to 90 law enforcement representatives and 24 instructor candidates. *(Task No. OP-04-01)*
3. Sponsor a minimum of 4 attendees to each of the following state/national conferences (Lifesavers, GOHS Traffic Safety Conference, National Child Passenger Safety Technician Training (CIP)). *(Task No. OP-04-04)*
4. Update & distribute approximately 2000 Law Enforcement Tab Guides to serve as a quick reference item for public safety officers in the field. *(Task No. OP-04-01)*

5. Provide funds to implement public information and education strategies to increase public awareness of the proper use of seat belts and child restraints statewide through (a) the implementation of a statewide “Safety Belt, Poster, and Essay PSA contest for students, (b) the statewide distribution of PI&E materials, the development of materials targeting at-risk populations. *(Task Nos. OP-04-01, OP-04-04)*
6. Conduct four (4) statewide campaigns to promote occupant safety (*Hands Across the Borders, Buckle Up America Month, Child Passenger Safety Month, and Click It or Ticket*). *(Task No. OP-04-04)*
7. Present the rollover simulator on the outcome of riding unrestrained in a motor vehicle to approximately 5,000 individuals. *(Task No. OP-04-01)*
8. Provide funds to facilitate occupant safety education in 80% of the state health department inspection sites and 50 state fitting stations seat belt and child safety seat education programs; and facilitate the implementation of newborn injury prevention policy in a minimum of ten (10) Georgia hospitals. *(Task Nos. OP-04-02, OP-04-03)*

## Occupant Protection Countermeasures Section – 402

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**Project Title:** Georgia Injury Prevention Institute – UGA Cooperative Extension

**Task Number:** OP-04-01

**Project Summary:** UGA will train 200 Child Passenger Safety Technicians (CPSTs) and safety advocates and citizens with two-day, four-day and one-hour child passenger safety classes. UGA will conduct four media campaigns to promote occupant protection. In addition, a statewide survey to determine seat belt and child safety seat usage will be conducted.

**Funding:** \$ 800,000

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**Project Title:** Department of Human Resources, Center for Injury Prevention (CIP)

**Task Number:** OP-04-02

**Project Summary:** Provide funds to the Georgia Department of Human Resources to monitor the 51 state health department inspection sites and 25 state fitting stations. To insure that these education-based seat belt and child safety seat programs target at-risk families and provide child restraint inspections for the public at least once a week. Facilitate the implementation of a newborn highway safety injury prevention policy in a minimum of ten (10) Georgia hospitals.

**Funding:** \$400,000

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**Project Title:** City of Atlanta (Fire Department)

**Task Number:** OP-04-03

**Project Summary:** To promote the availability of fitting stations to ensure the proper fit and installation of child restraint devices by certified technicians to maximize the safety of our children. To provide pedestrian safety education programs in primary and elementary schools.

**Funding:** \$70,000

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## Occupant Protection Countermeasures Section – 402

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

**Task Number:** OP-04-04

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

**Funding:** \$200,000

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**Project Title:** Grants to Locals

**Task Number:** OP-04-05

**Project Summary:** The Governor's Office of Highway Safety will conduct a request for proposal for projects to support statewide efforts to increase Georgia's seat belt and child safety seat use.

**Funding:** \$500,000

**405**  
**OCCUPANT PROTECTION**

## SECTION 405 OCCUPANT PROTECTION

**PROGRAM GOAL:** To reduce the severity of injuries and the death rate of citizens 16 years of age and up through the establishment of community highway safety programs that will increase minority and rural citizens safety belt and child restraint usage rate.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The University of Georgia Survey Research Center reports that the usage of seat belts among minority and rural drivers is consistently less than that of whites in these areas. The 2003 statewide seat belt survey documented parity between seat belt usage of white and non-white drivers for the first time in the State's history. Although Seat belt usage has steadily increased over the past ten years, there is still a need for increased efforts.

According to observational surveys conducted by the University of Georgia Survey Research Center, overall seat belt use has risen from 19.8% in 1987 to a usage rate of 85% in 2003. Even though there has been some increase in the use of seat belts. It should be noted that automobile crash fatalities are still highest among the 16 to 20 year and 25 to 34 year age group, 14.1% for the 16 to 20 year group and 18.4% for the 25 to 34 age group in 2001. This represents 32.5% of the total population.

The Governor's Office of Highway Safety (GOHS) believes that local communities are best positioned to identify highway safety issues affecting them and to develop effective programs to increase seat belt usage and decrease traffic fatalities. Approximately 4 (four) regional networks have been developed to organize, supervise and support neighborhood coalitions and 9 (nine) neighborhood coalitions. GOHS plans to develop three (3) additional regional networks and twenty-one (21) additional neighborhood coalitions this fiscal year. The department will continue to provide grants to the regional coordinators, community neighborhood coalitions and civic organizations to assist them in sponsoring, hosting and coordinating public information and education programs that promote seat belt usage. The programs will concentrate on minority and rural populations. Additionally, strategies will be developed to increase the diversity of Georgia's child passenger safety experts in order to reach targeted minority and rural communities.

## TARGET POPULATION

The target population is the Georgia motoring public, 16 years of age and older, rural and minority citizens.

## PERFORMANCE OBJECTIVES

*Objective 1: To maintain a statewide seat belt usage rate of 85.3% or higher for minority drivers and passengers in 2004.*

*Objective 2: To increase seat belt use rate by 5% for citizens sixteen years (16) years and older in rural Georgia by 2004.*

## PERFORMANCE MEASURES

*Measure 1: Pre-and post observation results. (Baseline: The 2002 seat belt survey).*

*Measure 2: Rural seat belt usage reported in the 2003 University of Georgia Observational Survey. (Baseline: The 2001 survey indicated a 76.1% rural seatbelt usage rate.)*

*Measure 3: Minority seat belt usage reported in the 2003 University of Georgia Observational survey. (Baseline: The 2001 survey indicated a 76.7% non-white usage rate.)*

## STRATEGIES

1. GOHS will conduct a request for proposal in September 2003 to fund entities that will address occupant safety use among young adults. *(Task No. J2-04-01).*
2. GOHS will continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level. *(Task No. J2-04-01)*

## Occupant Protection Section– 405

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**Project Title:** Grants to Locals  
**Task Number:** J2-04-01  
**Project Summary:** To be determined through ranking and Requests for Proposals.  
**Funding:** \$562,000

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**Project Title:** Governor’s Office of Highway Safety  
**Task Number:** J2-04-02  
**Project Summary:** The overall administrative functions of the project will be supported through Personal Services, Travel and Regular Operating Costs.  
**Funding:** \$150,000

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**SECTION 2003B**  
**PROTECTING OUR CHILDREN**

## SECTION 2003B PROTECTING OUR CHILDREN

**PROGRAM GOAL:** To increase the number of drivers and passengers who use seat belts and child restraint systems through programs that focus on training, partnerships, and public information and education.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The State of Georgia has a primary seat belt law for adults and a primary law that requires children from birth to five years of age to be properly restrained in an age and height appropriate child restraint system. These laws, combined with high visibility law enforcement, have resulted in Georgia's seat belt use increasing from 61.5% in 1996 84.5% in 2003.

Nevertheless, motor vehicle crashes are still the leading cause of death for persons ages 1 to 35 in Georgia. In 2002, there were 1,531 motor vehicle fatalities in Georgia resulting in an estimated economic cost of over \$1.33 billion. The National Highway Traffic Safety Administration estimates that seat belts, when used correctly, are 43.5% effective in preventing deaths in potentially fatal crashes and 50% effective in preventing serious injuries. Research has found that child safety seats reduce fatal injuries by 71% for infants and by 54% for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

These statistics show that seat belts and child restraints are valuable tools in preventing injuries and fatalities in all population groups. To obtain the maximum benefit, they need to be used at all times. Surveys conducted by the University of Georgia, Survey Research Center during 2001, found that seat belt use varies among various demographic groups. Numerous studies have shown that when adults use seat belts and children are properly restrained, deaths, injuries and the severity of injuries are significantly reduced.

### TARGET POPULATION

The Governor's Office of Highway Safety (GOHS) will implement a child protection education program that targets infants and children, ages 0 to 16, with special emphasis on the proper use of child safety seats and booster sets in low-income, rural and minority populations. Special focus will also be placed on teen occupant safety.

## PERFORMANCE OBJECTIVES

**Objective 1:** *To maintain a statewide seat belt usage rate of 84.5% or higher in FFY 2004.*

**Objective 2:** *To maintain a statewide child safety seat usage rate of 93.5 percent or higher in FFY2004.*

## PERFORMANCE MEASURES

**Measure 1:** *Safety belt usage reported in the 2004 University of Georgia Observational Survey.*

**Measure 2:** *Safety Belt usage reported in the 2004 University of Georgia Observational Survey*

## STRATEGIES

1. Provide support for health departments and fire station with established fitting station and inspection site programs in rural areas. *(Task No. J3-03-01)*
2. GOHS will implement a request for proposal in order to find organizations to assist this agency in increasing occupant safety restraint. *(Task No. J3-03-01)*

## Occupant Protection Countermeasures–Section 2003B

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**Project Title:** Grants to Locals

**Task Number:** J3-04-01

**Project Summary:** The Governor’s Office of Highway Safety proposes to support statewide efforts to increase Georgia’s child safety seat and seat belt use rates through working collaboratively with governmental entities, public/private organizations and local grass root community coalitions.

**FUNDING:** \$209,000

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**TRAFFIC RECORDS**

**SECTION 402**

**SECTION 402  
TRAFFIC RECORDS**

## SECTION 402 TRAFFIC RECORDS

**PROGRAM GOAL:** To assist in the statewide coordination, collection, processing, analysis, and reporting of accurate crash reports and maintain an effective traffic information system.

### 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.

**Table 1  
Vehicle Miles Traveled and Deaths per Vehicle Miles Traveled**

1999			2000			2001			2002		
Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs
989.1	1508	1.52	1047	1541	1.47	1079	1656	1.53	1067	1531	1.43

There is a need to 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, governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, the need to have accurate data becomes more critical.

Over the past year, Georgia has made significant strides in remedying the traffic data dilemma that has faced the state for the past five years. However, much work remains to be done in the areas of coordination and implementation. Of utmost importance is insuring that various governmental entities can access crash, injury, and fatality data in a timely manner.

This information is crucial to the planning of roadway safety programs. The absence of the information means that programs are developed in the dark. Further, in order to plan jurisdictional improvement programs, it is necessary for county-level data to be available and accessible.

The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. Over the past year much progress was made in addressing the traffic records dilemma that has faced the state since 1998. The State Traffic Records Coordinator with the TRCC developed a strategic plan related to the committee's mission. The plan addresses the need for a long-range strategic plan, support of the Traffic Records Coordinator, and improvements in the process of crash location, better communication and error feedback to reporting agencies and support of the Crash Outcome Data Evaluation System (CODES).

## TARGET POPULATION

The target population is the consumers and producers of traffic crash data.

## PERFORMANCE OBJECTIVES

- Objective 1: To develop and disseminate a long-range Strategic Plan for traffic records improvement in Georgia.*
- Objective 2: To sponsor the Georgia Traffic Records Coordinating Committee for continued synchronization and cooperation among various governmental and law enforcement entities.*
- Objective 3: To continue support of a Georgia Traffic Records Coordinator to provide leadership in the production and implementation of the long-term strategic plan and TraCS.*
- Objective 4: To field-test TraCS in selected Georgia jurisdictions.*
- Objective 5: To promote and support research initiatives related to highway safety in Georgia.*

## PERFORMANCE MEASURES

- Measure 1: Production of the long-term strategic plan and coordination of strategic plan objectives. (Baseline: Traffic Records Coordinator prepared Phase II Strategic Plan).*
- Measure 2: The regular meetings of the Ga. TRCC (Baseline: Traffic Records Coordinating Committee monthly meetings).*
- Measure 3: Contractual activities of the Traffic Records Coordinator (Baseline: Completed tasks of TRC-coordinator.)*
- Measure 4: The implementation of TraCS field test in selected jurisdictions.*
- Measure 5: Selection of grantee to conduct investigations. (Baseline: New initiative).*

## STRATEGIES

1. Provide funding to support all initiatives needed to maintain an accurate and reliable system of collecting, processing and analyzing and reporting accurate data in Georgia.  
(*Task No. TR-04-01*)
2. Provide funding to continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program in 48 courts throughout Georgia.  
(*Task No. TR-04-02*)

## Traffic Records Countermeasure— Section 402

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

**Task Number:** TR-04-01

**Project Summary:** These funds will be used to provide management responsibility of the TRACs program within the GOHS organization. Additionally, funds will be used to create and implement an internal Grants Management System in order to assist GOHS in the tracking and management of programmatic and fiscal functions within the organization

**Funding:** \$350,000

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**Project Title:** Georgia Courts Automation Commission

**Task Number:** TR-04-02

**Project Summary:** The project will continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program in 48 courts throughout Georgia to facilitate electronic transmission of traffic citation data to the Department of Public Safety and the Department of Motor Vehicle Safety.

**Funding:** \$ 200,000

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**Project Title:** GOHS Evaluation Project

**Task Number:** TR-04-03

**Project Summary:** GOHS will issue a Request for Proposal to Georgia colleges and universities to help evaluate programs implemented by the highway safety office and help provide an overall analysis of the implementation of the States' Highway Safety Plan.

**Funding:** \$ 150,000

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## Traffic Records Countermeasure— Section 402

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**Project Title:** Traffic Records Assessment

**Task Number:** TR-04-04

**Project Summary:** GOHS will request a review of teams of experts to conduct a review of the traffic records system in the State of Georgia. Through a week-long interview process of stakeholders, the team of experts provide insights on enhancements or improvements to the traffic records system.

**Funding:** \$ 25,000

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**Project Title:** Traffic Record Grants (TBD)

**Task Number:** TR-04-05

**Project Summary:** Provide funding to support all initiatives needed to maintain an accurate and reliable system of collecting, processing and analyzing and reporting accurate data in Georgia.

**Funding:** \$ 250,000

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**SECTION 402**  
**PEDESTRIAN AND BICYCLE SAFETY**

## SECTION 402 PEDESTRIAN AND BICYCLE SAFETY

**PROGRAM GOAL:** To reduce pedestrian and bicycle risks of injury and decrease the number of pedestrians and bicyclists killed in motor vehicle crashes using training, partnerships and public information initiatives.

### PROBLEM IDENTIFICATION AND JUSTIFICATION

Pedestrians and bicyclists are among the most vulnerable of all citizens who use our roads. Most roads have been designed to accommodate the efficient movement of motor vehicles, with few exceptions. States have laws designed to protect pedestrians and bicyclists, however, only a small segment of society has knowledge of these laws. Too often these laws seem secondary in importance to laws affecting a larger segment of society.

In 2002, the majority of pedestrian deaths (27%) occurred to persons ages 35 to 44. Over half of the pedestrian fatalities (66%) occurred to persons ages 25 to 54.

**2002 Georgia Pedestrian Crash Deaths by Age of Victim**

AGE	Total	% OF Total
< 5	4	2%
9-May	7	4%
15-Oct	8	5%
16 - 20	9	6%
21 - 24	7	4%
25 - 34	17	11%
35 - 44	44	27%
45 - 54	28	17%
55 - 64	11	7%
65 - 74	10	6%
75 +	15	9%
Unknown	1	1%
<b>Total</b>	161	100%

Bicycle crashes are affected by the same factors as other types of crashes, but they have far more deadly results. As with pedestrians, 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 1% of all crash fatalities. The majority of these fatalities occurred between 3 and 9 pm.

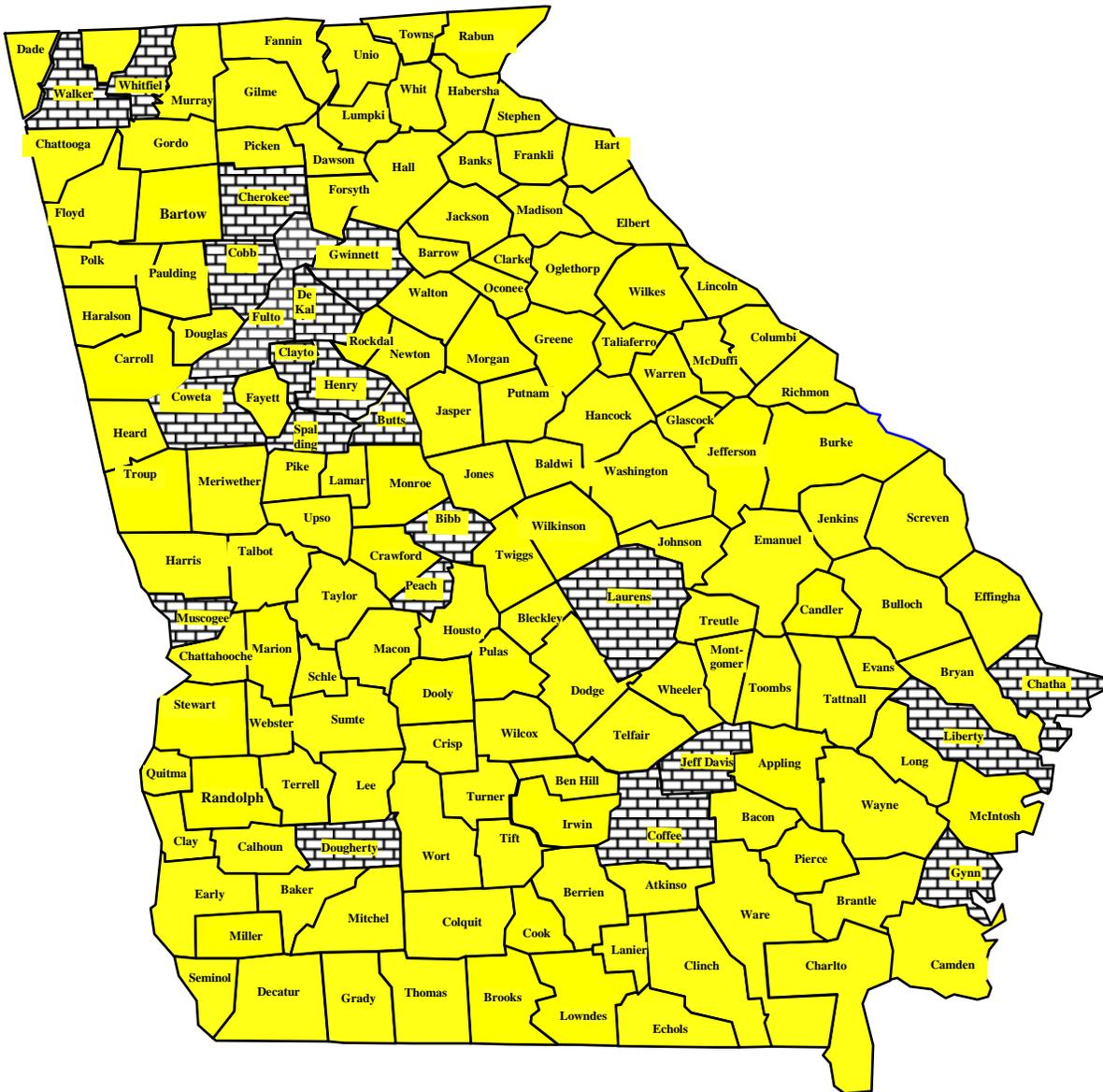
**Fatalities Occurring to Bicyclists in Georgia (1994-2002)**

<b>Year</b>	<b>Number</b>
1994	19
1995	20
1996	15
1997	19
1998	22
1999	22
2000	15
2001	21
2002	13

Rapid urban growth has contributed to more and more roads being built with few considerations for the movement of pedestrians and bicyclists. However, as society addresses urban sprawl and the breakdown of the infrastructure in both urban and rural areas, the plight of the pedestrian and bicyclist is being heard. Organizations that advocate for a balanced approach to development are beginning to impact planning and development. Neighborhood associations, faith communities, and city governments are insisting on smart growth where all users have their concerns addressed.

New and innovative traffic calming techniques are being used to make our roads and highways safer for those most vulnerable. Creative public information and education programs are being developed and implemented to increase the public's awareness and knowledge that we must 'share' the road. However, there is still much to be accomplished.

## Georgia Counties with 2 or more Pedestrian Deaths in 2002



2002 Pedestrian deaths in Georgia represented 1.88 deaths per 100,000 population, compared to a rate of 1.67 for the United States.

### TARGET POPULATION

The target population is pedestrians and bicyclists in Georgia.

## PERFORMANCE OBJECTIVES

**Objective :** *To provide funds to agencies for the purpose of increasing education and awareness of pedestrian injuries and fatalities in Georgia.*

## STRATEGIES

1. Provide funding for pedestrian safety educational materials and bicycle helmets as requested. *(Task No. PS-03-01)*

## Pedestrian / Bike Safety Countermeasures -- Section 402

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**Project Title:** Pedestrian/Bicycle Grants to Locals

**Task Number:** PS-04-01

**Project Summary:** The Georgia Governor's Office of Highway Safety will provide pedestrian safety educational materials and bicycle helmets to agencies requesting them for specific events, providing they have someone who has been trained to properly fit helmets. Additionally, GOHS will fund agencies to provide pedestrian safety enforcement.

**Funding:** \$150,000

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**SECTION 402**  
**SPEED AND AGGRESSIVE DRIVING**  
**COUNTERMEASURES**

## SECTION 402

### SPEED AND AGGRESSIVE DRIVING COUNTERMEASURES

**PROGRAM GOAL:** To reduce the motor vehicle crashes, injuries, and fatalities through the systematic delivery of effective speed/aggressive driving countermeasures.

#### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

One out of five crash deaths in Georgia involved unsafe or illegal speed. The overwhelming majority of the drivers in speed related crashes are male. The chance of a crash being fatal is over three times higher in crashes related to speed than crashes not related to speed. Speed decreases the time available to make split second decisions, increases difficulty in maneuvering a vehicle, reduces the time and ability to safely stop, and contributes significantly to the severity of impact.

In 2001, Georgia had 341 speed-related crash deaths. These speed crashes extolled a cost of \$1.387-million to the State.

**2001 Speed Related Fatalities in Georgia**

	No. of Fatalities Involved in Speed Crashes	% of Speed Related Fatal Crashes	Estimated Cost of Speed Crashes
<b>Georgia</b>	341	21%	\$1,387-Million
<b>U.S.</b>	12850	30%	\$40,390 Million

Source: Fatality Analysis Reporting System (FARS)

#### TARGET POPULATION

The target population is the motoring public of Georgia.

#### PERFORMANCE OBJECTIVE

**Objective 1:** To fund agencies for the purpose of reducing speed related motor vehicle crashes, injuries, and deaths related to speed.

## STRATEGIES

1. Provide funding to three local law enforcement agencies (City of Savannah, Hall County, and a jurisdiction to be determined to reduce impaired driving in their jurisdictions. *[Note: All Alcohol and Other Drug Countermeasures law enforcement grants will have a speed sub-component. The DUI multi-jurisdictional taskforces will have aggressive driving components.]* (Task Nos. SC-04-01, SC-04-02)
2. *Increase public awareness in 159 counties in Georgia, with particular emphasis in high incidence counties, on the dangers and effects of speed-related motor vehicle crashes utilizing public information and education resource materials, media relations, community outreach and marketing initiatives.*

## Speed and Aggressive Driving Countermeasures – Section 402

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**Project Title:** City of Savannah Speed and Aggressive Driving Task Force

**Task Number:** SC-04-01

**Project Summary:** The Savannah Police Department will operate a unit to reduce speed-related crashes, injuries and fatalities in major traffic areas within the city. The project aims at deterring speeders through high visibility enforcement and public education initiatives.

**Funding:** \$180,000

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**Project Title:** Hall County Sheriff's Department

**Task Number:** SC-04-02

**Project Summary:** The Hall County Sheriff's Office will operate a highly visible traffic unit. The purpose of the unit will be to reduce speed related crashes, injuries and fatalities in major traffic areas within the county.

**Funding:** \$101,100

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

**Task Number:** SC-04-03

**Project Summary:** The Forsyth County Sheriff's Office will operate a highly visible H.E.A.T. task force. The purpose of the unit will be to reduce speed related crashes, injuries and fatalities in major traffic areas within the county.

**Funding:** \$121,500

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**SECTION 402**  
**POLICE TRAFFIC SERVICES**

## SECTION 402 POLICE TRAFFIC SERVICES

**PROGRAM 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 behavior.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

For the past several years, highway safety fatalities in Georgia have been on the decline. This has been due in part to stringent, high visibility enforcement. Rapid population growth and a considerable increase in vehicular traffic on Georgia's roadways is a major factor in the increase of fatalities. Through more concentrated high visibility enforcement campaigns such as "Click It or Ticket" and "Operation Zero Tolerance", the rates are expected to drop throughout the rest of 2002 and 2003.

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 "Operation Zero Tolerance" and "Click it or Ticket" have proven that high visibility enforcement of Georgia's traffic laws 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 47,148 law enforcement officers employed by a total of 985 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, as to the importance of high visibility enforcement and the impact their efforts make on highway safety in Georgia. This same message must be conveyed to the prosecutors and judicial community 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

## TARGET POPULATION

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

## PERFORMANCE OBJECTIVES

- Objective 1:* To maintain a statewide seat belt usage rate of 84.5% or higher in FFY 2004.
- Objective 2:* To provide funds to law enforcement agencies who will focus on decreasing the number of persons killed in impaired driving crashes in FFY 2004.
- Objective 3:* To increase by 5% the number of Georgia law enforcement personnel who receive local and national professional training opportunities in FY 2004.
- Objective 4:* To maintain and strengthen partnerships with all Georgia law enforcement agencies and increase their participation in the Traffic Enforcement Networks by 10% in FY 2004.
- Objective 5:* To increase by 10% the number of corporate partners who provide support for the Governor's Office of Highway Safety's law enforcement project.
- Objective 6:* 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 in FY 2004.

**STRATEGIES** (All strategies linked to *Task No. PT-03-04* in addition to the ones listed after each number below)

1. Support specialized highway safety and traffic enforcement training for Georgia's law enforcement community. (*Task Nos. PT-04-01, PT-04-03*)
2. Support Executive Level training for law enforcement agency heads and command staffs, encouraging traffic enforcement and highway safety as a departmental priority. (*Task No. PT-04-01*)
3. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting. (*Task No. PT-04-03*)
4. Continue to support and market Drug Recognition Expert and Standardized Field Sobriety Test training to Georgia's law enforcement agencies and officers. (*Task No. PT-04-03*)
5. Continue to support and encourage TOPS and child safety seat training for law enforcement officers. (*Task No. PT-04-01*)
6. Continue to make presentations to the New Chief's School, Chief and Sheriff's Association Training Conferences as well as Judge and Prosecutor training conferences. (*Task No. PT-04-01*)
7. Encourage and facilitate recruitment efforts in each of the sixteen regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia. (*Task No. PT-04-03*)
8. Continue to provide funding to our Law Enforcement partners in the form of small grants to assist with providing the tools necessary for effective and professional traffic enforcement activities. (*Task No. PT-04-02*)
9. Encourage and facilitate 100% law enforcement participation in seven waves of high visibility enforcement during FFY 2003. (*Task No. PT-04-03*)
10. Continue to recruit corporate partners to assist with GOHS supported law enforcement campaigns and initiatives. (*Task No. PT-04-03*)
11. Encourage and facilitate law enforcement agencies to work with their local media in marketing GOHS high visibility enforcement initiatives. (*Task No. PT-04-03*)
12. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events. (*Task No. PT-04-03*)

13. Provide the necessary highway safety informational publications and collateral items to Georgia law enforcement agencies to assist them in marketing the highway safety messages of the Governor's Office of Highway Safety to the general public.  
*(Task No. PT-04-03)*
14. Continue to exhibit and promote GOHS initiatives and highway safety information at law enforcement, judiciary, and prosecutor training conferences as well as other public, governmental and private gatherings. *(Task No. PT-04-03)*

## Police Traffic Services- Section 402

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

**Task Number:** PT-04-01

**Project Summary:** Administrative, training, telecommunication and PI&E support to the GOHS Law Enforcement Services team, the regional Traffic Enforcement Networks, and Georgia's traffic enforcement community.

**Funding:** \$250,000

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**Project Title:** Sixty (60) Grants to Local Law Enforcement

**Task Number:** PT-04-02

**Project Summary:** GOHS will provide small grants to law enforcement agencies from Section 402 funds for the purchase of traffic enforcement and highway safety equipment and supplies.

**Funding:** \$300,000

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**Project Title:** Traffic Enforcement Networks

**Task Number:** PT-04-03

**Project Summary:** GOHS will provide small grants to Georgia's 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.

Albany PD	\$12,500	Pooler PD	\$12,500
Berrien Co. BOC	\$12,500	Walker Co. BOC	\$12,500
Centerville PD	\$12,500	Hazlehurst PD	\$12,500
Columbus PD	\$12,500	Jesup PD	\$12,500
Elberton PD	\$12,500	Rockdale Co. BOC	\$12,500
Franklin PD	\$12,500	Union City PD	\$12,500
Gainesville PD	\$12,500	Wrens PD	\$12,500

**Funding:** \$175,000

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**SECTION 402**  
**COMMUNITY TRAFFIC SAFETY PROGRAMS**  
**SAFE COMMUNITIES**  
**RESOURCE INFORMATION CENTERS AND**  
**CLEARINGHOUSE**

## SECTION 402

### COMMUNITY TRAFFIC SAFETY PROGRAMS

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

#### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2002, 1,531 people died in motor vehicle crashes compared with 521 homicides. Over the last decade motor vehicle crash fatalities have outnumbered murders by 3 to 1 every year.

Crashes are the leading cause of death for persons ages 1-34 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 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 important 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.

## TARGET POPULATION

Georgia Safe Communities in DeKalb, Fulton County, City of Albany, Columbus/ Muscogee and Cobb Counties.

## PERFORMANCE OBJECTIVES

**Objective 1:** *To provide support information and instruction to the existing Safe Communities programs for the purpose of identifying problems and developing effective strategies in their local communities to counter highway safety problems.*

## PERFORMANCE MEASURES

**Measure 1:** *The comparison of the effectiveness of public information and education initiatives coupled with enforcement partnerships.*

## STRATEGIES

1. Continue to fund five Georgia Safe Communities located in DeKalb, Fulton, Cobb, Columbus/Muscogee and the City of Albany. *(Task Nos. CP-04-02, SA-04-01, SA-04-02, SA-04-03, SA-04-04, SA-04-05)*
2. Conduct quarterly Safe Communities meetings to inform, update and educate coordinators of each program on traffic safety initiatives and an annual Georgia's Safe Communities Workshop for volunteers and other safety professional in Georgia. *(Task No. CP-04-02)*
3. Each Safe Communities program will participate in a minimum of three (3) national traffic safety campaigns and work with the Network of Employers for Traffic Safety program to assist four (4) employers with the development of their workplace traffic safety program. *(Task No. CP-04-02)*
4. Continue to fund training opportunities for first responders and citizens on railroad grade crossings. *(Task No. CP-04-01)*
5. Create traffic safety information and presentations that educate the Hispanic community. *(Task No. CP-04-04)*

## SECTION 402 CTSP RESOURCE INFORMATION CENTERS AND CLEARINGHOUSE

**PROGRAM GOAL:** To increase public awareness and knowledge of highway safety, create a series of resource centers across the state where the highway safety materials are available, and provide a clearinghouse for materials for Georgia.

### 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. These resource centers will assist in getting roadway safety materials to individuals, groups, and institutions across the state.

### PERFORMANCE OBJECTIVES

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

### PERFORMANCE MEASURES

*Measure 1: Comparison of the number of resource materials distributed statewide from FFY 2003 to FFY 2004.*

### STRATEGIES

1. Maintain GOHS Resource Information Training Center, which serves as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences. (Task No. CP-04-02)
2. Host Georgia's Statewide Traffic Safety Conference. (Task No. CP-04-02)

## Community Traffic Safety Programs - Section 402

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**Project Title:** Cobb County

**Task Number:** CP-04-01

**Project Summary:** This program provides “Operation Lifesaver” Grade Crossing Collision/Incident Management Training courses at academies and other locations in Georgia to allow first responders and public safety personnel to receive adequate training in managing and investigating train motor vehicle crashes.

**Funding:** \$20,000

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

**Task Number:** CP-04-02

**Project Summary:** GOHS provides for the management and administration of 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. 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.

**Funding:** \$750,000

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## Safe Communities Countermeasures - Section 402

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

**Task Number:** SA-04-01

**Project Summary:** DeKalb County is one of the largest and most densely populated counties in Georgia. The DeKalb County Board of Health oversees the activities of the Safe Communities Project through its Injury Prevention Section. This traffic safety program will focus its efforts on seat belts, child safety seat, pedestrian safety and teens.

**Funding:** \$70,000

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**Project Title:** Safe Communities of Fulton County

**Task Number:** SA-04-02

**Project Summary:** To reduce the number of teen fatalities and injuries as a result of motor vehicle crashes. With the support of the Fulton County Board of Health, the Safe Communities project has established a network of community partners to combat highway safety problems.

**Funding:** \$60,000

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**Project Title:** Safe Communities Of City Of Albany

**Task Number:** SA-04-03

**Project Summary:** Continue providing traffic safety education through enforcement and engineering focused on high crash locations, seat belt usage, inexperienced drivers and speed.

**Funding:** \$70,000

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## Safe Communities Countermeasures - Section 402

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**Project Title:** Cobb Safe Communities

**Task Number:** SA-04-04

**Project Summary:** Cobb County is a fast-growing residential and commercial area in the Metropolitan Atlanta area that allows for high incidences of fatalities and injuries due to motor vehicle crashes. This program will address diverse driving issues to achieve a positive impact on crashes, injuries and fatalities.

**Funding:** \$42,000

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**Project Title:** Columbus/Muscogee Safe Communities

**Task Number:** SA-04-05

**Project Summary:** Columbus is a growing community with a large military population. The safe communities project will continue to coordinate efforts to reduce impaired driving, increase occupant safety use and address pedestrian safety.

**Funding:** \$70,000

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## **OTHER FEDERALLY FUNDED PROGRAMS**

**SECTION 157A**  
**OCCUPANT PROTECTION**  
**PEDESTRIAN SAFETY**  
**MOTORCYCLE SAFETY**

## SECTION 157A

# OCCUPANT PROTECTION

**PROGRAM GOAL:** To increase the use of seat belts and child safety restraint systems statewide.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Young drivers have a higher rate of crashes, injuries and fatalities than older drivers. Thirty percent of all crash deaths in Georgia in 2002 occurred to persons under the age of 25. Teenagers in Georgia are particularly vulnerable and susceptible to crash deaths. They represent 7% of the State's population and 13% of the State's 2002 crash deaths.

### PERFORMANCE OBJECTIVES

*Objective 1: To provide funding to local and state jurisdictions in Georgia to create occupant safety programs designed to increase occupant safety restraint use in FFY 2004.*

### STRATEGIES

1. Provide funding to local jurisdictions to increase the proper use of child safety restraint systems and the use of seat belts by adults and teenage drivers and passengers.  
(Task Nos. 157A-OP-04-01, 157A-OP-04-02)

## Occupant Protection - Section 157A

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**Project Title:** Fulton DeKalb Hospital (Hughes Spalding)

**Task Number:** 157A OP-04-01

**Project Summary:** Educating parents and caregivers and training health care personnel on the proper use of seat belts and child restraint systems. The Fulton DeKalb Hospital is the regional perinatal center for high-risk mothers and babies. This hospital offers medical services to under served populations including governmentally-sponsored populations. Ten comprehensive community-based Health Centers are located throughout Fulton and DeKalb counties.

**Funding:** \$ 54,600

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**Project Title:** Grants to Locals

**Task Number:** 157A OP-04-02

**Project Summary:** To be determined through Request for Proposal

**Funding:** \$300,000

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## SECTION 157A PEDESTRIAN SAFETY

**PROGRAM GOAL:** To reduce pedestrian risks of injury and decrease the number of pedestrians killed in motor vehicle crashes in FY 2004.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Pedestrians are among the most vulnerable of all citizens who use our roads. Society as a whole has only recently begun to understand the challenges pedestrians face when highway design and road construction has, for such a long time, focused on motor vehicles. We have designed our roads to accommodate the efficient movement of motor vehicles with few exceptions. Though states have laws that are designed to protect pedestrians, only a small segment of society has knowledge of the laws. To often these laws seem secondary in importance to laws affecting a larger segment of society. Rapid urban growth has contributed to more and more roads being built with few considerations for sidewalks or the movement of pedestrians. However, as society addresses urban sprawl and the breakdown of the infrastructure in both urban and rural areas, the plight of the pedestrian is being heard. Organizations that advocate for a balanced approach to development are beginning to impact planning and development. Neighborhood associations, faith communities, and city governments are insisting on smart growth where all users have their concerns addressed.

New and innovative traffic calming techniques are being used to make our roads and highways safer for these most vulnerable. Creative public information and education programs are being developed and implemented to increase the public's awareness and knowledge that we must "share" the road. However, there is still much to be accomplished.

### PERFORMANCE OBJECTIVES

*Objective 1: To provide funding to local jurisdictions to address pedestrian safety through public education and information campaigns.*

## PERFORMANCE MEASURES

*Measure 1: The number of programs implemented and the overall awareness of pedestrian safety.*

## STRATEGIES

1. Provide technical support to the top ten counties with the most pedestrian related crashes. Educate and encourage law enforcement executives, in these ten counties to enforce pedestrian rights of way laws. *(Task No. 157A-PS-04-03)*
2. Provide funding to the Fulton County Board of Education to complete “Safety Streets Georgia.” *(Task No. 157A-PS-04-01)*
3. Provide funding for pedestrian safety enforcement and training. *(Task No.157A-PS-04-03)*

## Pedestrian Safety - Section 157A

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**Project Title:** Fulton County Board of Education “Safety Streets Georgia”

**Task Number:** 157A PS-04-01

**Project Summary:** A classroom, computer lab, and outdoor streetscape designed with curriculum to teach Georgia 3<sup>rd</sup> graders about highway safety.

**Funding:** \$36,000

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**Project Title:** Georgia State University

**Task Number:** 157A PS-04-02

**Project Summary:** Multi-jurisdictional approach to pedestrian safety enforcement. Funds will be used for overtime enforcement, which will target the five (5) worst intersections/corridors for pedestrian crashes near the university and target enforcement to those areas.

**Funding:** \$12,000

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**Project Title:** Grants to Locals

**Task Number:** 157A PS-04-03

**Project Summary:** Multi-jurisdictional approach to pedestrian safety enforcement. Funds will be used for overtime enforcement, which will target the five (5) worst intersections/corridors for pedestrian crashes near the university and target enforcement to those areas.

**Funding:** \$200,000

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## SECTION 157A MOTORCYCLE SAFETY

**PROGRAM GOAL:** To increase helmet use and reduce fatalities occurring to motorcyclists in Georgia.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Deaths occurring to motorcyclists in Georgia have increased significantly over the last two years. Between 1994 and 2000, fatalities involving motorcyclists ranged from a low of 44 to a high of 66. In 2001, deaths to Georgia motorcyclists increased by 56% to 95. In 2002, there were 85 deaths occurring to Georgia motorcyclists.

According to the University of Georgia Survey Research Center, overall helmet use in Georgia is 97%. However, helmet usage rates vary by location. Only 72.7% of the motorcyclists in the Atlanta Metropolitan Area were observed to wear helmets. Urban metropolitan areas had a 100% usage rate and rural motorcyclists registered a 98.8% rate. Only half of the motorcyclists in Fulton County were observed to wear helmets in 2002.

#### 2002 Motorcycle Helmet Use in Georgia

Overall helmet use	97.0%
Atlanta Metropolitan Area	72.7%
Other Metropolitan Areas	100%
Rural Areas	98.8%

### PROGRAM OBJECTIVE

*Objective 1: To provide funding for motorcycle safety education and preventive countermeasures.*

### STRATEGIES

1. GOHS will issue a Request for Proposals to solicit applications for motorcycle safety programs.

## Motorcycle Safety - Section 157A

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**Project Title:** Grants to Locals

**Task Number:** 157A-MC-04-01

**Summary:** Provide funding for motorcycle safety programs through Request for Proposal.

**Funding:** \$150,000

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**SECTION 157B  
INNOVATIVE FUNDS**

## SECTION 157B INNOVATIVE FUNDS

**PROGRAM GOAL:** To reduce the number of overall traffic related fatalities on Georgia roadways resulting from occupant protection violations, and other high-risk behavior.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Organized statewide high visibility enforcement campaigns began in 1997 with “Operation Strap & Snap.” Since that time, vehicle crash fatality rates have declined in Georgia for the first time in history. With the tremendous successes of “*Operation Zero Tolerance: You Drink and Drive. You Lose*” and “*Click it or Ticket*,” the rates are expected to continue to drop.

The Governor’s Office of Highway Safety recognizes that law enforcement plays an extremely important role in overall highway safety in the state of Georgia. Campaigns such as “*Operation Zero Tolerance*” and “*Click it or Ticket*” have proven that high visibility enforcement of Georgia’s traffic laws is the key to saving lives on Georgia’s roadways and interdicting the criminal element.

Georgia has a total of 47,148 law enforcement officers employed by a total of 985 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 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 the importance of high visibility enforcement and the impact their efforts on highway safety. This same message must be conveyed to the prosecutors and judicial community 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.

Adequate funding continues to be a problem for law enforcement agencies. Traffic enforcement is a specialized field, requiring equipment for effective enforcement and prosecution. Funding is necessary to provide agencies with the equipment, training and support for effective enforcement.

## **TARGET POPULATION**

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

## **PERFORMANCE OBJECTIVES**

**Objective 1:** *To maintain or increase the statewide overall safety belt use of 84.5% in FFY 2004.*

**Objective 2:** *To increase by 5% the number of Georgia law enforcement personnel who receive local and national professional training opportunities in FY 2003.*

**Objective 3:** *To maintain and strengthen partnerships with all Georgia law enforcement agencies to increase their participation in the Traffic Enforcement Networks by 10% in FY 2003.*

**Objective 4:** *To increase by 10% the number of corporate partners who provide support for the Governor's Office of Highway Safety's law enforcement projects.*

**Objective 5:** *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 in FY 2003.*

**Measure 3:** *Current participation level of law enforcement agencies in the Traffic Enforcement Networks.*

**Measure 4:** *Number of corporate partnerships with the Governor's Office of Highway Safety's law enforcement projects.*

**Measure 5:** *FY 2002 public information and education law enforcement initiatives.*

## **STRATEGIES**

1. Support Executive Level training for law enforcement agency heads and command staff, encouraging traffic enforcement and highway safety as a departmental priority. (Task Nos. 157B-OP-04-01, 157B-PM-04-03)

2. Support and assist in facilitating specialized traffic enforcement training at all traffic enforcement network meeting. *(Task No. 157B-OP-04-01)*
3. Continue to support and encourage TOPS and child safety seat training for law enforcement officers. *(Task No. 157B-OP-04-0)*
4. Continue to make presentations to the New Chief's School, Chief and Sheriff's Association Training Conferences and Judge and Prosecutor training conferences. *(Task Nos. 157B-OP-04-01)*
5. Encourage and facilitate recruitment efforts in each of the sixteen regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia. *(Task Nos. 157B-OP-04-01)*
6. Continue to provide funding to our law enforcement partners to assist with providing the tools for effective and professional traffic enforcement activities. *(Task Nos. 157B-OP-04-02), 157B-OP-04-03)*
7. Continue to recruit corporate partners to assist with GOHS supported law enforcement campaigns and initiatives. *(Task Nos. 157B-OP-04-01)*
8. GOHS will support National Click It or Ticket and Impaired Driving mobilizations. Dates for mobilizations are as follows: CIOT May 24 – June 6, 2004, YDYL December 17-January 2, 2005, and a Summer Long program from July 4 through Labor Day focused on both seat belts and impaired driving. *(Task No. 157B-OP-04-01)*

## **Innovative Funds- Section 157-B**

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

**Task Number:** 157B OP-04-01

**Project Summary:** GOHS will use these funds for personnel to manage the 157-B project which include the arrangement and facilitation of three (3) area briefings, develop public service announcements and paid media campaigns for occupant safety projects. Implement the following programs/activities: the Statewide Occupant Safety Task Force, its quarterly meetings and annual caravan, along with GOHS administrative and regular operating expenses.

**Funding:** \$300,000

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**Project Title:** Georgia State Patrol

**Task Number:** 157B OP-04-02

**Project Summary:** Grants will be awarded to the Georgia State Patrol for seat belt enforcement in cooperation with the "Click-It or Ticket" Campaign.

**Funding:** \$150,000

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**Project Title:** Grants to Local

**Task Number:** 157B OP-04-03

**Project Summary:** Grants will be awarded to the local agencies for seat belt enforcement in cooperation with the "Click-It or Ticket" Campaign.

**Funding:** \$150,000

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**SECTION 403  
DEMONSTRATION GRANT**

## SECTION 403 DEMONSTRATION GRANT

**PROGRAM GOAL:** To implement a DUI Court demonstration pilot to serve as a national model.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2002 Georgia had 1,531 fatalities related to motor vehicle crashes. Impaired driving killed 529 persons in 2002. The chance of a crash being fatal was almost six times higher for crashes related to alcohol or drugs than crashes not related to driver impairment. In 2002, more than one-third of fatal crashes were alcohol-related.

### TARGET POPULATION

Athens/Clarke County, Savannah/Chatham County and Gainesville/Hall County.

### PERFORMANCE OBJECTIVE

*Objective 1: To implement effective DUI adjudication programs in three distinct jurisdictions in the State of Georgia.*

### STRATEGIES

1. Establish a partnership with the Administrative Office of the Courts to implement a demonstration project in three jurisdictions (Athens/Clarke County, Hall and Chatham Counties) to create a court model program to serve repeat DUI offenders. *(Task No. 403-04-01)*
2. Implement increased enforcement in demonstration sites through existing grants and have all law enforcement officers participating in the 403 Project trained in Standardized Field Sobriety Testing and proper use of impaired driving detection equipment during the 15- month enforcement period. *(Task No. 403-04-01)*
3. Increase public awareness of the demonstration court model that will serve repeat DUI offenders. *(Task No. 403-04-01)*

## Demonstration Project - 403

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**Project Title:** Administrative Office of the Courts

**Task Number:** 403-04-01

**Project Summary:** Provide funding to the administrative office of the courts to implement a demonstration project in three jurisdictions (Athens/Clarke County, Hall and Chatham counties) to create a court model program to serve repeat DUI offenders.

**Funding:** \$ 400,000

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**SECTION 163 (.08)**  
**INCENTIVE**

## 163 (.08) INCENTIVE

**PROGRAM GOAL:** To implement pilot impaired driving countermeasure projects.

### PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Motor vehicle crashes continue to be a significant threat to the safety of Georgia's citizens. The crashes that kill or injure thousands each year are preventable; they are not what one may call, "a natural cause of death". Motor vehicle crashes represent the leading cause of traumatic head injuries that often result in death or decades of slow and incomplete recovery. These crashes have replaced the infectious diseases of the nineteenth-century as the leading killer of the young. Motor vehicle crashes are now the leading cause of death for Georgians ages 5 to 34.

### PROGRAM OBJECTIVE

*Objective 1: To implement a pilot project with the Georgia State Patrol to create a specialized traffic enforcement unit to address impaired driving and speeding.*

*Objective 2: To implement a pilot project to study and outreach Latinos and impaired driving crash involvement.*

### STRATEGIES

1. Provide funds to increase public information and education and enforcement of traffic laws through a specialized traffic enforcement unit. *(Task No. 163-AL-04-01)*
2. Provide funds to conduct a study of Latinos and their impaired driving crash involvement *(Task No. 163-AL-04-02)*

## Impaired Driving - 163 (.08) Incentive

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**Project Title:** Georgia State Patrol NightHawks (Pilot)

**Task Number:** 163-AL-04-01

**Project Summary:** To implement a pilot with the Georgia State Patrol to create a specialized traffic enforcement unit to address impaired driving and speeding in Metropolitan Atlanta.

**Funding:** \$ 1,000,000

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**Project Title:** Latino DUI Study (Pilot)

**Task Number:** 163-AL-04-02

**Project Summary:** To implement a pilot in Metropolitan Atlanta area to focus on building a picture profile on the Latino population's over representation in motor vehicle crashes and to test strategies in alleviating this problem.

**Funding:** \$250,000

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**Project Title:** Cobb County Police Department DUI Project

**Task Number:** 163-AL-04-03

**Project Summary:** The Cobb County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to provide a heightened community presence, increase the impaired driver apprehension rate, and educate the public on DUI laws.

**Funding:** \$130,600

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## Impaired Driving - 163 (.08) Incentive

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**Project Title:** College Park Police Department H.E.A.T. Project

**Task Number:** 163-AL-04-04

**Project Summary:** The College Park Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

**Funding:** \$108,800

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

**Task Number:** 163-AL-04-05

**Project Summary:** The Henry County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$122,000

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

**Task Number:** 163-AL-04-06

**Project Summary:** The Clayton County Police Department will operate a DUI Task force for the purpose of deterring the number of persons who drink and drive. The project aims to increase the impaired driver apprehension rate, educate the public on DUI laws and provide a heightened community presence.

**Funding:** \$118,500

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**TEENAGE AND ADULT DRIVER RESPONSIBILITY ACT**



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