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GOHS

2006

SAFETY PLAN

2006

sonny perdue
governor

robert f dallas
director

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INTRODUCTION



Governor Sonny Perdue and GOHS Director Robert F. Dallas both thank you for your interest in highway safety in Georgia



SONNY PERDUE
GOVERNOR

ROBERT F. DALLAS
DIRECTOR



INTRODUCTION

Under the authority and approval of Governor Sonny Perdue, the Governor's Office of Highway Safety (GOHS) produces an annual Highway Safety Plan (HSP) as a state programmatic guide and an application for Federal grant funding from the National Highway Traffic Safety Administration (NHTSA). This document is used for justifying, developing, implementing, monitoring, and evaluating traffic safety activities for improvements in each Federal fiscal year. National, State and county level crash fatality data and other information such as safety belt use rates are used to insure that the planned projects focus on areas of greatest need.

In compliance with federal requirements, at least 40% of the annual Section 402 funds will be used by or for the benefit of political subdivisions of the State in carrying out local highway safety programs. All plans and activities of GOHS are driven by the agency's mission statement.

MISSION OF GOHS

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

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.

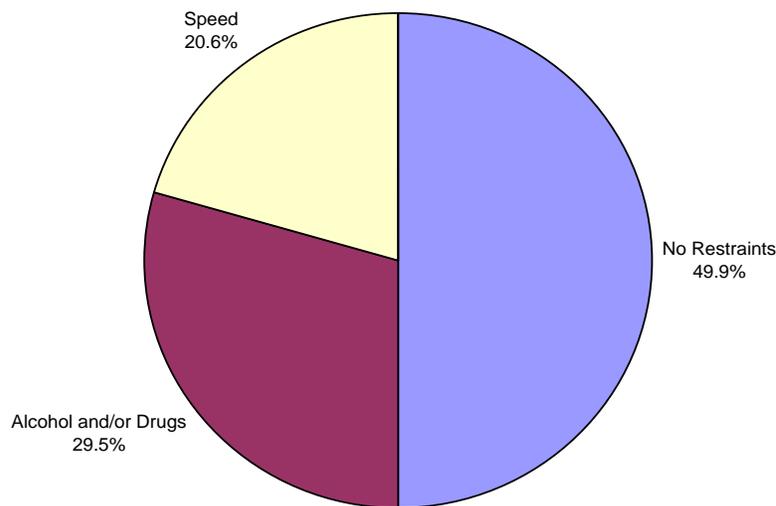
THE FFY 2006 HIGHWAY SAFETY PLAN

The Highway Safety Plan is based on the latest statistics available for problem solving. The document contains the most promising countermeasures and activities for reducing the loss of lives, health and economy resulting from traffic crashes in Georgia. Tragically, 1,641 people died on Georgia roadways during 2004 according to NHTSA's Fatality Analysis Reporting System (FARS). Disappointedly, the State has learned that 38 more people died in 2004 than in 2003. The motor vehicle crashes cost the state over \$7.8 billion. For the first time in recent highway safety history, GOHS will be able to use 2004 data where available (8 months from year end close) to assist in planning programs and strategies. As even more current data becomes available, GOHS will use such in refining its HSP. GOHS plans to develop, promote, implement and evaluate projects designed to address those identified major contributing fatal factors in FFY 2006. The following pie chart represents the frequency of contributing fatal factors as reported by FARS in 2003.

OVERVIEW OF GEORGIA HIGHWAY SAFETY

PROBLEMS AND PRIORITY GOALS

2003 - Lives Lost By Major Contributing Factors
(Percentage of Fatalities Associated with Factor Shown)



Contributing Factors are not mutually exclusive

Source: FARS.

FFY 2006 GOHS Priority Area Goals:

- Increase the rate of observed safety belt use from 87% to 90% for drivers and front seat outboard passengers.
- Reduce the alcohol-related fatality rate from 0.45 to 0.43 fatalities per 100 million vehicle miles of travel.
- Reduce the percentage of speed-related fatal crashes from 21% to 19%.
- Develop and begin implementing a strategic action plan for traffic records improvements.
- Reduce the pedestrian death rate from 1.80 to 1.70 fatalities per 100 thousand population.

GEORGIA VEHICLE AND OCCUPANT FATAL CRASHES

	Involvement in Fatal Crashes				Occupant Fatalities			
	2002		2003		2002		2003	
	n	%	n	%	n	%	n	%
Passenger Car	912	42.6	1,005	44.1				
Unrestrained					290	41.0	305	41.3
Restrained					345	48.7	339	45.9
Unknown					73	10.3	95	12.9
Total					708	100	739	100
Light Truck	862	40.2	890	39.1				
Unrestrained					306	62.1	287	56.5
Restrained					122	24.7	154	30.3
Unknown					65	13.2	67	13.2
Total					493	100	508	100
Large Truck	203	9.5	208	9.1				
Motorcycle	101	4.7	108	4.7				
Bus	13	0.6	13	0.6				
Other	52	2.4	53	2.3				
Total	2,143	100	2,277	100	1,201		1,247	
					Total Unrestrained			
					596	49.6	592	47.5

(Source: FARS)

The above chart is useful for reviewing the proportions of fatal crash involvement among the various vehicle classifications in the state. Although current data concerning the number of registered vehicles were not available for comparisons at the date of this publication, it is noteworthy that the fatal crash involvement of light trucks (pickups) is similar to the fatality experience of passenger cars. Further, the chart shows that among fatally injured occupants, light truck occupants were unrestrained more often than passenger car occupants, a difference of 21 and 15 percentage points during 2002 and 2003, respectively.

Over the 2-year period, 2002 - 2003 collectively, 1,188 people died in crashes that many could have survived with the use of safety belts. NHTSA estimates that when safety belts are used that the protective devices are nearly 43.5% effective in preventing fatal crash injuries among occupants.

PRESENTATION: STATE GOALS; RATES AND SAVINGS

By 2008, Georgia's goal is to have not more than 1.0 fatality per 100 million vehicle miles of travel. The FFY 2006 goal is to have not more than 1.35 fatalities per 100 million vehicle miles of travel.

Progress to 2003 Fatality Rate per 100 Million Vehicle Miles of Travel							
	1975	1985	1990	1995	2002	2003	1975-2003 Difference
GA	3.46	2.53	2.22	1.74	1.41	1.47	58%
USA	3.35	2.47	2.08	1.73	1.50	1.48	56%

(Source: FARS)

Total Fatalities	2002	2003
GA	1,524	1,603
USA	43,005	42,643

Various Rates for Georgia and USA

Fatality Rates	2002		2003	
	Georgia	USA	Georgia	USA
Fatality Rate per 100M VMT	1.41	1.50	1.47	1.48
Fatality Rate per 100K Population	17.79	14.85	18.46	14.66
Alcohol-Related Fatality Rate per 100M VMT	0.49	0.61	0.45	0.59
Fatality Rate per 100K License Drivers	25.33	22.04	26.66	-
Fatality Rate per 100K Registered Vehicles	19.64	18.97	20.67	-
Pedestrian Fatality Rate per 100K Population	1.88	1.67	1.80	1.63

(Source: FARS)

Year 2002 Occupant Protection Savings

GA Occupant Groups	Current Lives Saved	More Savings At 100% Protected	Total Potential Savings
Occupants Age 5+	542	268 Lives	810 Lives
Occupants Age <5	20	5 Lives	25 Lives
Motorcycle Riders	28	3 Lives	31 Lives
Totals	590	276 Lives	866 Lives

(Source: FARS)

**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.

Safe, Accountable, Flexible, and Efficient Transportation Equity Act A Legacy for Users (SAFETEA-LU)

Purpose

On August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was signed into law by President Bush. SAFETEA-LU continues the Section 402 and authorizes funding for the period FFY 2005-09. The Act also adds airbag awareness programs and aggressive, fatigued and distracted driving programs to the list of programs that are part of the uniform 402 guidelines and are eligible for 402 funding. SAFETEA-LU also provides several incentive programs (2 impaired driving, 3 occupant protection, 1 child passenger safety, and 1 data improvement) to combat highway safety issues.

Priority Areas

Through public rule making processes, 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, and more importantly are also Georgia highway safety priority areas. These priority program areas are listed below:

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

In accordance with SAFETEA-LU, for a state to receive a 402 funding it must provide satisfactory assurances that it will implement activities in support of national highway safety goals that also reflect the primary data-related factors within a state, as identified by the state highway safety planning process including: national traffic safety law enforcement mobilizations; sustained enforcement of impaired driving, occupant protection and speeding-related laws; an annual safety belt use survey conducted in accordance with DOT criteria; and development of statewide data systems.

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 innovative 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 and a GOHS application review committee, a project may be funded beyond 3 years and at different rates. The local agency is expected to establish precedents and develop procedures that support continued operation of the traffic safety program using local funding.

Equipment Purchases

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

The Governor's Office of Highway Safety (GOHS) utilizes an internal Epidemiologist to aggregate and correlate motor vehicle related data from the Georgia Department of Driver Services (DDS), Department of Transportation (DOT) and the Fatality Analysis Reporting System (FARS). From the Epidemiologist's analysis, Georgia highway safety crash data is ranked by county. The areas considered in this analysis include speed, impaired driving, pedestrian, motorcycles, and bicycle. GOHS utilizes this information to identify a list of jurisdictions with high numbers of traffic safety deaths, injury and crashes. GOHS purges the lists and contacts jurisdictions to seek interest/support in addressing the problems/gaps identified in the analysis.

Request For Proposals (RFP)

As innovative programs are developed, specific requests for proposals are distributed to communities, special interest groups, governmental agencies and other stakeholders through electronic mediums (i.e. the GOHS Website, Association of County Commissioners of Georgia (ACCG)) Website, GOHS ListServ and newspapers (Atlanta Journal Constitution). 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 via eGOHS.

Discretionary Grants

Funds are also used to support governmental entities furthering GOHS's mission. 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.

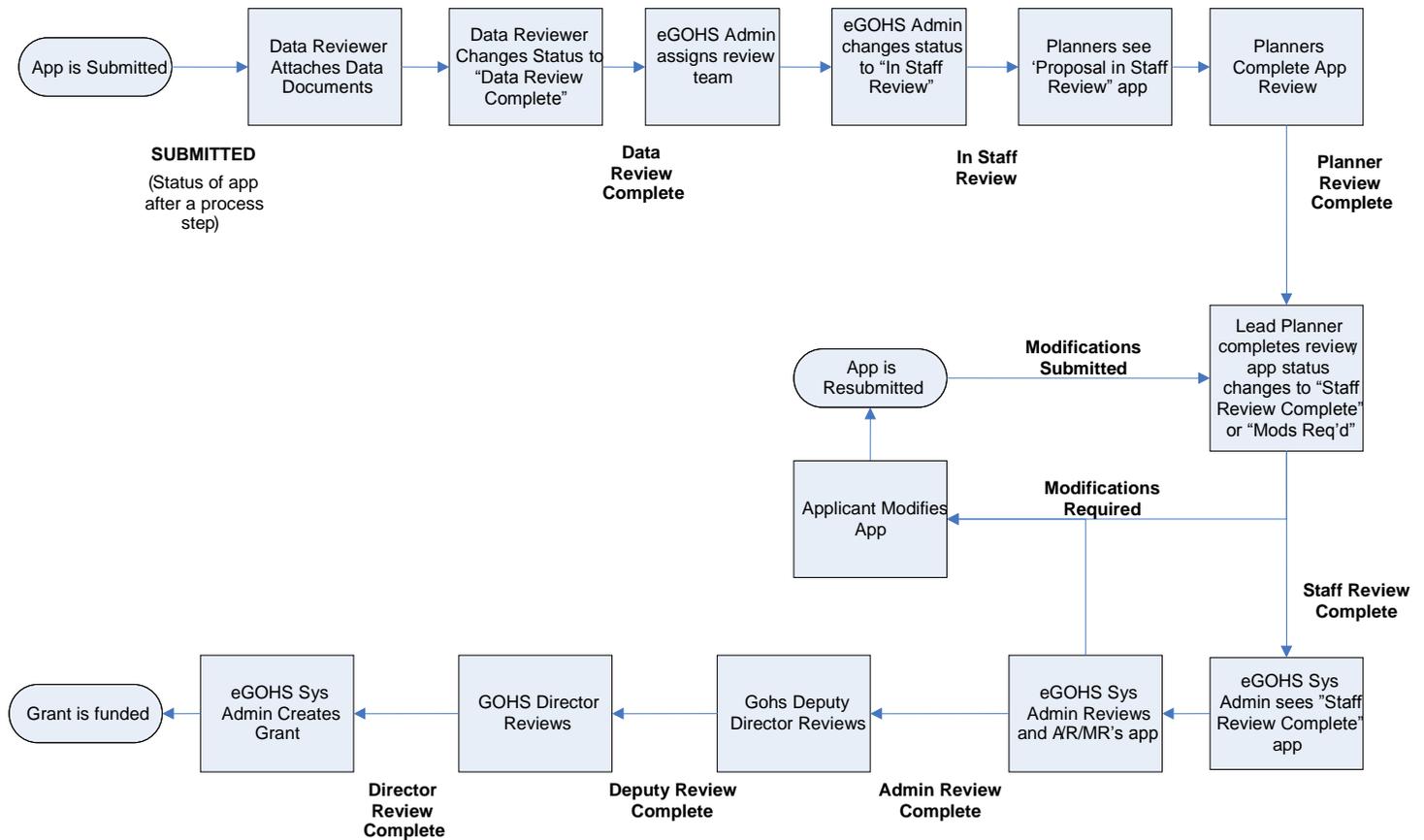
Preliminary Conference

After prioritizing 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

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

eGOHS REVIEW PROCESS FLOW



The Data Reviewer attached Data Documents to the proposals, a review team is assigned and planners begin the review process. The eGOHS system maintains the information and makes the notifications regarding each step. Each member completes the scoring based on established guidelines and the system makes the calculations. Once all reviewers, along with the Division Director of Planning & Programs (eGOHS System Administrator), GOHS Deputy Director and the GOHS Director complete their review, the eGOHS System Administrator creates the grant number and the grant is then funded.

Grant Selection Notification

After the Director approves the application “Proposal Awarded”, a copy, which includes GOHS Grant Terms, Conditions and Certifications, is forwarded to the authorizing official and project director. The applicant is notified electronically via eGOHS and hard copy via U.S. Mail of the approval or disapproval of the Highway Safety Grant Application. Upon receiving notification of the grant award, the grantee is able to implement the grant on the approved effective date.

Calendar of Events

February	Produce an annual Ranking Report and develop program's Request for Proposals (RFPs).
March	Purge Ranking Report using GOHS policy criteria. Contact prospective grantees to determine interest and mail out RFPs and applications. Conduct pre-grant award conference.
May	Submission of grant applications and RFPs.
June - August	Review, revise and finalize grant applications.
September	Submit Highway Safety Plan. Notify successful grant applicant.
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 and faith-based organizations may apply for federal funds to implement programs in direct support of solving a highway safety problem through a Request for Proposal process.

When to Apply

Applications for federal funds are generally accepted six months prior to the beginning of each federal fiscal year, which begins October 1. Dependent upon the time frame of the identified problem, 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 Grant Application consists of three (3) major parts:

Part 1 – Programmatic Sections

1. ***Problem Identification:*** The problem statement must clearly define the problem(s) planned 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:*** The applicant must identify the resources that the community/jurisdictions are currently using to address the problem(s) identified under the problem identification section mentioned above. 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 objectives must indicate exactly what 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 to measure the outcome of each proposed activity listed.
4. ***Media Plan:*** The applicant must describe the plan for announcing the award of this grant to the local community. Identify the media outlets available to the project. Discuss how to keep the public informed of grant activities throughout the entire project period.

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

HIGHWAY SAFETY COST SUMMARY

STATE OF GEORGIA

HSP COST SUMMARY NUMBER: 2006-HSP

DATE: 07/27/2006

Program Area Code	Program Funds	State/Local Funds	Federal Increase / (Decrease)	Funded Programs Current Balance	Federal Share to Local
PA-06 Planning & Administration	485,876.00	485,876.00	-	485,876.00	-
AL-06 Alcohol	925,100.00	289,650.00	-	925,100.00	870,930.00
OP-06 Occupant Protection	1,188,300.00	131,800.00	-	1,188,300.00	1,000,400.00
PS-06 Pedestrian Safety	268,600.00	-	-	268,600.00	205,900.00
PT-06 Police Traffic Services	933,500.00	162,300.00	-	933,500.00	325,600.00
SC-06 Speed Control	842,900.00	175,350.00	-	842,900.00	842,900.00
TR-06 Traffic Records	245,600.00	93,600.00	-	245,600.00	-
SA-06 Safe Communities	391,500.00	-	-	391,500.00	391,500.00
CP-06 Community Traffic Safety	1,521,200.00	410,000.00	-	1,521,200.00	-
TOTAL 402	6,802,576.00	1,748,576.00	-	6,802,576.00	3,637,230.00
J8-06 Alcohol 410	3,306,063.00	1,909,320.00	-	3,306,063.00	567,363.00
J8PM-06 Alcohol 410	1,025,000.00	750,000.00	-	1,025,000.00	-
TOTAL 410	4,331,063.00	2,659,320.00	-	4,331,063.00	567,363.00
157A AL-06 Alcohol	236,000.00	-	-	236,000.00	-
157A MC-06 Motorcycle Safety	100,000.00	40,000.00	-	100,000.00	100,000.00
157A PS-06 Pedestrian Safety/Bike	68,700.00	-	-	68,700.00	53,500.00
Total 157A	404,700.00	40,000.00	-	404,700.00	389,500.00
163 DM Impaired Driving	325,400.00	-	-	325,400.00	-
163 Incentive Funds	1,422,276.00	-	-	1,422,276.00	1,248,415.00
403 Demonstration Grant	116,000.00	-	-	116,000.00	-
405 J2- 06 Occupant Protection	1,048,800.00	60,356.00	-	1,048,800.00	341,400.00
405 J2PM- 06 Occupant Protection	1,100,000.00	450,000.00	-	1,100,000.00	-
TOTAL 405	2,148,800.00	510,356.00	-	2,148,800.00	341,400.00
2003b J3-06 Child Passenger	138,000.00	110,000.00	-	138,000.00	138,000.00
154AL/154HE&164AL/164HE Trans F	2,547,685.00	-	-	2,547,685.00	1,189,685.00
TOTAL (All Program Areas)	18,236,500.00	5,068,252.00	-	18,236,500.00	7,275,593.00

PROGRAM MODULE AREA: Planning and Administration		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
PA-06-01	Planning and Administration/NHTSA	485,876.00	485,876.00	971,752.00	0.00
	Totals	485,876.00	485,876.00	971,752.00	0.00

PROGRAM MODULE AREA: 402 Alcohol and other Drug Countermeasures		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
AL-06-01	Governor's Office of Highway Safety - Administration, Training, PI&E and Partnership	178,500.00	178,500.00	357,000.00	0.00
AL-06-02*	Duluth Police Dept DUI Task Force	69,650.00	0.00	69,650.00	69,650.00
AL-06-03*	Walton County Sheriff's Office	114,900.00	0.00	114,900.00	114,900.00
AL-06-04	Whitfield County DUI Task Force	97,200.00	64,800.00	162,000.00	97,200.00
AL-06-05*	Richmond County Sheriff's Office	123,800.00	0.00	123,800.00	123,800.00
AL-06-06*	Cherokee County Sheriff's Office	122,450.00	0.00	122,450.00	122,450.00
AL-06-07*	Carroll County Sheriff's Office	96,000.00	0.00	96,000.00	96,000.00
AL-06-08*	DeKalb Co Police Dept	63,800.00	7,100.00	70,900.00	63,800.00
AL-06-09*	Hall Co County Sheriff's Office (H.E.A.T.)	58,800.00	39,250.00	98,050.00	58,800.00
Totals		925,100.00	289,650.00	1,214,750.00	746,600.00

- Denotes 50/50 between 402AL and 402SC

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-06-01	Students Against Destructive Decision (SADD 68 Schools)	135,163.00	0.00	135,163.00	135,163.00
	Alfred E. Beach High School	2,000.00			
	Alpharetta High School	1,910.00			
	Avondale High School	2,000.00			
	Benjamin Banneker High School	1,936.00			
	Benjamin E Mays High School	2,000.00			
	Bryan County High School	2,000.00			
	Cartersville High School	2,000.00			
	Carver High School of Entrepreneurship	1,946.00			
	Cedar Grove High School	2,000.00			
	Centennial High School	1,970.00			
	Central High School – Carrollton	1,999.00			
	Chamblee High School	2,000.00			
	Chattahoochee High School	2,000.00			
	Clarkston High School	2,000.00			
	Coffee High School	2,000.00			
	Columbia High School	2,000.00			
	Creekside High School	1,998.00			
	Crim High School	1,965.00			
	Cross Keys High School	1,997.00			
	DeKalb Alternative School	1,997.00			
	DeKalb School for the Arts	2,000.00			
	Douglass High School	1,970.00			
	Druid Hills High School	2,000.00			
	Dunwoody High School	2,000.00			

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-06-01 (continued)	East Laurens High School	2,000.00			
	Elbert County Comprehensive High School	2,000.00			
	Evans High School	2,000.00			
	Grady High School	1,999.00			
	Hardaway High School	2,000.00			
	Independence High School	2,000.00			
	Kell High School	1,998.00			
	Lakeside High School – DeKalb Co.	2,000.00			
	Lakeside High School – Columbia Co.	2,000.00			
	Loganville High School	2,000.00			
	Lumpkin County High School	2,000.00			
	Martin Luther King Jr. High School	2,000.00			
	McClarín Alternative School	1,992.00			
	McNair High School	2,000.00			
	Memorial Day School	2,000.00			
	Miller Grove High School	1,997.00			
	Milton High School	1,936.00			
	Morgan County High School	2,000.00			
	North Atlanta High School	1,999.00			
	North Springs High School	1,896.00			
	Northview High School	1,959.00			
	Open Campus High School	2,000.00			
	Paulding County High School	2,000.00			
	Pepperell High School	2,000.00			
	Redan High School	2,000.00			
	Riverwood High School	2,000.00			
Roswell High School	1,903.00				
South Cobb High School	2,000.00				

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-06-01 (continued)	Southside High School	1,903.00			
	Southwest DeKalb High School	2,000.00			
	Sprayberry High School	2,000.00			
	Statesboro High School	2,000.00			
	Stephenson High School	2,000.00			
	Stone Mountain High School	1,997.00			
	Therrell High School	1,948.00			
	Towers High School	1,997.00			
	Tri-Cities High School	1,999.00			
	Troup County Comprehensive High School	2,000.00			
	Union County High School	2,000.00			
	Westlake High School	1,959.00			
	Woodstock High School	1,996.00			
	Bleckley High School	2,000.00			
	Lithonia High School	2,000.00			
	Tucker High School	1,997.00			
J8-06-02	Teens Ride with Pride (GTIPI)	(See 402OP)	0.00	0.00	0.00
J8-06-03	Ga. Public Safety Training Center DRE & SFST Program		370,000.00	0.00	370,000.00
J8-06-04	Young Adult Programs (<i>Bacchus and Gamma</i>)		259,300.00	0.00	259,300.00
	Abraham Baldwin Agricultural	10,000.00			
	Albany Technical College	9,900.00			
	Andrew College	5,000.00			
	Augusta State University	13,300.00			
	Bainbridge College	10,000.00			
	Brenau University	5,000.00			
	Clark Atlanta University	9,900.00			

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-06-04 <i>(continued)</i>	Dalton State College	9,600.00			
	Emory University	18,000.00			
	Gainesville College	10,000.00			
	Georgia College & State University	10,000.00			
	Georgia Highlands College	9,400.00			
	Georgia Perimeter College	13,700.00			
	Georgia Southern University	17,700.00			
	Georgia Southwestern State University	9,900.00			
	Georgia, University of (Board of Regents)	17,800.00			
	Gordon College	9,700.00			
	Mercer University	7,700.00			
	Morehouse College	9,800.00			
	North Georgia College & State University	10,000.00			
	South Georgia College	7,400.00			
	Thomas University	4,900.00			
	Valdosta State University	10,600.00			
	West Georgia, University of	15,000.00			
Young Harris College	5,000.00				
J8-06-05	Pembroke Police Dept	27,500.00	0.00	27,500.00	27,500.00
J8-06-06	Dublin-Laurens County Teen Court	26,400.00	11,300.00	37,700.00	26,400.00
J8-06-07	Mothers Against Drunk Driving (MADD)	115,000.00	0.00	115,000.00	0.00
J8-06-08	Duluth Police Dept	43,500.00	0.00	43,500.00	43,500.00

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-06-09	Governor's Office of Highway Safety – Administration, Training, PI&E and Partnership Initiatives	560,800.00	1,862,320.00	2,423,120.00	0.00
J8-06-09	GOHS (<i>Chris Sandy Video \$70,000 included in Internal Grant above</i>)	0.00	0.00	0.00	0.00
J8-06-10	GA Dept of Public Safety (H.E.A.T.)	675,200.00	0.00	675,200.00	0.00
J8-06-11	Bibb Co Sheriff's Office	185,600.00	0.00	185,600.00	185,600.00
J8-06-12	Team Georgia	41,500.00	0.00	41,500.00	0.00
J8-06-13	Safe Campuses Now	27,500.00	0.00	27,500.00	0.00
J8-06-14	Office of State Administrative Hearings	10,000.00	0.00	10,000.00	0.00
J8-06-15	Prosecuting Attorney's Council	84,200.00	0.00	84,200.00	0.00
J8-06-16	GA Dept of Public Safety (ALS)	225,200.00	0.00	225,200.00	0.00
J8-06-17	Forsyth County Sheriff's Office (HEAT)	126,500.00	35,700.00	162,200.00	126,500.00
J8-06-18	Twiggs Co Sheriff's Office	22,700.00	0.00	22,700.00	22,700.00
J8-06-19	Children and Youth Coordinating Committee	62,500.00	0.00	62,500.00	0.00
J8-06-20	Department of Driver Services	223,500.00	0.00	223,500.00	0.00
J8-06-21	Administrative Office of the Courts	84,000	0.00	84,000.00	0.00
	Totals	3,306,063.00	1,909,320.00	5,215,383.00	567,363.00

PROGRAM MODULE AREA:		Funding Source			
154 and 164 Transfer Funds					
TASK NO.	PROGRAMS	154/164	State/Local Match	Total Grant	154/164 To Local
154/164HE-06-01	Georgia Dept of Transportation	2,423,000.00	0.00	2,423,000.00	1,065,000.00
154AL-06-01	Dougherty Co Police Dept (HEAT)	58,137.00	0.00	58,137.00	58,137.00
164AL-06-01	Dougherty Co Police Dept (DUI)	66,548.00	0.00	66,548.00	66,548.00
	Totals	2,547,685.00	0.00	2,547,685.00	1,189,685.00

PROGRAM MODULE AREA: 402 Occupant Protection		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
OP-06-01	Governor's Office of Highway Safety	187,900.00	131,800.00	319,700.00	0.00
OP-06-02	University of Georgia (GTIPI)	963,000.00	0.00	963,000.00	963,000.00
OP-06-03	Jesup PD	37,400.00	0.00	37,400.00	37,400.00
	Totals	1,188,300.00	131,800.00	1,320,100.00	1,000,400.00

PROGRAM MODULE AREA: 405 Occupant Protection		Funding Source			
TASK NO.	PROGRAMS	405	State/Local Match	Total Grant	405 to Local
J2-06-01	Dept Human Resources: Center of Injury Prevention	496,900.00	0.00	496,900.00	0.00
J2-06-02	Union County Health Dept	61,600.00	0.00	61,600.00	61,600.00
J2-06-03	Governor's Office of Highway Safety	210,500.00	60,356.00	270,856.00	0.00
J2-06-03 (continued)	Faith Base Initiative (GOHS)	0.00	0.00	0.00	0.00
J2-06-04	City of Atlanta (Fire Dept)	151,300.00	0.00	151,300.00	151,300.00
J2-06-05	Injury Free Coalition of Kids Atlanta	128,500.00	0.00	128,500.00	128,500.00
	Totals	1,048,800.00	60,356.00	1,109,156.00	341,400.00

PROGRAM MODULE AREA: 2003B Occupant Protection Countermeasures		Funding Source			
TASK NO.	PROGRAMS	2003B	State/Local Match	Total Grant	2003b to Local
J3-06-01	Governor's Office of Highway Safety (Local)	138,000.00	110,000.00	248,000.00	138,000.00
	Totals	138,000.00	110,000.00	248,000.00	138,000.00

PROGRAM MODULE AREA: 402 TRAFFIC RECORDS		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
TR-06-01	Administrative Office of the Courts	157,600.00	0.00	157,600.00	0.00
TR-06-02	Governor's Office of Highway Safety	88,000.00	93,600.00	181,600.00	0.00
TR-06-02	Traffic Records Coordinating Committee <i>(\$25,000 included in GOHS Internal Grant TR-06-02 above)</i>	0.00	0.00	0.00	0.00
Totals		245,600.00	93,600.00	339,200.00	0.00

PROGRAM MODULE AREA: 402 Speed Control/Aggressive Driving		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
SC-06-01	City of Savannah, H.E.A.T. Task Force	193,500.00	129,000.00	322,500.00	193,500.00
SC-06-02*	Walton County Sheriff's Office	114,900.00	0.00	114,900.00	114,900.00
SC-06-03*	Richmond County Sheriff's Office H.E.A.T.	123,800.00	0.00	123,800.00	123,800.00
SC-06-04*	Cherokee County Sheriff's Office H.E.A.T.	122,450.00	0.00	122,450.00	122,450.00
SC-06-05*	Carroll County Sheriff's Office H.E.A.T.	96,000.00	0.00	96,000.00	96,000.00
SC-06-06*	Duluth Police Dept	69,650.00	0.00	69,650.00	69,650.00
SC-06-07*	DeKalb Co Police Dept H.E.A.T.	63,800.00	7,100.00	70,900.00	63,800.00
SC-06-08*	Hall Co Sheriff's Office H.E.A.T.	58,800.00	39,250.00	98,050.00	58,800.00
	Totals	842,900.00	175,350.00	1,018,250.00	842,900.00

* Denotes 50/50 between 402SC and 402AL.

PROGRAM MODULE AREA: 402 Police Traffic Services		Funding Source			
TASK NO.	PROGRAMS	402	State/Local Match	Total Grant	402 to Local
PT-06-01	Governor's Office of Highway Safety	566,500.00	162,300.00	728,800.00	0.00
PT-06-01	Governor's Challenge Program: (\$100,000 included in GOHS Internal Grant above)	0.00	0.00	0.00	0.00
PT-06-02	Traffic Enforcement Networks				
	Albany P.D.(SWTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Athens-Clarke County P.D.	15,000.00	0.00	15,000.00	15,000.00
	Carroll Co. Sheriff's Dept.	14,800.00	0.00	14,800.00	14,800.00
	Centerville P.D. (MGTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Columbus P.D. (WCTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Conyers P.D.	14,100.00	0.00	14,100.00	14,100.00
	Ellijay P.D.	15,000.00	0.00	15,000.00	15,000.00
	Ft Oglethorpe P.D.	15,000.00	0.00	15,000.00	15,000.00
	Gainesville P.D.	15,000.00	0.00	15,000.00	15,000.00
	Jesup P.D. (CATEN Network)	14,800.00	0.00	14,800.00	14,800.00
	Oconee Co S.O.	15,000.00	0.00	15,000.00	15,000.00
	Port Wentworth P.D.	15,000.00	0.00	15,000.00	15,000.00
	Tennille P.D.	15,000.00	0.00	15,000.00	15,000.00
	Union City P.D. (MATEN Network)	14,900.00	0.00	14,900.00	14,900.00
	Upton Co. P.D.	15,000.00	0.00	15,000.00	15,000.00
	Valdosta P.D.	15,000.00	0.00	15,000.00	15,000.00
	Wrens P.D. (ECLLEN Network)	15,000.00	0.00	15,000.00	15,000.00

PROGRAM MODULE AREA: 402 Police Traffic Services		Funding Source			
TASK NO.	PROGRAMS	402	State/Local Match	Total Grant	402 to Local
PT-06-03	Law Enforcement Liaisons				
	- Anthony Bobbitt	18,000.00	0.00	18,000.00	0.00
	- W. Powell Harrelson, Jr.	18,000.00	0.00	18,000.00	0.00
	- Jeff Harris	18,000.00	0.00	18,000.00	0.00
	- Thomas Israel	18,000.00	0.00	18,000.00	0.00
PT-06-04	GA Sheriff's Association	41,400.00	0.00	41,400.00	0.00
	Totals	933,500.00	162,300.00	1,095,800.00	325,600.00

PROGRAM MODULE AREA: 402 Pedestrian /Bicycle Safety		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
PS-06-01	Pedestrians Educating Drivers on Safety (P.E.D.S.)	62,700.00	0.00	62,700.00	0.00
	Collaboration with GDOT Statewide Bike/Pedestrian Coordinator	0.00	0.00	0.00	0.00
PS-06-02	Chatham County Health Department	74,700.00	0.00	74,700.00	74,700.00
PS-06-03	Atlanta Bicycle Campaign	75,900.00	0.00	75,900.00	75,900.00
PS-06-04	Fulton Co Board of Education "Safety Streets Georgia"	55,300.00	0.00	55,300.00	55,300.00
	Totals	268,600.00	0.00	268,600.00	205,900.00

PROGRAM MODULE AREA: 402 Community Traffic Safety		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
CP-06-01	University of GA Health Promotion and Behavior	269,600.00	0.00	269,600.00	0.00
CP-06-02	Dept Human Resources: Division of Public Health	105,200.00	0.00	105,200.00	0.00
CP-06-03	Governor's Office of Highway Safety	827,300.00	410,000.00	1,137,300.00	0.00
CP-06-04	Dept Human Resources: Rural Road Initiative	156,800.00	0.00	156,800.00	0.00
CP-06-05	Georgia Operation Lifesavers	27,600.00	0.00	27,600.00	0.00
CP-06-06	West Georgia Police Academy	25,000.00	0.00	25,000.00	0.00
CP-06-07	Kennesaw State University	55,000.00	0.00	55,000.00	0.00
CP-06-08	City of Atlanta Community Court Division	54,700.00	0.00	54,700.00	54,700.00
	Totals	1,521,200.00	410,000.00	1,931,200.00	54,700.00

PROGRAM MODULE AREA: 402 Safe Communities		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
SA-06-01	DeKalb County Public Health	100,700.00	0.00	100,700.00	100,700.00
SA-06-02	Fulton County Dept of Health & Wellness	128,600.00	0.00	128,600.00	128,600.00
SA-06-03	Safe America Foundation (Cobb Co)	42,000.00	0.00	42,000.00	42,000.00
SA-06-04	Columbus Consolidated Government	59,400.00	0.00	59,400.00	59,400.00
SA-06-05	Albany Safe Communities	60,800.00	0.00	60,800.00	60,800.00
	Totals	391,500.00	0.00	391,500.00	391,500.00

PROGRAM MODULE AREA: 405 PAID MEDIA		Funding Source			
TASK NO.	AGENCY NAME	405 PM	State/Local Match	Total Grant	405 to Local
PM-06-01	GOHS (Paid Media) May 2006 CIOT Mobilization November 2005 CIOT	1,100,000.00 1,000,000.00 100,000.00	450,000.00	1,550,000.00	0.00
	Totals	1,100,000.00	450,000.00	1,550,000.00	0.00

PROGRAM MODULE AREA: 410 PAID MEDIA		Funding Source			
TASK NO.	AGENCY NAME	410 PM	State/Local Match	Total Grant	410 to Local
PM-06-01	GOHS (OZT Paid Media) Labor Day 2006 Independence Day 2006	800,000.00	750,000.00	1,550,000.00	0.00
PM-06-02	GOHS (OZT Paid Media) December 2005	225,000.00	0.00	225,000.00	0.00
	Totals	1,025,000.00	750,000.00	1,775,000.00	0.00

Pedestrian and Motorcycle Safety PROGRAM MODULE AREA: Section 157A		Funding Source			
TASK NO.	PROGRAMS	157A	State/Local Match	Total Grant	157A to Local
157A-PS-06-01	Georgia State University Research Foundation	15,200.00	0.00	15,200.00	0.00
157A-PS-06-02	City of Atlanta Police Dept	53,500.00	0.00	53,500.00	53,500.00
157A-MC-06-01	Motorcycle Safety Incentive	100,000.00	40,000.00	140,000.00	100,000.00
157A-AL-06-01	Georgia Bureau of Investigations	236,000.00	0.00	236,000.00	0.00
	Totals	404,700.00	40,000.00	404,700.00	153,500.00
<i>Revised 07.27.06</i>					

PROGRAM MODULE AREA: Section 163 Incentive Funds		Funding Source			
TASK NO.	PROGRAMS	163 Incentive Funds	State/Local Match	Total Grant	163 to Local
163-SC-06-01*	Atlanta Police Department H.E.A.T.	107,850.00	0.00	107,850.00	107,850.00
163-SC-06-02*	Clayton Co Police Dept H.E.A.T.	63,850.00	0.00	63,850.00	63,850.00
163-SC-06-03*	College Park Police Dept H.E.A.T.	62,900.00	0.00	62,900.00	62,900.00
163-SC-06-04*	Henry Co H.E.A.T. Task Force	56,450.00	0.00	56,450.00	56,450.00
163-SC-06-05*	Coweta County S.O. Task Force	114,350.00	0.00	114,350.00	114,350.00
163-SC-06-06*	Albany Police Department	57,800.00	0.00	57,800.00	57,800.00
163-SC-06-07*	Cobb Co Police Dept DUI Task Force	68,350.00	0.00	68,350.00	68,350.00
163-SC-06-08	Jackson County Sheriff's Office	23,400.00	0.00	23,400.00	23,400.00
163-AL-06-01*	Cobb Co Police Dept DUI Task Force	68,350.00	0.00	68,350.00	68,350.00
163-AL-06-02*	Clayton Co Police Dept H.E.A.T.	63,850.00	0.00	63,850.00	63,850.00
163-AL-06-03*	Coweta County S.O. Task Force	114,350.00	0.00	114,350.00	114,350.00

*Denotes 50/50 split between 163SC and 163AL.

PROGRAM MODULE AREA: Section 163 Incentive Funds		Funding Source			
TASK NO.	PROGRAMS	163 Incentive Funds	State/Local Match	Total Grant	163 to Local
163-AL-06-04*	Atlanta Police Department H.E.A.T.	107,850.00	0.00	107,850.00	107,850.00
163-AL-06-05*	College Park Police Dept H.E.A.T.	62,900.00	0.00	62,900.00	62,900.00
163-AL-06-06*	Henry Co Police Dept H.E.A.T.	56,450.00	0.00	56,450.00	56,450.00
163-AL-06-07*	Albany Police Department	57,800.00	0.00	57,800.00	57,800.00
163-AL-06-08**	Dougherty Co Police Dept	4,815.00	0.00	4,815.00	4,815.00
163-CP-06-01	Georgia Motor Trucking Foundation	157,100.00	0.00	157,100.00	157,100.00
163-CP-06-02	Safety Conscious Planning Forum	18,000.00	0.00	18,000.00	0.00
163-PA-06-01	Governor's Office of Highway Safety	155,861.00	0.00	155,861.00	0.00
	Totals	1,422,276.00	0.00	1,422,276.00	1,248,415.00

* Denotes 50/50 between 163SC and 163AL.

** Denotes split between 163AL, 154AL and 164AL.

PROGRAM MODULE AREA: Section 163 Impaired Driving		Funding Source			
TASK NO.	PROGRAMS	163 DM Funds	State/Local Match	Total Grant	163DM to Local
163-DM-06-01	Governor's Office of Highway Safety	325,400.00	0.00	325,400.00	0.00
	Totals	325,400.00	0.00	325,400.00	0.00

PROGRAM MODULE AREA: 403 Demonstration Grant		Funding Source			
TASK NO.	PROGRAMS	403	State/Local Match	Total Grant	403 to Local
403-06-01	Administrative Office of the Courts Savannah/Chatham State Court Athens/Clarke State Court Gainesville/Hall State Court	116,000.00	0.00	116,000.00	0.00
	Totals	116,000.00	0.00	116,000.00	0.00

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

PLANNING AND ADMINISTRATION

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

According to the Centers for Disease Control and Prevention, motor vehicle crashes are the leading cause of death for Georgians between the ages of 1 and 34. In 2004, Georgia experienced 1,641 motor vehicle crash fatalities with a death rate of 1.46 deaths per 100-million vehicle miles traveled. Thirty percent (30%) of Georgia crash fatalities were alcohol-related. Males make up forty-nine (49%) of Georgia's population and sixty-six percent 66% 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 eight 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 had an annual economic toll of over \$1.3 billion (in 2000 dollars).

Although these statistics point a tragic picture, there are ways to reduce the risk of crashes, injuries and fatalities. Strong law enforcement, effective highway safety legislation, improved road designs, public education and information, and community support, are among the proven means of reducing crashes, injuries and fatalities. The 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.

COMPREHENSIVE HIGHWAY SAFETY PLANNING

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

The effective integration of safety considerations into transportation planning requires the collaborative interaction of numerous groups. In most cases, who is involved will depend on what issue is being addressed. GOHS has collaborated with the Georgia Department of Transportation and the Department of Public Safety – Motor Carrier Compliance Division to produce Georgia's first Comprehensive Highway Safety Plan by October 15, 2005. This will be Georgia's first step in a process that contains many steps. The staff will develop and implement on a continual basis a highway safety improvement program that has the overall objective of reducing the number and severity of crashes and decreasing the potential for crashes on all highways. The requirements for our highway safety improvement program will include:

- **Planning:** a process of collecting and maintaining a record of accidents, traffic and highway data, analyzing available data to identify hazardous highway locations; conducting engineering study of those locations; prioritizing implementation; conducting benefit-cost analysis and paying special attention to railway/highway grade crossings.
- **Implementation:** a process for scheduling and implementing safety improvement projects and allocating funds according to the priorities developed in the planning phase.
- **Evaluation:** a process for evaluating the effects of transportation improvements on safety including the cost of the safety benefits derived from the improvements, the accident experience before and after implementation, and a comparison of the pre- and post-project accident numbers, rates and severity.

TARGET POPULATION

For the benefit of all Georgia's citizens and visitors.

FFY 2006 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 administer 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 mission and performance goals.*

Objective 5: *To work with highway safety partners and advocates to create a Comprehensive Highway Safety Plan through Integrated Safety Management Planning.*

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASE THE EFFICIENCY AND EFFECTIVENESS OF THE GOVERNOR’S OFFICE OF HIGHWAY SAFETY.

Measure 1: *Maintain the level of staff to effectively manage all GOHS initiatives.*

Measure 2: *Administer budgeting/auditing program requisites.*

Measure 3: *Produce annual reports on program effectiveness.*

Measure 4: *Prepare Applications in response to RFPs.*

Measure 5: *Conduct Program Evaluations.*

STRATEGIES

1. Assess and identify the training needs of staff.
2. Foster a work environment that encourages productivity and effectiveness.
3. Identify key agencies, organizations and individuals to partner in bringing about needed changes that will result in fewer deaths and injuries on our roadways.
4. Prepare applications in response to NHTSA’s RFPs for demonstration projects.
5. Provide monitoring and evaluation of GOHS programs.
6. Develop a regular operating budget to support the implementation of the GOHS HSP.
7. Conduct annual/quarterly programmatic and fiscal audits that meet GOHS, federal and state requirements.
8. Collect and analyze current information about motor vehicle crashes and make it available to the general public.
9. Identify key agencies, organizations and individuals to partner in bringing about needed changes through the use of Safety Conscious Planning Forums, Integrated Safety Management Planning, other meetings and creating a Georgia Comprehensive Highway Safety Plan.
10. To ensure administrative duties and management of GOHS programs and internal projects related to 163.

Planning and Administration – Section 402

Project Title: Governor’s Office of Highway Safety

Task Number: PA-06-01

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 Office. Other costs include travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State’s Highway Safety Office.

Funding: \$485,876

ALCOHOL AND OTHER DRUG 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. The overall goal is to reduce the alcohol-related fatality rate from 0.45 to 0.43 fatalities per 100 million vehicle miles of travel during FFY2006.

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 2004, 42,636 people were killed in motor vehicle traffic crashes in the United States, of which 16,694 thirty-nine (39%) 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	2003	2004
Fatalities	567	578	509	506	585	557	529	483	525
Annual % Change	8.62%	2%	-12%	-1%	16%	-5%	-5%	-8.4%	-8.7%

Source: NHTSA, Fatality Analysis Reporting System (FARS)

As indicated in Table 1, impaired driving killed 525 people in Georgia during 2004. Impaired driving deaths account for thirty (32%) percent 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 when compared to those not related to alcohol or drugs.

From data provided by NHTSA in August 2005, from 2003 to 2004, Georgia experienced an increase of 31 (1.9%) total fatalities and 42 (8.7%) more alcohol-related traffic deaths. Also, there were 34 more fatalities in high-alcohol (BAC = .08+) than in the prior year. As presented in Table 2, Georgia has sustained increases in these important statistics while the nation in general has experienced a slight decrease. This trend indicates that Georgia must continue to emphasize preventive measures for countering the problems of driving under the influence of alcohol and other drugs.

Source: National Center for Statistics and Analysis, 400 Seventy St., S.W., Washington, D.C. 20590. August 2005

Similar to the depiction shown in Table 2, Table 3 indicates Georgia had an increase of 37 (10%) drivers or motorcycle operators with a BAC of 0.08 or above between 2003 and 2004. The National trend for this problem among drivers suggests that there were 2% fewer fatalities in crashes involving an operator with a BAC of 0.08 or greater. When the various rates for population, drivers, VMT, etc. are applied, the State's situation appears to indicate little to no change. The year to year facts are motivating for Georgia GOHS to apply more effective strategies to reverse or reduce the statistics in the State.

Georgia and National

Table 2: Fatalities in Crashes Involving at least one Driver or Motorcycle Operator With a BAC of 0.08 or Above, By State, 2003-2004				
State	YEAR		2003 to 2004	
	2003	2004		
	BAC=0.08+	BAC=0.08+		
	Num	Num	Num	% Change
Georgia	355	392	37	10%
U.S.	13,096	12,874	-222	-2%

Resource: National Center for Statistics and Analysis, Fatality Analysis Reporting System (FARS) 2003 Annual Report File

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.

GEORGIA AND NATIONAL													
Table 3: Total Fatalities in Motor Vehicle Traffic Crashes, Alcohol-Related Fatalities, Fatalities in High-Alcohol (BAC=.08+) Crashes, Change and Percent Change, 2003-2004													
State	2003				2004				2003 to 2004 Change				
	Total	Alcohol-Related		BAC=.08+		Total	Alcohol-Related		BAC=.08+		Total	Alcohol-Related	BAC=.08+
	Num	%	Num	%	Num	%	Num	%	Num	%			
Georgia	1,603	483	30%	416	26%	1,634	525	32%	450	28%	31 (1.9%)	42 (8.7%)	34 (8.2%)
National	42,884	17,105	40%	14,678	34%	42,636	16,694	39%	14,409	34%	-248 (-0.6%)	-411 (-2.4%)	-269 (-1.8%)

The Governor's Office of Highway Safety has partnered with the Georgia State Patrol to reinstitute an impaired driving taskforce, the H.E.A.T./Nighthawks Unit. This unit will be poised to combat high-risk highway safety problems related to impaired driving and speeding. In 2004, a total of 351 people died in crashes in the five metropolitan county (DeKalb, Fulton, Gwinnett, Clayton, and Cobb) area, which accounts for 21.4% of fatalities statewide. Of the 341,668 crashes statewide, 148,010 occurred in the five metropolitan county areas, which accounts for forty-three (43%).

In 2004, there were 19,675 crashes attributed to unsafe or illegal speed. Among those, 5,110 or 26% occurred in the five metropolitan counties. The crashes attributed to alcohol and/or drug were 10,746 statewide and 3,273 or 30.5% of those occurred in the metropolitan area.

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 (DRE), 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 hearings and data revealed that a large percentage of ALS hearings were lost by the state because of the officer's failure to attend hearings.

In 2003, GOHS launched a demonstration project for **DUI Courts** in three locations in the state: Athens/Clarke County, Savannah/Chatham County and Gainesville/Hall County. These demonstration sites are now serving as national models as they pilot the role of intensive judicial oversight to reduce impaired driving recidivism. Activities concerning this project are provided in portion of this HSP under Section 403 Demonstration Grants.

YOUNG DRIVERS

The GOHS Young Adult Program's mission is to promote education and awareness to young adults about highway safety issues, such as but not limited to; underage drinking, impaired driving, destructive decisions, and other high-risk behaviors, in order to decrease crashes, injuries, and fatalities in young adult drivers. This is achieved by providing educational programs for the trained peer-educators at the schools, and funding students to participate in area, state, and national highway safety related conferences. The Young Adult Program is implemented in colleges and universities statewide, targeting ages 18-24 years. The number one cause of death in the U.S. for this population results from motor vehicle crashes.

The GOHS Young Adult Program originated in 2000, with two colleges, Georgia Southwestern and Paine College and has expanded to 14 colleges or universities in FFY 2005. The goal for FFY 2006 is to have at least 25 colleges and universities statewide with a Young Adult Program implemented on their campus.

Young drivers have a higher rate of crashes, injuries and fatalities than older drivers. In 2004, sixty-two percent (62%) of the 188 young people ages 16 to 20 who were killed in motor vehicle crashes were drivers. Although young people ages 16-20 account for only 7% of Georgia's population, they were responsible for 11% of the total crash fatalities for 2004. 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.

Graduated driver licensing policies serve to delay licensure and then limit exposure to the highest risk conditions after licensure, allowing young drivers to gain experience under less risky driving conditions. A similar strategy may be needed to guide parents. Researchers from the National Institute of Child Health and Human Development reports that parents do not appear to appreciate just how risky driving is for novice drivers and tend to exert less control over their teenage children driving than might be expected. Recent research has demonstrated that simple motivational strategies can persuade parents to adopt driving agreements and impose greater restrictions on teen driving. Several studies have shown that greater parent involvement is associated with less teen risky driving behavior.

Teens between the ages of 15 and 19 years are more likely to be injured or killed as a result of motor vehicle crashes than by any other cause. In fact, during 2004, an average of 16 youths in this category were killed each month on Georgia roads. TADRA is helping tremendously to reduce the carnage, but still too many young drivers are dying. Because of this, GOHS is promoting proven countermeasures (both legal requirements and recommended practices) for this specific audience. In our research of effective methods for addressing the safety of young drivers, we have discovered that several states are recommending that parents establish short-term rules of the road contracts with their new teen driver. Research conducted by Dr. Bruce Simons-Morton and others at the National Institute of Child Health and Human Development demonstrated that such parental intervention positively impacts youth by influencing them to choose less risky behaviors.

BAC OCCUPANTS IN 2003 FATAL CRASHES

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

Table 4: BAC of Occupants in 2003 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

TARGET POPULATION

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

FFY 2006 PERFORMANCE OBJECTIVES

- Objective 1:* To provide DUI countermeasure funding incentives to jurisdictions that have 5 or more impaired driving fatalities.
- Objective 2:* To implement three (3) impaired driving enforcement mobilizations in which 85% of the law enforcement agencies participate.
- Objective 3:* To identify and implement a community DUI systems improvement project in three (3) jurisdictions in Georgia.
- Objective 4:* To provide funding to 15% of Georgia public high schools..
- Objective 5:* Provide public information and education to 100% of Georgia high schools to implement programs to encourage safety belt use and discourage drinking and driving and parent-teen driving agreements.
- Objective 6:* To provide outreach regarding funding offered by GOHS for the Young Adult “peer education” program to 75% of the accredited colleges and universities within Georgia..
- Objective 7:* To train a minimum of 1200 law enforcement officers in the proper detection and apprehension of impaired driving related suspects in accordance to NHTSA/IACP standards.
- Objective 8:* To provide statewide training opportunities for prosecutors to increase effective prosecution of highway safety offenses.

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE - REDUCE THE FATAL ALCOHOL-RELATED CRASH RATE.

ULTIMATE YOUTH OUTCOME MEASURE – REDUCE THE PERCENT OF YOUTH ALCOHOL-RELATED CRASH INVOLVEMENT AND UNRESTRAINED FATALITIES.

- Measure 1:* The number of DUI countermeasure funding incentives to jurisdictions that have 5 or more impaired driving fatalities.
- Measure 2:* Three statewide OZT mobilizations conducted and with at least 85% of law enforcement agencies participating.
- Measures 3:* Number of programs established in high schools.
- Measure 4:* Number of programs established in colleges and universities.
- Measure 5:* Number of law enforcement officers trained.
- Measure 6:* Number of regionally accredited colleges and universities in Georgia that received outreach.

STRATEGIES

1. Offer jurisdictions that have 5 or more impaired driving fatalities funds to implement a community-wide program of *Operation Zero Tolerance*.
2. Conduct three (3) waves of statewide enforcement with the “*Operation Zero Tolerance*” campaign.
3. Create a sustained impaired driving enforcement campaign.
4. Conduct concentrated patrol in areas identified for impaired driving violations and high traffic areas.
5. To promote attendance of all task forces in Traffic Enforcement Network meetings and activities.
6. Establish new task forces in local communities where impaired driving problems are identified.
7. Continue to increase statewide training to law enforcement officers in Standardized Field Sobriety Testing and Drug Recognition through the Georgia Public Safety Training Center
8. Assist with the funding of Young Adult programs (Bacchus and Gamma) at colleges and universities for the training peer leaders.
9. Strengthen partnerships with SADD, local organizations, high school groups and community-based coalitions to create community-based coalitions to address teen driving issues.
10. Partner with high school resource officers to strengthen their connections to the state Traffic Enforcement Networks.
11. Establish Student Leadership Council and Georgia STAR (Student for Traffic Acting Responsibly) Student of the Year to assist in developing and implementing youth highway safety programs.
12. Establish a teen court to educate youth in the school system and community on TADRA.
13. Provide training courses for prosecutors and police officers to aid in the detection, apprehension and prosecution of impaired drivers.
14. Utilize Youth Ambassadors from Georgia SADD in our public education and information campaigns and community coalitions.
15. Facilitate statewide Teens Ride with PRIDE program through the education and awareness of parents and students on proper driving techniques to promote the safety of novice drivers.

Alcohol and Other Drug Countermeasures – Section 402

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

Task Number: AL-06-01

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

Project Title: Duluth Police Department DUI Task Force

Task Number: AL-06-02

Project Summary: Duluth 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. The unit will be deployed during high-risk times and in high-risk locations to detect and apprehend impaired driving motorists.

Funding: \$69,650

Project Title: Walton County Sheriff's Office

Task Number: AL-06-03

Project Summary: This project 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: \$114,900

Alcohol and Other Drug Countermeasures – Section 402

Project Title: Whitfield County DUI Task Force

Task Number: AL-06-04

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: \$97,200

Project Title: Richmond County Sheriff's Office

Task Number: AL-06-05

Project Summary: The Richmond County Sheriff's Office 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: \$123,800

Project Title: Cherokee County Sheriff's Office

Task Number: AL-06-06

Project Summary: The Cherokee County Sheriff's Office 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: \$122,450

Alcohol and Other Drug Countermeasures – Section 402

Project Title: Carroll County Sheriff's Office

Task Number: AL-06-07

Project Summary: The Carroll County Sheriff's Office 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: \$96,000

Project Title: DeKalb County Police Dept (H.E.A.T.)

Task Number: AL-06-08

Project Summary: The DeKalb County Police Dept will operate an aggressive DUI Task Force for the purpose of deterring the number of persons who drink and drive, speed and fail to utilize occupant safety devices correctly. The project aims to provide a heightened awareness, increase the impaired and speed drivers apprehension rates, and educate the public on traffic laws.

Funding: \$63,800

Project Title: Hall County Task Force

Task Number: AL-06-09

Project Summary: The Hall County Sheriff's Office 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: \$58,800

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: **J8-06-01**

Project Summary: SADD’s unique approach involves young people delivering education and prevention messages to their peers through school-and-community-wide activities and campaigns responsive to the needs Of their particular locations. Projects may include peer-led-classes, teen workshops, conferences, prevention education and leadership training, and awareness-raising activities. Independent studies have shown that students in schools with an established SADD chapter are more informed about the risks of underage drinking, other drug use and impaired driving. Students in schools with a SADD chapter are also more likely to hold positive attitudes reflecting reasons not to use alcohol.

Alfred E. Beach HS	\$2,000.00	Druid Hills HS	\$2,000.00	Northview HS	\$1,959.00
Alpharetta HS	\$1,910.00	Dunwoody HS	\$2,000.00	Open Campus HS	\$2,000.00
Avondale HS	\$2,000.00	East Laurens HS	\$2,000.00	Paulding County HS	\$2,000.00
Benjamin Banneker HS	\$1,936	Elbert Co Comprehensive HS	\$2,000.00	Pepperell HS	\$2,000.00
Benjamin E Mays HS	\$2,000.00	Evans HS	\$2,000.00	Redan HS	\$2,000.00
Bryan County HS	\$2,000.00	Grady HS	\$1,999.00	Riverwood HS	\$2,000.00
Cartersville HS	\$2,000.00	Hardaway HS	\$2,000.00	Roswell HS	\$1,903.00
Carver HS of Entrepreneurship	\$1,946.00	Independence HS	\$2,000.00	South Cobb HS	\$2,000.00
Cedar Grove HS	\$2,000.00	Kell HS	\$1,998.00	Southside HS	\$1,903.00
Centennial HS	\$1,970.00	Lakeside HS (DeKalb Co)	\$2,000.00	Southwest DeKalb HS	\$2,000.00
Central HS - Carrollton	\$1,999.00	Lakeside HS (Columbia Co)	\$2,000.00	Sprayberry HS	\$2,000.00
Chamblee HS	\$2,000.00	Loganville HS	\$2,000.00	Statesboro HS	\$2,000.00
Chattahoochee HS	\$2,000.00	Lumpkin County HS	\$2,000.00	Stephenson HS	\$2,000.00
Clarkston HS	\$2,000.00	Martin Luther King Jr. HS	\$2,000.00	Stone Mountain HS	\$1,997.00
Coffee Co HS	\$2,000.00	McClarain Alternative HS	\$1,992.00	Therrell HS	\$1,948.00
Columbia HS	\$2,000.00	McNair HS	\$2,000.00	Towers HS	\$1,997.00
Creekside HS	\$1,998.00	Memorial Day School	\$2,000.00	Tri-Cities HS	\$1,999.00
Crim HS	\$1,965.00	Miller Grove HS	\$1,997.00	Troup Co Comprehensive HS	\$2,000.00
Cross Keys HS	\$1,997.00	Milton HS	\$1,936.00	Union County HS	\$2,000.00
DeKalb Alternative School	\$1,997.00	Morgan County HS	\$2,000.00	Westlake HS	\$1,959.00
DeKalb School for the Arts	\$2,000.00	North Atlanta HS	\$1,999.00	Woodstock HS	\$1,996.00
Douglass HS	\$1,970.00	North Springs HS	\$1,896.00	Tucker HS	\$1,997.00
Bleckley HS	\$2,000.00	Lithonia HS	\$2,000.00		

Funding: **\$135,163 (68 Schools)**

Alcohol and Other Drug Countermeasures – Section 410

Project Title: **TEENS RIDE WITH PRIDE (GTIPD)**

Task Number: **J8-06-02**

Project Summary: The Program entitled, "Georgia Ride with P.R.I.D.E" (Parents Reducing Incidents of Driver Error) was created in an effort to reduce the high number of crashes, injuries and fatalities involving teen drivers in the state of Georgia. This program addresses driver's attitude, knowledge and behavior rather than technical hands-on driver skills. It compliments driver's education and training. The program offers a free, two-hour course designed to help parents and their new teen drivers, ages 14-16, learn what they need to do during the 40 hours of supervised practice driving time (20 hours of supervised practice driving time is required, if teen successfully completes driver's education). Follow-up surveys and evaluations are conducted 60 days after completion of the course and again at one year and two years following the course.

Funding: **Listed in 402 OP**

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

Task Number: **J8-06-03**

Project Summary: The GPSTC DRE/SFST program educates more than 1,200 law enforcement officers statewide in the detection and apprehension of drivers impaired by drugs (both legal and illegal) and alcohol. This program also focuses on training officers on the prosecution of these cases in the GA court system.

Funding: **\$370,000**

Alcohol and Other Drug Countermeasures – Section 410

Project Title: Young Adult Programs (BACCHUS & GAMMA)

Task Number: J8-06-04

Project Summary: To encourage increased activity on college and university campuses to disseminate information and provide a forum in which alcohol related and highway safety issues can be discussed and addressed through peer prevention.

Abraham Baldwin Agricultural	\$10,000	GA Southern Univ	\$17,700
Albany Technical College	\$9,900	GA SW State University	\$9,900
Andrew College	\$5,000	Georgia, University of	\$17,800
Augusta State University	\$13,300	Gordon College	\$9,700
Bainbridge College	\$10,000	Mercer Univ	\$7,700
Brenau University	\$5,000	Morehouse College	\$ 9,800
Clark Atlanta Univ	\$9,900	North GA College	\$10,000
Dalton State College	\$9,600	South GA College	\$7,400
Emory Univ	\$18,000	Thomas Univ	\$4,900
Gainesville College	\$10,000	Valdosta State University	\$10,600
GA College & State University	\$10,000	West Georgia, University of	\$15,000
GA Highlands College	\$9,400	Young Harris College	\$5,000
GA Perimeter College	\$13,700		

Funding: \$259,300 (25 Schools)

Project Title: Pembroke Police Dept (Operation Jump Start-Jump Starting our Youth for a Safer Georgia)

Task Number: J8-06-05

Project Summary: This program is designed to increase enforcement for impaired driving and to increase safety belt compliance. The Pembroke Police Department will implement an information and awareness program using the “Fatal Vision” program in counties within the S.E.T.E.N. Traffic Enforcement Network.

Funding: \$27,500

Alcohol and Other Drug Countermeasures – Section 410

Project Title: **Laurens County Juvenile Court**

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

Project Summary: Teen court will focus on giving first-time misdemeanor traffic offenders a second chance through youth court. Teen court will educate youth in the school system and community on TADRA, safety belts and underage drinking and driving issues that affect the community.

Funding: **\$26,400**

Project Title: **MADD Georgia**

Task Number: **J8-06-07**

Project Summary: This is a data driven, targeted effort to establish and support 40 new MADD chapters through public education and Victim impact panels in the identified five metropolitan areas of Atlanta, Albany, Columbus, Macon and Savannah.

Funding: **\$115,000**

Project Title: **Duluth Police Department**

Task Number: **J8-06-08**

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

Funding: **\$43,500**

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: J8-06-09

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: \$560,800

Project Title: GOHS

Task Number: J8-06-09 (*Continued*)

Project Summary: To produce Chris Sandy Video.

Funding: (*\$70,000 included in GOHS Internal Grant J8-06-09 above*)

Project Title: Georgia Dept of Public Safety (H.E.A.T.)

Task Number: J8-06-10

Project Summary: The Georgia Dept of Public Safety will operate an aggressive DUI Task Force for the purpose of deterring the number of persons who drink and drive, speed and fail to utilize occupant safety devices correctly. The project aims to provide a heightened awareness, increase the impaired and speed drivers apprehension rates, and educate the public on traffic laws.

Funding: \$675,200

Alcohol and Other Drug Countermeasures – Section 410

Project Title: **Bibb County Sheriff’s Office**

Task Number: **J8-06-11**

Project Summary: The Bibb County Sheriff’s Office will implement a two-man DUI 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: **\$185,600**

Project Title: **Team Georgia**

Task Number: **J8-06-12**

Project Summary: The Designated Driver Booth encourages patrons who attend events at Metro Atlanta Arenas to not drink and drive, and to use seat belts.

Funding: **\$41,500**

Project Title: **Safe Campuses Now**

Task Number: **J8-06-13**

Project Summary: Through peer-based programs of awareness and education, Safe Campuses Now will successfully bring attention to and reduce alcohol and pedestrian injuries and death among high school and college age students and the community.

Funding: **\$27,500**

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

Task Number: **J8-06-14**

Project Summary: The goal of this project is to conduct a training initiative to increase the knowledge of ALS judges as well as law enforcement in the proper facilitation of administrative license suspension hearings.

Funding: **\$10,000**

Alcohol and Other Drug Countermeasures – Section 410

Project Title: Prosecuting Attorney’s Council

Task Number: J8-06-15

Project Summary: This project is designed to improve the successful prosecution of traffic safety related cases with particular emphasis on rural or less populated counties in Georgia, where full-time traffic safety prosecutors are not available.

Funding: \$84,200

Project Title: GA Dept of Public Safety

Task Number: J8-06-16

Project Summary: This project is an ALS law enforcement assistance program for the GA State Patrol. It is designed to assist State troopers with ALS issues and hearings by providing legal assistance and training.

Funding: \$225,200

Project Title: Forsyth County Board of Commissioners (H.E.A.T.)

Task Number: J8-06-17

Project Summary: The Forsyth County Sheriff’s Office will operate a DUI Task force for the purpose of deterring the number of persons who speed and drink and drive. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$126,500

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: **J8-06-18**

Project Summary: The Twiggs County Sheriff's Office will operate a DUI Task force for the purpose of enforcing speed, DUI, and seatbelt usage laws. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: **\$22,700**

Project Title: **Children and Youth Coordinating Committee**

Task Number: **J8-06-19**

Project Summary: To produced educational videos providing crucial information designed to reach all Georgia teenagers through commercial television, home videos, satellite broadcasts, schools and youth organizations. The principal goal of this initiative was to encourage young people to drive safely while warning them of the legal consequences of DUI offenses and other traffic violations.

Funding: **\$62,500**

Project Title: **Department of Driver Services**

Task Number: **J8-06-20**

Project Summary: This program provides the adolescent an overview of alcohol and traffic safety, other drugs and their effects, laws relating to the under age 21 driver and tips for staying safe because Georgia Law requires all students between the ages of 13 and 17 to complete an Alcohol and Drug Awareness Course (ADAP) prior to issuance of a Class D Provisional Driver's License.

Funding: **\$223,500**

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: **J8-06-21**

Project Summary: 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.

Funding: **\$84,000**

Alcohol and Other Drug Countermeasures – 154/164 Transfer

Project Title: Georgia Dept of Transportation (DOT)

Task Number: 154/164HE-06-01

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: \$2,423,000

Project Title: Dougherty Police Department H.E.A.T Task Force

Task Number: 154AL-06-01

Project Summary: The Dougherty County Police will implement a one-man H.E.A.T. unit to work with neighboring City of Albany H.E.A.T. task force. The focus of this project will be on decreasing the number of speeding, alcohol and/or drug impaired, and unrestrained drivers in Dougherty County.

Funding: \$58,137

Project Title: Dougherty Police Department

Task Number: 164AL-06-01

Project Summary: The Dougherty County Police will operate a one-man 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: \$66,548

Alcohol and Other Drug Countermeasures – 163 (.08) Incentive

Project Title: Cobb County Police Department DUI Task Force

Task Number: 163-AL-06-01

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$68,350

Project Title: Clayton County Police Department

Task Number: 163-AL-06-02

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$63,850

Project Title: Coweta County Sheriff's Office DUI Task Force

Task Number: 163-AL-06-03

Project Summary: The Coweta 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: \$114,350

Alcohol and Other Drug Countermeasures – 163 (.08) Incentive

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

Task Number: 163-AL-06-04

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$107,850

Project Title: College Park Police H.E.A.T. Task Force

Task Number: 163-AL-06-05

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$62,900

Project Title: Henry County H.E.A.T. Task Force

Task Number: 163-AL-06-06

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$56,450

Alcohol and Other Drug Countermeasures – 163 (.08) Incentive

Project Title: City of Albany (H.E.A.T.)

Task Number: 163-AL-06-07

Project Summary: The City of Albany Police H.E.A.T. task force 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: \$57,800

Project Title: Dougherty Police Department

Task Number: 163-AL-06-08

Project Summary: The Dougherty County Police will operate a one-man 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: \$4,815

Alcohol and Other Drug Countermeasures – 163 (.08) Incentive

Project Title: Georgia Bureau of Investigation

Task Number: 157A AL-06-01

Project Summary: The Georgia Bureau of Investigation-Division of Forensic Sciences (Toxicology-DUI) will utilize the LCMSMS Instrument for Toxicology-DUI Testing. The LCMSMS has the capacity to quickly screen and identify more than 100 different drugs, including prescription drugs. Therefore a single analysis would be sufficient to determine if drugs were present in the sample eliminating the need for more procedures. Implementation of the enhanced procedure using the LCMSMS should decrease the average turn-around time for DUI-Toxicology Reports by 7 – 10 days & will increase the timeliness and scope of drug analysis of samples in suspected DUI cases.

Funding: \$236,000

OCCUPANT PROTECTION

PROGRAM GOAL: To increase the use of safety belts and child safety restraint systems statewide. The overall program goal is to increase the rate of observed safety belt use to 90% of drivers and front seat outboard passengers.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Approximately 49.9% of Georgia's fatally injured motor vehicle occupants were unrestrained during their crash. A significant number of the victims could have survived their crash experience had they used their vehicle safety belt. GOHS will provide conscientious efforts to counties for reducing deaths resulting from occupants being unrestrained. Priority assistance will be extended to those counties where between 5 and 15 unrestrained occupant deaths occurred in 2004, according to FARS.

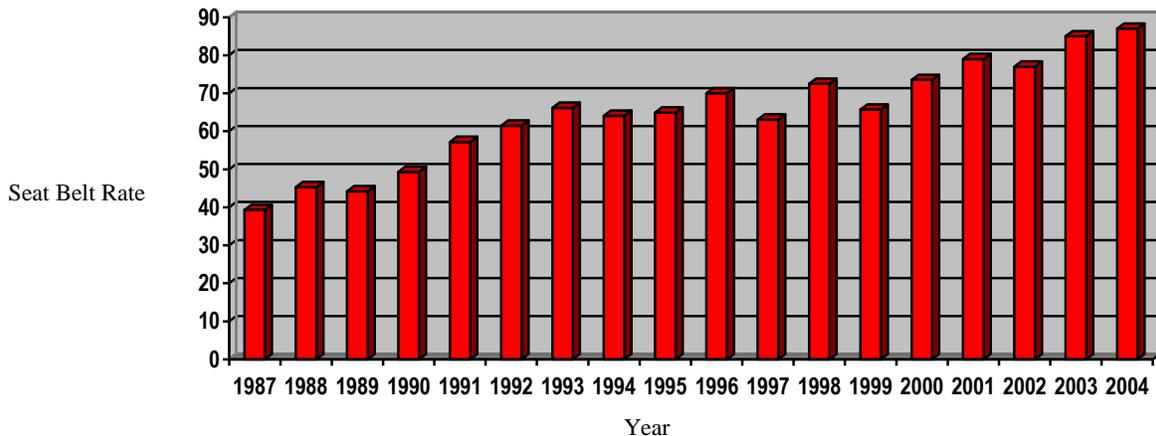
Georgia Unrestrained Fatalities (305):

- 10-15 – Cobb, DeKalb, Fulton, Gwinnett
- 5-10 –Barrow, Bartow, Bibb, Carroll, Chatham, Clayton, Colquitt, Columbia, Coweta, Floyd, Forsyth, Heard, Henry, Newton, Richmond

One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to secure children in age, height, and weight appropriate child safety seats. The National Highway Traffic Safety Administration estimates that safety 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 safety 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.

Observed Georgia Safety Belt Use Rates Since 1987-2004



Statewide, 87% of drivers and passengers were observed to have fastened their safety belts in 2004. However, surveys conducted by the University of Georgia, Survey Research Center during 2004 found that safety belt use varies geographically and demographically. Non-users are disproportionately male and pickup truck occupants. Highlights of the 2004 survey are reported below:

Safety Belt Usage in 2004:

- Statewide safety belt usage in 2004 for drivers and passengers of passenger cars, trucks, and vans was 86.7%, an increase of 2.2% from 2003, and the highest recorded usage in Georgia since systematic studies of safety belt use began in 1987. Driver only usage in 2004 was 86.2% and passenger only usage was 88.7%. Driver-only usage increased 1.1% from 2003 to 2004, while passenger-only use increased 6.3% from 2003 to 2004.
- Excluding trucks, statewide safety belt usage in 2004 for drivers and passengers was 89.4%, an increase of 0.7% from 2003 to 2004. Driver only usage excluding trucks was 88.9%, exactly as in 2003, while passenger only usage excluding trucks was 91.4%, an increase of 3.4%.
- Women drivers use safety belts (93.2%) more than men (79.6%) drivers. Women passengers (92.0%) also use safety belts more than men (85.2%) passengers.
- Non-White drivers' use of safety belts in 2004 was slightly higher than that of White drivers (89.5% Non-White versus 83.4% White). Usage of safety belts by Non-White passengers (90.7%) was somewhat higher than usage by White passengers (86.8%).
- Observed safety belt use for drivers was highest in the Atlanta Metropolitan Statistical area in 2004 (93.4%), followed by rural areas of the state (84.6%), and other Metropolitan Statistical Areas in the state (80.7%). Observed safety belt use for passengers was also highest in the Atlanta MSA (95.8%), while observed usage in rural areas was 84.3% and 80.9% in other Metropolitan Statistical Areas of the state.

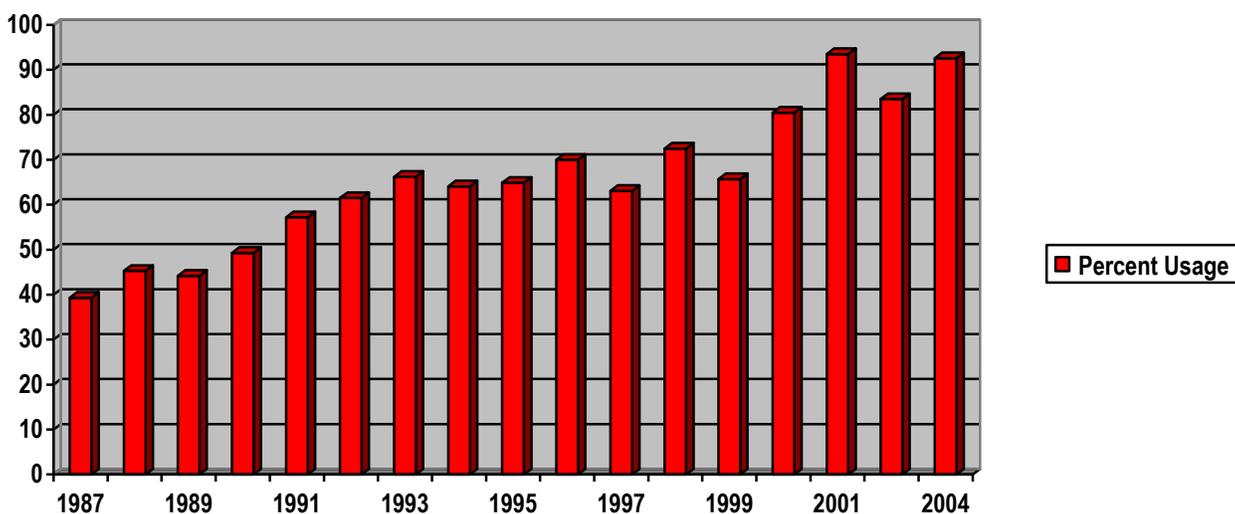
Current state registered vehicle classification data was not available at the time of this publication. However, it is believed that pickup trucks are considerably less than passenger cars

are in number but contribute disproportionately to fatal crash involvement. Data from 2003 fatal crashes show that pickup truck occupants buckle up at a rate of nearly 16 percentage points behind those of passenger cars. As a result, a disproportionate number of the state's unrestrained fatally injured occupants are pickup truck occupants. For example, police reported that of light truck occupants killed in 2003, 57% (287) were not wearing safety belts compared to 41% (305) unbuckled fatally injured passenger car occupants who were covered by the State safety belt law. Further, the 2004 statewide observation survey noted that truck occupants buckled up at a rate of 75.4% compared to 89.6% for passenger car occupants

Georgia Child Safety Seat Usage Rate Since 1987

The overall rate of child safety seat usage throughout the state of Georgia was 92.6% in 2004.

Weighted Child Restraint Use Rates



Georgia's child safety seat usage rate has significantly increased over the last 17 years.

TARGET POPULATION

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

FFY 2006 PERFORMANCE OBJECTIVES

- Objective 1:** *To increase the statewide safety belt usage rate to 90%.*
- Objective 2:** *To increase the use of child safety restraint systems for children under the age of five to 95% by the end of FFY 2006.*
- Objective 3:** *To increase safety belt use rate by 5 percentage points for rural drivers and passengers.*
- Objective 4:** *To implement a pilot project to study and outreach Latinos and occupant safety.*

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASE OCCUPANT PROTECTION USE.

- Measure 1:** *Safety Belt usage reported in the 2005 University of Georgia Research Center Observational Survey. (The 2004 survey reported 86.7% safety belt usage rate).*
- Measure 2:** *Child Safety Seat usage reported in the 2005 University of Georgia Research Center Observational Survey. (Baseline: The 2004 survey reported 92.6% child safety seat usage rate).*
- Measure 2:** *Rural driver and front seat occupant safety belt usage reported in the 2005 University of Georgia Observational Survey. (Baseline: The 2004 survey indicated a 78.7% rural safety belt usage rate.)*

STRATEGIES

1. Provide funds to the University of Georgia to conduct seventeen (15) Child Passenger Safety Technician Certification Courses (9 at the Conyers facilities and 6 at off-site locations).
2. Conduct a minimum of 12 Parents Reducing Incidents of Drivers Error (P.R.I.D.E.) Train-the-Trainer courses, resulting in more than 240 new trainers. This training will focus on assisting parents and teens in identifying and learning the consequences of high risk driving behaviors.
3. Present the rollover simulator at 120 different sites to demonstrate the outcome of riding unrestrained in a motor vehicle to approximately 10,000 individuals.
4. Update and distribute approximately 2000 Law Enforcement Tab Guides to serve as a quick reference item for public safety officers in the field.
5. Provide funds to implement public information and education strategies to increase public awareness of the proper use of safety 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 approximately 720,000 PI&E materials, (c) the development of materials targeting at-risk populations.
6. Sponsor a minimum of four (4) attendees to each of the following state/national conferences (Lifesavers, GOHS Traffic Safety Conference, and National Child Passenger Safety Technician Training).
7. Conduct four (4) statewide campaigns to promote occupant safety (Hands Across the Border, Buckle Up America Month, Child Passenger Safety Month and Click It or Ticket).
8. Conduct a public information effort to address unrestrained pickup truck occupants. “Pick Up Your Seat Belt – It’s Your Safety Belt” or “Buckle Up in your Truck” are possible themes for the sample Op-Ed articles and sample radio on-air script PSAs aimed at the community and rural media.

9. Check an average of 10 installations of child safety seats at each of the twenty (20) fitting stations monthly, totaling 2400 checks. Educational materials will also be distributed to parents and caregiver at this time.
10. Distribute and properly install an average of 75 child safety seats between the 20 fitting stations.
11. Provide occupant and child safety seat education to the community and address occupant safety use among young adults.
12. Continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level.
13. Provide funds to facilitate occupant safety education in 80% of the state health departments along with their safety seats and child safety seat educational programs, facilitating the implementation of newborn injury prevention policy in a minimum of fifteen (15) Georgia hospitals.
14. Provide funds to conduct a study of Latinos and their highway safety crash involvement.
15. Develop and implement a “Faith-Based Initiative” to encourage involvement of faith-based organizations in promoting occupant safety highway safety programs.

Occupant Protection Countermeasures Section – 402

Project Title: Governor’s Office of Highway Safety

Task Number: OP-06-01

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

Funding: \$ 187,900

Project Title: Georgia Traffic Injury Prevention Institute – UGA Cooperative Extension (GTIPI)

Task Number: OP-06-02

Project Summary: GTIPI will train 195 Child Passenger Safety Technicians (CPST) and safety advocates and citizens by providing (17) four-day certification classes. In addition to providing CPST classes, GTIPI will also conduct a minimum of 12 Parents Reducing Incidents of Drivers Error P.R.I.D.E.) Train-the-Trainer courses, resulting in more than 240 new trainers. This training will focus on assisting parents & teens in identifying and learning the consequences of high risk driving behaviors. GTIPI will conduct/support four media campaigns to promote occupant protection.

Funding: \$ 963,000

Project Title: City of Jesup Police Dept

Task Number: OP-06-03

Project Summary: To educate high school students in a 16 county area in South Georgia on a variety of highway safety issues. This program features classroom presentations that include the topics of Teen Driving, TADRA, Occupant Protection, Pedestrian and Alcohol Awareness. The program also provides demonstrations on the necessity of safety belts through use of the rollover simulator and gives students the opportunity to experience the effects of alcohol through the use of the DUI simulator.

Funding: \$37,400

Occupant Protection Section – 405

Project Title: Georgia Dept of Human Resources (DHR), Center for Injury Prevention (CIP)

Task Number: J2-06-01

Project Summary: Provide funds to the Georgia Department of Human Resources to maintain and strengthen the 68 existing occupant safety coalitions. DHR will distribute over 3,000 GOHS funded safety seats and provide training on the correct use of the seats through the health departments. In addition, the collaborative partnership with DFCS will continue in order to improve the safe delivery of children in state care. DHR will also facilitate the implementation of a newborn highway safety injury prevention policy in a minimum of fifteen (15) Georgia hospitals.

Funding: \$ 496,900

Project Title: Union County Health Department

Task Number: J2-06-02

Project Summary: This project is aimed at increasing occupant safety restraint use in Union and surrounding counties. Through the production of printed materials and well as formal trainings, the program will raise awareness and promote highway safety.

Funding: \$61,600

Project Title: Governor’s Office of Highway Safety

Task Number: J2-06-03

Project Summary: The overall administrative functions of the project will be supported through Personnel Services, Travel and Regular Operating Costs.

Funding: \$210,500

Occupant Protection Section – 405

Project Title: **GOHS (Faith Base Initiative)**

Task Number: **J2-06-03** (*Continued*)

Project Summary: The Faith Base Initiative appeals to Metropolitan Atlanta Churches in an attempt to develop safety strategies that saves lives on Georgia roadways. Our goal is to establish programs in large congregations based on the level of interest and provide incentives to reinforce a faith statewide message. Churches provide contact persons to work with this initiative and GOHS continues to present to faith organization to solicit their participation in this ongoing initiative. Highway safety dissemination meetings will be held in various locations to present information on GOHS. A Faith Advisory group will be established will consist of faith representatives from the various areas to determine what tools are needed to promote a safety message and the message.

Funding: **\$0** (*Allocated in funding for J2-06-03*)

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

Task Number: **J2-06-04**

Project Summary: This project will be implemented in Metro-Atlanta 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.

Funding: **\$ 151,300**

Project Title: **Injury Free Coalition for Kids Atlanta**

Task Number: **J2-06-05**

Project Summary: This project "Cuidad los Nino's - Keep the Children Safe: Occupant Safety Program" will address the most pressing issue based on injury surveillance data for our service community by reaching its goal of increasing child passenger restraint use.

Funding: **\$ 128,500**

Occupant Protection Countermeasures–Section 2003B

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

Task Number: J3-06-01

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

Funding: \$138,000

TRAFFIC RECORDS

PROGRAM GOAL: To develop a strategic action plan and to assist in the statewide coordination, collection, processing, analysis, and reporting of accurate crash reports to 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

2000			2001			2002			2003			2004		
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	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs
1,047	1,541	1.47	1,079	1,656	1.53	1,067	1,524	1.41	1,093	1,610	1.47	1,119.5	1,641	1.46

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 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).

The GOHS will reinstitute the TRCC during FFY2006. The GOHS, in cooperation with GDOT and other state agencies and stakeholders, will pursue plans for improving the state's traffic data system to allow for accurate, reliable and timely information exchange between key partners.

TARGET POPULATION

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

FFY 2006 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – A STRATEGIC ACTION PLAN THAT STIMULATED SPECIFIC TRAFFIC RECORD SYSTEM IMPROVEMENTS.

- 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 Georgia TRCC (Baseline: Traffic Records Coordinating Committee quarterly 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.

STRATEGIES

1. Provide funding to support major initiatives needed to implement and maintain an accurate and reliable system of collecting, processing and analyzing and reporting accurate data in Georgia.
2. Provide funding to continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program for courts throughout Georgia.
3. Implement an internal Grant Management System in order to track and manage programmatic and fiscal functions within GOHS.

Traffic Records Countermeasure— Section 402

Project Title: Administrative Office of the Courts: Citation Automation Project

Task Number: TR-06-01

Project Summary: The project will continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program in 40 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: \$ 157,600

Project Title: Governor's Office of Highway Safety

Task Number: TR-06-02

Project Summary: These funds will be used to provide management responsibility of the TRCC 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: \$88,000

Project Title: Traffic Records Coordinating Committee

Task Number: TR-06-02 (*continued*)

Project Summary: GOHS will collaborate with GDOT, DMVS, DPS, DHR and other state, federal and local stakeholders to reconstitute the Traffic Records Coordinating Committee. Meetings will be held quarterly in order to develop a strategic traffic records plan for improving Georgia crash records.

Funding: (\$25,000 included in GOHS Internal Grant TR-06-02 above)

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. The overall goal is to reduce the percentage of speed-related fatal crashes to 19 percent.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The Governor's Office of Highway Safety, along with state and local law enforcement is implementing a 100-day sustained education and enforcement program entitled "100 Days of Summer HEAT" from Memorial Day until Labor Day. H.E.A.T stands for Highway Enforcement of Aggressive Traffic. NHTSA safety experts estimate that nationally, 31% of all fatal crashes involve drivers who were exceeding the speed limits or driving too fast for conditions. The economic cost to society of speed-related crashes in the U.S. is estimated at \$40.4 billion every year.

One out of five crash deaths in Georgia involved unsafe or illegal speed. The 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 2003, Georgia had 328 speed-related crash deaths. These speed crashes exacted a cost of \$1.4 billion to the State.

2003 Speed Related Fatalities in Georgia

	No. of Fatalities Involved in Speed Crashes	% of Speed Related Fatal Crashes	Estimated Cost of Speed Crashes
Georgia	328	21%	\$1,387 Million
U.S. A.	13,380	31%	\$40,390 Million

Source: Fatality Analysis Reporting System (FARS)

TARGET POPULATION

The target population is the motoring public of Georgia.

FFY 2006 PERFORMANCE OBJECTIVE

Objective 1: Fund agencies for the purpose of reducing speed related motor vehicle crashes, injuries, and deaths.

Objective 2: *To continue strategic enforcement in high-risk statewide locations through specialized H.E.A.T (Highway Enforcement of Aggressive Traffic) units.*

ULTIMATE OUTCOME MEASURE - REDUCE SPEED RELATED FATAL CRASHES TO NOT MORE THAN 19 PERCENT OF THE TOTAL STATE FATALITIES.

STRATEGIES

1. Provide funding to local law enforcement agencies that are located in jurisdictions that represent high numbers of speed-related deaths. [*Note: All Alcohol and Other Drug Countermeasures law enforcement grants will have a speed sub-component. The DUI multi-jurisdictional taskforces will have aggressive driving components.*]
2. Provide funds to increase public information & education and enforcement of traffic laws through a specialized traffic enforcement unit in high-risk locations.
3. In conjunction with strategic enforcement, paid media messages as well as press releases will be issued to raise awareness to the general public about the dangers of speeding and the consequences if this action is taken.

Speed and Aggressive Driving Countermeasures – Section 402

Project Title: City of Savannah H.E.A.T Task Force

Task Number: SC-06-01

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: \$193,500

Project Title: Walton County Sheriff's Office Task Force

Task Number: SC-06-02

Project Summary: This project will focus on decreasing the number of speeding, alcohol and/or drug impaired drivers in Walton County. The project aims to educate the citizens on safety belts/child restraint use and provide a heightened community presence.

Funding: \$114,900

Project Title: Richmond County Sheriff's Office (H.E.A.T.)

Task Number: SC-06-03

Project Summary: The Richmond County Sheriff's Office will operate a Task force for the purpose of deterring the number of persons who speed and drink and drive. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$123,800

Speed and Aggressive Driving Countermeasures – Section 402

Project Title: Cherokee County Sheriff's Office (H.E.A.T.)

Task Number: SC-06-04

Project Summary: The Cherokee County Sheriff's Office will operate a Task force for the purpose of deterring the number of persons who speed and drink and drive. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$122,450

Project Title: Carroll County Sheriff's Office (H.E.A.T.)

Task Number: SC-06-05

Project Summary: The Carroll County Sheriff's Office will operate a Task force for the purpose of deterring the number of persons who speed and drink and drive. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$96,000

Project Title: Duluth Police Dept (H.E.A.T.)

Task Number: SC-06-06

Project Summary: The Duluth Police Dept strategies used in keeping the streets and highways safe is to actively enforce traffic laws and educate the public, especially teens about safe driving habits. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$69,650

Speed and Aggressive Driving Countermeasures – Section 402

Project Title: DeKalb County Police Dept (H.E.A.T.)

Task Number: SC-06-07

Project Summary: The DeKalb County Police Dept will operate an aggressive DUI Task Force for the purpose of deterring the number of persons who drink and drive, speed and fail to utilize occupant safety devices correctly. The project aims to provide a heightened awareness, increase the impaired and speed drivers apprehension rates, and educate the public on traffic laws.

Funding: \$63,800

Project Title: Hall County Sheriff's Office

Task Number: SC-06-08

Project Summary: The Hall County Sheriff's Office will operate a Task force for the purpose of deterring the number of persons who speed and drink and drive. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$58,800

Speed and Aggressive Driving Countermeasures – Section 163 (.08)

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

Task Number: 163-SC-06-01

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

Funding: \$107,850

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

Task Number: 163-SC-06-02

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

Funding: \$63,850

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

Task Number: 163-SC-06-03

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

Funding: \$62,900

Speed and Aggressive Driving Countermeasures – Section 163 (.08)

Project Title: Henry County H.E.A.T. Task Force

Task Number: 163-SC-06-04

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

Funding: \$56,450

Project Title: Coweta County Sheriff's Office H.E.A.T Task Force

Task Number: 163-SC-06-05

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

Funding: \$114,350

Project Title: Albany Police Department

Task Number: 163-SC-06-06

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

Funding: \$57,800

Speed and Aggressive Driving Countermeasures – Section 163 (.08)

Project Title: Cobb County Police Dept (H.E.A.T.)

Task Number: 163-SC-06-07

Project Summary: The Cobb County Police Dept strategies used in keeping the streets and highways safe is to actively enforce traffic laws and educate the public, especially teens about safe driving habits. The project aims to provide a heightened community presence, reduce speeders, increase the impaired driver apprehension rate, and educate the public on DUI laws.

Funding: \$68,350

Project Title: Jackson County Sheriff's Office

Task Number: 163-SC-06-08

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

Funding: \$23,400

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, the rate of highway safety fatalities in Georgia has 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 are major factors 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.

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

According to DMVS data, more than one out of seven fatalities in Georgia occurred in a crash involving a large truck in 2002. Of the 280 fatalities that occurred in crashes involving at least one large truck, 89.6 percent of the people killed were occupants of the smaller vehicle compared with 10.4 percent for the large truck occupants. From 1997 to 2002, the number of large trucks in fatal crashes increased for tractor-trailers, single unit trucks, and truck tractors. In 10.8 percent of the fatal multiple vehicle large truck crashes, the large truck was struck from the rear by the other vehicle. In 51.7 percent of the fatal multiple-vehicle large truck crashes the impact point was the front of the large truck.

SUSTAINED ENFORCEMENT

Georgia is one of 15 States receiving special evaluation and public information support for their efforts to reduce alcohol-impaired driving through the SES (Strategic Evaluation States) initiative. Reflecting NHTSA's requirement to focus this initiative on the areas (in Georgia's case, counties) where at least 65% of the State's alcohol-related fatalities occurred, a group of 32 counties was selected. These counties are Fulton (27), Gwinnett (21), Cobb (16), Walton (12), Bartow (11), Coweta (11), Hall (11), Richmond (11), Bibb (10), Coffee (10), Gordon(10), Barrow (8), Clayton (8), DeKalb (8), Forsyth (8), Paulding (8), Carroll (7), Lowndes (7), Brooks (6), Burke (6), Whitfield (6), Colquitt (5), Dougherty (5), Houston (5), Muscogee (5), Tift (5), Baldwin (4), Columbia (4), Newton (4), Haralson (4), Jackson (4), and Thomas (4). These counties represent 271 fatalities or 65.77% of the impaired driving fatalities for 2003 for which the project was based.

Statewide and in these identified counties specifically, GOHS will employ:

Enforcement Strategies

- Each agency identified in the SES counties will conduct at least one special impaired driving enforcement operation per month in a high impaired driving related crash/fatality location and/or corridor.
- During the July and August mobilizations, each agency identified in the SES counties will conduct at least four special impaired driving enforcement operations during each mobilization.
- Each traffic enforcement network will continue to do monthly multi-jurisdictional sobriety checkpoints, giving priority to locations identified in the SES counties.
- DRE's will be encouraged to attend as many sobriety checkpoints as possible.

Year-Round Message

The Georgia Communications Plan prepared by GOHS for Occupant Protection and Impaired Driving campaigns for 2005-2006 includes a "year-round message" for Georgia driver safety. While the Occupant Protection/Impaired Driving message is

directed at a statewide audience, it is concurrently focused on the 32 counties identified in the strategic impaired driving enforcement evaluation. The identified SES jurisdictions fall within eleven regions of the RTEN established by GOHS.

TARGET POPULATION

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

FFY 2006 PERFORMANCE OBJECTIVES

- Objective 1: To increase a statewide safety belt usage rate to 90%.*
- Objective 2: To maintain and strengthen partnerships with all Georgia law enforcement agencies and increase their participation in the Traffic Enforcement Networks by 5%.*
- Objective 3: To increase by 5% the number of corporate partners who provide support for the Governor's Office of Highway Safety's law enforcement project.*
- Objective 4: To create and implement public information and education strategies for the purpose of increasing public awareness of highway safety and law enforcement initiatives that reduce traffic crashes, injuries and fatalities statewide.*
- Objective 5: To maintain at least 75% of Georgia Law Enforcement Agencies reporting enforcement data on the GOHS Online Reporting System.*

FFY 2006 PERFORMANCE OBJECTIVES

ULTIMATE OUTCOME MEASURE – REDUCE THE FATALITY RATE WITH EDUCATION, ENFORCEMENT, ENGINEERING IMPROVEMENTS AND PARTNERSHIPS.

STRATEGIES

1. Support specialized highway safety and traffic enforcement training for Georgia's law enforcement community.
2. Support Executive Level training for law enforcement agency heads and command staffs, encouraging traffic enforcement and highway safety as a departmental priority.
3. Continue to support and encourage occupant protection and child safety training for law enforcement officers.

4. Continue to make presentations to the New Chief's School, Chief and Sheriff's Association Training Conferences as well as Judge and Prosecutor training conferences.
5. Continue to provide funding to our Law Enforcement partners to assist with providing the tools necessary for effective and professional traffic enforcement activities.
6. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting.
7. Continue to support and market Drug Recognition Expert and Standardized Field Sobriety Test training to Georgia's law enforcement agencies and officers.
8. Encourage participation and facilitate law enforcement recruitment efforts in each of the sixteen (16) regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia.
9. Encourage and facilitate 100% law enforcement participation in five waves of high visibility enforcement during FFY 2006.
10. Continue to recruit corporate partners to assist with GOHS supported law enforcement campaigns and initiatives.
11. Encourage and facilitate law enforcement agencies to work with their local media in marketing GOHS high visibility enforcement initiatives.
12. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events.
13. Provide the necessary highway safety informational publications and collateral items to Georgia law enforcement agencies to assist them in marketing the highway safety messages of the Governor's Office of Highway Safety to the general public.
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.
15. Provide training to sheriffs and their command staff.

Police Traffic Services- Section 402

Project Title: Governor's Office of Highway Safety

Task Number: PT-06-01

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: \$566,500

Project Title: Governor's Challenge Program

Task Number: PT-06-01 (*continued*)

Project Summary: In an effort to recognize the outstanding performance and dedication of Georgia's law enforcement agencies in the area of Highway Safety, the Georgia Governor's Office of Highway Safety has established the Governor's Challenge Awards Program, patterned after the International Association of Chiefs of Police's (IACP) National Law Enforcement Challenge. The Governor's Challenge Program is an incentive/award program designed to award law enforcement agencies for outstanding achievements regarding highway safety enforcement and education programs throughout the state. Law enforcement agencies are judged on their overall highway safety program which includes departmental policies, enforcement initiatives, public information activities and innovative approaches. Winning agencies are recognized at a special awards ceremony. The grand prize is a fully equipped law enforcement vehicle.

The Governor's Challenge Awards Program targets three major traffic safety priorities; occupant protection, impaired driving, and speeding. The Governor's Office of Highway Safety recognizes that law enforcement plays an extremely important role in overall highway safety in the State of Georgia. Campaigns such as Click it or Ticket, Operation Zero Tolerance, and the 100 Days of Summer HEAT have proven that high-visibility enforcement of Georgia's traffic laws is the key to saving lives and reducing injuries on Georgia's roadways, as well as interdicting the criminal element through traffic enforcement. The Governor's Challenge Awards Program is an opportunity to reward and thank those agencies that have made a difference in their communities through high visibility traffic enforcement and highway safety education.

Governor's Challenge applications are also entered into the IACP's National Law Enforcement Challenge for national recognition

Funding: (\$100,000 included in GOHS grant PT-06-01 above)

Police Traffic Services- Section 402

Project Title: Traffic Enforcement Networks

Task Number: PT-06-02

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 traffic engineers, training, networking and communication opportunities to Georgia's traffic enforcement officers.

Albany PD	\$15,000	Jesup PD	\$14,800
Athens-Clarke Co PD	\$15,000	Oconee Co	\$15,000
Carroll Co SO	\$14,800	Port Wentworth PD	\$15,000
Centerville PD	\$15,000	Tennille PD	\$15,000
Columbus PD	\$15,000	Union City PD	\$14,900
Conyers PD	\$14,100	Upton Co PD	\$15,000
Ellijay PD	\$15,000	Valdosta PD	\$15,000
Ft Oglethorpe	\$15,000	Wrens PD	\$15,000
Gainesville PD	\$15,000		

Funding: \$253,600

Project Title: Law Enforcement Liaisons (four (4))

Task Number: PT-06-03

Project Summary: The Law Enforcement Liaisons assist law enforcement in the coordination of state occupant safety and DUI campaigns, as well as traffic networks on a daily, weekly and monthly basis.

Anthony Bobbitt	\$18,000	W. Powell Harrelson	\$18,000
Thomas Israel	\$18,000	Jeff W. Harris	\$18,000

Funding: \$72,000

Police Traffic Services- Section 402

Project Title: Georgia Sheriff's Association (Command Staff Training Conference)

Task Number: PT-06-04

Project Summary: To provide training to sheriffs and their command staff emphasizing GOHS initiatives and other specialized training.

Funding: \$41,400

PEDESTRIAN AND BICYCLE SAFETY

PROGRAM GOAL: To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to reduce the pedestrian death rate to 1.70 fatalities per 100 thousand population.

PROBLEM IDENTIFICATION AND JUSTIFICATION

In 2004, three or more pedestrian deaths occurred in the following counties:

Bibb, Chatham, Clayton, Cobb, Coweta, DeKalb, Fulton, Gwinnett, Laurens, Lowndes, Newton, Spalding.

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.

According to FARS, in 2003 Georgia's pedestrian fatality rates per 100,000 population was ranked 12th and the majority of the state's pedestrian deaths occurred to persons ages 25 to 54.

2003 Georgia Pedestrian Crash Deaths by Age of Victim

AGE	Total	% OF Total
< 5	3	1.9
9-12	7	3.2
13-15	12	7.7
16 - 20	7	4.5
21 - 24	9	5.8
25 - 34	23	14.7
35 - 44	41	26.3
45 - 54	26	16.7
55 - 64	16	10.3
65 - 74	6	3.8
75 +	7	4.5
Unknown	1	0.6
Total	161	100%

(Source: FARS)

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 (1994-2003)

Year	Number
1994	19
1995	20
1996	15
1997	19
1998	22
1999	22
2000	15
2001	21
2002	13
2003	18

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.

TARGET POPULATION

The target population is pedestrians and bicyclists in Georgia.

FFY 2006 PERFORMANCE OBJECTIVES

Objective : To provide funds to agencies for the purpose of increasing pedestrian education, enforcement, and engineering considerations

ULTIMATE OUTCOME MEASURE – IMPROVED PEDESTRIAN SAFETY BY LOWERING THE STATE PEDESTRIAN FATALITY RATE TO 1.75 FATALITIES PER 100 THOUSAND POPULATION.

STRATEGIES

1. Increase awareness of motorist and cyclists safe and legal road use through enforcement and education.
2. Provide funding for pedestrian safety educational materials and bicycle helmets as requested.
3. *Provide funding to the Fulton County Board of Education to complete "Safety Streets Georgia."*
4. *Provide funding for pedestrian safety enforcement and training.*
5. *Provide funding to PEDS to coordinate pedestrian safety awareness in high-risk locations.*
6. *GOHS will coordinate with the GDOT statewide pedestrian/bicycle coordinator to address pedestrian safety issues throughout Georgia.*

Pedestrian / Bike Safety Countermeasures -- Section 402

Project Title: Pedestrians Educating Drivers on Safety (P.E.D.S.)

Task Number: PS-06-01

Project Summary: To promote effectiveness of pedestrian safety enforcement by partnering with local law enforcement to provide pedestrian safety training workshops and to inform the general public on pedestrian safety.

Funding: \$62,700

Project Title: Collaboration with GDOT Statewide Bike/Pedestrian Coordinator

Project Summary: GOHS will continue to work with GDOT to identify pedestrian safety issues and effective solutions to those issues. Georgia was able to produce a Guidebook for Pedestrian Safety Planning that is a useful guide for local jurisdictions to reference when making pedestrian safety improvements. Also, GOHS collaborated with GDOT to produce a 4-page booklet (driver's manual supplement) on pedestrian safety, a flyer targeting Spanish-speaking pedestrians on Buford Highway, and a poster. The flyer and poster promote use of the median refuge islands GDOT will be installing later this year.

Funding: DOT

Project Title: Chatham County Health Dept

Task Number: PS-06-02

Project Summary: To promote effectiveness of pedestrian safety enforcement by partnering with local law enforcement to provide pedestrian safety training workshops and to inform the general public on pedestrian safety. Pedestrian Advocates of the Coastal Empire (PACE) has continued to advocate for pedestrian safety through a combination of education programs, aggressive enforcement of traffic laws, and engineering changes.

Funding: \$74,700

Pedestrian / Bike Safety Countermeasures -- Section 402

Project Title: **Atlanta Bicycle Campaign**

Task Number: **PS-06-03**

Project Summary: Share the Road Awareness Campaign seeks to increase awareness of motorist and cyclist regarding safe and legal means of sharing the road.

Funding: **\$75,900**

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

Task Number: **PS-06-04**

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

Funding: **\$55,300**

Pedestrian Safety - Section 157A

Project Title: Georgia State University Research Foundation

Task Number: 157A PS-06-01

Project Summary: Project will increase the awareness of pedestrian safety concerns in through enforcement and education.

Funding: \$15,200

Project Title: Atlanta Police Department

Task Number: 157A PS-06-02

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 educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$53,500

COMMUNITY TRAFFIC SAFETY PROGRAMS

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2004, 1,641 people died in motor vehicle crashes compared with 619 homicides in 2003. 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.

Through a partnership with the Department of Human Resources – Injury Prevention Section, the Governor’s Office of Highway Safety is seeking to establish or improve child safety seat initiatives in 10 rural hospitals. Efforts to establish hospital-based child safety seat programs have proven more complex than first envisioned and have shown critical factors must be in place in order to achieve a comprehensive program. These components include hospital administration buy-in, funding for seed seats, mechanisms for distributing seats, staff for interfacing with the hospitals as the program progresses, community support and resources and training for hospital staff.

RURAL ROAD INITIATIVE

Nationally, travel on rural roads has increased by 27% between 1990 and 2002. This increased travel is associated with increased mortality. Between 1999 and 2002, Georgia rural roads were the seventh worst in the country for numbers killed. During that time period there were 3,908 deaths on Georgia rural highways, compared to a total of 6,220 deaths on all of Georgia's roadways during this period. These deaths accounted for 50% of total deaths while vehicle miles traveled on rural roads was only 35% of the total (TRIP Analysis of FHWA and NHTSA data).

This increased risk of deaths can be attributed to numerous factors, including highway design and construction, lack of enforcement and poor accordance with occupant safety laws. This proposal aims to establish regional highway safety offices that address these issues to reduce the toll of rural crashes.

In the trial portion of this project, offices will be established in the Southeast, East Central and Northwest regions of the state. Each of these regions has historically shown an increased risk in alcohol related fatalities, single car crash fatalities and low compliance with occupant safety laws.

The East Central and Northwest Regions will be funded through grants to appropriate agencies. The Southeast Region will be funded directly, will provide leadership for the other regions and will also be staffed with data entry capability. Each region will be staffed with a coordinator, and will:

- (1) Work to increase enforcement and the effectiveness of enforcement in rural counties within their regions, and
- (2) Coordinate non-law enforcement resources to increase highway safety programmatic support in rural counties within their region.

In particular the programs will work to:

1. Increase the number of traffic safety programs in their region
 - a. maximize use of existing resources, and
 - b. establish new programs;
2. Provide electronic highway safety data to local jurisdictions to use in better aiming and evaluating program efforts;
3. Establish new community action groups and support existing groups to increase enforcement and local policy development;
4. Increase exposure in rural areas to NHTSA and GOHS campaigns;
5. Conduct regional summits to gather support for highway safety initiatives;
6. Increase the number of best practice programs conducted in rural areas; and
7. Increase information flowing back and forth to the state office from rural jurisdictions.

Note that highway safety regional efforts in Colorado, Florida, New Mexico, Oregon and Virginia were reviewed to help plan this initiative.

The key to the success of this program will be the ability to gather highway safety data and best practices and provide this in an accessible and ongoing format to local rural jurisdictions.

Coordinators located within the regions will best be able to work locally to communicate and lead these highway safety efforts.

MINORITY DRIVERS AND HIGHWAY SAFETY

Hispanics

The State of Georgia hopes to meet the national goal of 1 fatality per 100 million vehicle miles of travel by 2008, in part, by minimizing the number of motor vehicle deaths of its growing Hispanic population. Recently, the Centers for Disease Control and Prevention reported that motor vehicle crashes are the leading cause of death for Hispanic ages 1-44 in 2000. Also, a study conducted by the Johns Hopkins School of Public Health and the Insurance Institute for Highway Safety found a marked increase in traffic death risks among Hispanic children and teens compared to the general youth population. Traffic crashes are the leading cause of death for Hispanics ages 1-34 in the United States. Alcohol-related crashes account for about half of all Hispanic traffic-related fatalities.

The Hispanic/Latino population is the fastest growing ethnic group accounting for 37 million in the 2000 Census, a 106% increase from the previous Census. In addition, the actual number of Hispanic residents may be much larger, due to an undercount of illegal immigrants. As of February 2003, Hispanic/Latinos became the largest minority group in the US, replacing African Americans.

The Immigration and Naturalization Service estimates that approximately 1 million legal Hispanic/Latino immigrants and 800,000 illegal immigrants enter the country each year. By 2050 it is estimated that Latinos will account for approximately one fourth of the total US population. No longer confined to border or coastal states, the Hispanic/Latino population is increasingly drawn to non-Western and non-coastal states. A majority of Hispanic/Latino population is believed to come from Mexico (66%), with much smaller percentages immigrating from El Salvador (7%), Guatemala (3%), and other nations.

Georgia is currently the state with the largest growth of Latino population, with a rate of over 900% in the past year. Many of these new immigrants are drawn to the state to take employment opportunities in the food industry at poultry processing plants, in the textile industries of the northern section of the state and in manufacturing and agriculture. Individuals and families, who arrive to take temporary positions, remain in the state to seek opportunities in other areas. Increasingly these immigrants, no longer transient, are developing communities, but many of the immigrants are likely to move quickly in response to economic opportunities elsewhere. The Bureau of the Census places the Nashville and Atlanta MSAs as the #1 and #2 areas for Hispanic growth.

Hispanic/Latino population in Cherokee County Georgia experienced a 626.63% growth between 1990 and 2000 (from 1,059 to 7,695 residents in ten years). Census 2000 shows that 60% of Hispanics in Georgia are foreign-born, the percentage is much higher in Cherokee County, and possibly Cobb County. Hispanics in these two counties often have severe lack of knowledge on local laws and issues concerning highway safety. It is the intent of GOHS to continue to explore highway safety problems and solutions in other counties through-out the State because of the disproportionate involvement among Hispanic residents.

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

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

African Americans

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

One in four (24 percent) persons age 16 to 64 have driven a motor vehicle within two hours of consuming alcohol in the past year. Males are more likely to exhibit such behaviors than females (37 vs 15 percent), and this pattern is found across all races and ethnicities. There are some differences among racial and ethnic groups in drinking and driving attitudes and behaviors. More than a quarter (28 percent) of white, non-Hispanic persons, which make up the largest sample, are more likely than any other racial group to report having driven within 2 hours of consuming alcohol in the past month. American Indian/Eskimos report the second highest prevalence at 21 percent. Hispanics, Blacks, and Asians report 17, 16, and 13 percent, respectively, for having driven within two hours after drinking in the past month. Whites age 21 to 29 report the highest prevalence of this behavior (37 percent), which is almost twice the rate for other racial groups.

Those who said they have driven within two hours after drinking any alcohol report an average of 11 such trips in the past year (males 14.4 vs females 5.9 trips). Whites account for 84 percent of all monthly trips, while this groups comprises 77 percent of the 16 to 64 year old population. The percentages for monthly alcohol trips and population are: Blacks -- 5 and 9 percent; Hispanics -- 5 and 7 percent; Asian Americans -- 1 and 2 percent; and Native Americans and Eskimos -- 3 and 2 percent.

About 52 percent of drinking drivers have other passengers with them during these trips for an average of 0.79 passengers per trip. Blacks are least likely to travel with passengers (42 percent

with an average of 0.67 passengers), whites (52 percent with 0.77 passengers), and others (56 percent with 1.1 passengers).

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

On average, those who drink alcohol report that they consume about 2.8 alcoholic beverages in a typical sitting. Males consume an average of one more drink than women. Hispanic and Native American/Eskimo males typically consume almost three more drinks per sitting than females while Asian women and males consume a similar number of drinks.

Overall, about 14 percent of the drinking public age 16 to 64 can be classified as a problem drinker (20 percent in the last year). Hispanic drinkers (23percent) are more likely than others to be classified as problem drinkers. About three of four (73 percent) problem drinkers are male. The largest proportion of white problem drinkers (41 percent) are age 30 to 45, while Black problem drinkers are more likely to be in their 20's. Those of other races or ethnicities are equally likely to be age 21 to 29 or 30 to 45.

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

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

The 2003 Motor Vehicle Occupant Safety Survey was the fifth in a series of biennial national telephone surveys on occupant protection issues conducted for the National Highway Traffic Safety Administration (NHTSA). Data collection was conducted by Schulman, Ronca & Bucuvalas, Inc., a national survey research organization. The survey used two questionnaires, each administered to a randomly selected national sample of about 6,000 persons age 16 or older. Interviewing began January 8, 2003 and ended March 30, 2003. This report presents the survey findings pertaining to safety belts. Detailed information on the survey methodology, as well as copies of the questionnaires, are contained in a separate NHTSA report ("2003 Motor Vehicle Occupant Safety Survey. Volume 1. Methodology Report").

Table 1 shows what happens when all of the time users who conceded to not wearing their safety belt in the past day or week while driving were subtracted from all of the time category. The percentage of all of the time belt users declined 6 percentage points, from 84% to 78%.

Revised Safety Belt Use By Drivers

Table 1:	All of the time (Excludes past day or week non-users)	All of the time <i>But</i> Past day or week non-use	Most of the time	Some of the time/Rarely/ Never
Total drivers	78%	6%	9%	7%
Male	73%	6%	12%	9%
Female	84%	6%	6%	4%
Black	76%	7%	10%	6%
White	78%	6%	9%	7%
Age 16-24	71%	8%	11%	10%
Age 25-69	79%	6%	9%	7%
Age 70+	84%	7%	6%	4%
Passenger cars	81%	6%	8%	5%
Pickup trucks	64%	6%	15%	14%
Urban	80%	6%	8%	6%
Suburban	81%	5%	7%	6%
Rural	70%	7%	13%	9%

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

TARGET POPULATIONS

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

FFY 2006 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

ULTIMATE OUTCOME MEASURE – INCREASED LEVELS OF TRAFFIC SAFETY AT THE LOCAL LEVEL.

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

STRATEGIES

1. 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.
2. 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.
3. Establish a statewide highway safety programmatic database and evaluate funded programs.
4. Continue to fund five Georgia Safe Communities located in DeKalb, Fulton, Cobb, Columbus/Muscogee and the City of Albany.
5. Provide funds that focus on the delivery of an intervention for elderly drivers. Funds will be utilized to implement strategies that decrease the number of injuries and fatalities resulting from motor vehicle crashes involving elderly.
6. Increase employee, high school students and community awareness of Georgia highway safety issues, safety programs and presentations.
7. To educate Georgians on the dangers at highway-rail crossings and trespass prevention on railroad tracks and right of ways via the Mobile Exhibit Truck presentations.
8. Provide funds to identify and develop strategies to effectively address traffic crash related injuries and deaths on rural roads in Southeast Georgia and eventually in other high-risk areas of the state.

RESOURCE INFORMATION CENTER AND CLEARINGHOUSE

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

FFY 2006 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASED THE LEVEL OF CUSTOMER SERVICE FOR ADDRESS HIGHWAY SAFETY ISSUES.

Measure 1: Comparison of the number of resource materials distributed statewide from FFY 2005 to FFY 2006.

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.
2. Host Georgia's Statewide Traffic Safety Conference.
3. GOHS will maintain an online resource distribution system in order to maximize efficiency of highway safety information distribution.

Community Traffic Safety Programs - Section 402

Project Title: University of Georgia (Georgia Highway Safety Programs Evaluation)

Task Number: CP-06-01

Project Summary: Establish a statewide highway safety programmatic database and evaluate program outcomes of all GOHS funded projects for FFY2006.

Funding: \$269,600

Project Title: Dept of Human Resources: Elderly Driver Project

Task Number: CP-06-02

Project Summary: This program seeks to decrease the number of elderly injuries and fatalities as a result of motor vehicle crashes through the delivery an intervention for elderly drivers. The program includes an analysis of the effectiveness of the chosen intervention.

Funding: \$105,200

Project Title: Governor's Office of Highway Safety

Task Number: CP-06-03

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: \$827,300

Community Traffic Safety Programs - Section 402

Project Title: Dept of Human Resources: Rural Road Initiative

Task Number: CP-06-04

Project Summary: This program will identify and develop strategies to effectively address traffic crash related injuries and deaths on rural roads in Southeast Georgia.

Funding: \$156,800

Project Title: Georgia Operation Lifesaver

Task Number: CP-06-05

Project Summary: The Mobile Exhibit Truck's purpose is to educate Georgians about the dangers at highway-rail crossings and trespass prevention on railroad tracks and right of ways. The truck trailer is equipped with graphics and computerized programs, along with videos. The locomotive simulation is used to educate law enforcement, emergency responders, truck drivers and school bus drivers, to enhance their driving skills and response to motor vehicle train collisions.

Funding: \$27,600

Project Title: Georgia Public Safety Training Center West Georgia Police Academy

Task Number: CP-06-06

Project Summary: The training provided by this program resulted in increased penalties for grade crossing violations, and a greater awareness within the law enforcement and emergency response communities. This has resulted in stronger enforcement action for those same violations. .

Funding: \$25,000

Community Traffic Safety Programs - Section 402

Project Title: Kennesaw State University

Task Number: CP-06-07

Project Summary: The goal of the project is to reduce fatalities and injuries among Hispanics and make improvements in long-term behavior and attitudes. Several strategies will be employed to obtain these deep and long term changes. Such changes will best occur by working with Hispanic/Latino immigrant leaders, and training them to conduct peer-to-peer programs especially impaired driving related.

Funding: \$55,000

Project Title: City of Atlanta Community Court Division

Task Number: CP-06-08

Project Summary: Teens Learning Control program (TLC) is an intervention program aimed at young drivers 21 and under who are convicted of various driving offenses especially speeding and driving under the influence.

Funding: \$54,700

Community Traffic Safety Programs - Section 163 (.08)

Project Title: Governor's Office of Highway Safety

Task Number: 163-PA-06-01

Project Summary: This project is to ensure the administrative duties and management of GOHS programs and internal projects.

Funding: \$155,861

Project Title: Georgia Motor Trucking Foundation

Task Number: 163-CP-06-01

Project Summary: Georgia Motor Trucking Foundation will increase employee and community awareness of Georgia highway Safety issues, innovative safety programs and presentations and reduction in the number of crashes and the crashes rate for motorist in Georgia.

Funding: \$157,100

Project Title: Safety Conscious Planning Forums and ISMP

Task Number: 163-CP-06-02

Project Summary: Provide for the direct and indirect expenses associated with conducting three (3) Safety Conscious Planning Forums and ISMP with NHTSA, FHWA, Georgia DOT, GRTA, Georgia Department of Health and Human Resources, Georgia Department of Public Safety, Commercial Vehicle Compliance unit, and other key State partners for exploring a range of options for integrating safety into the transportation planning process and for implementing safety improvements.

Funding: \$18,000

Project Title: GOHS (Impaired Driving Mobilization)

Task Number: 163-DM-06-01

Project Summary: To provide special evaluation and public information support Georgia efforts to reduce alcohol-impaired driving through the SES (Strategic Evaluation States) initiative.

Funding: \$325,400

Safe Communities Countermeasures - Section 402

Project Title: DeKalb County Public Health (DeKalb Co Safe Communities)

Task Number: SA-06-01

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 safety belts, child safety seats, pedestrian safety and teens.

Funding: \$ 100,700

Project Title: Fulton County Health & Wellness (Fulton Co Safe Communities)

Task Number: SA-06-02

Project Summary: This project is designed to increase safety belt usage rate among children 4 - 8 years and reduce teen fatalities and injuries as a result of motor vehicle crashes.

Funding: \$128,600

Project Title: Safe America Foundation (Cobb Co Safe Communities)

Task Number: SA-06-03

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

Safe Communities Countermeasures - Section 402

Project Title: Columbus Safe Communities

Task Number: SA-06-04

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: \$59,400

Project Title: Albany Safe Communities

Task Number: SA-06-05

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

Funding: \$60,800

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 three years. In 2002, there were 85 deaths among Georgia motorcyclists. In 2004, there were 111 motorcyclist deaths, a 30% increase since 2002.

According to the University of Georgia Survey Research Center, overall helmet use in Georgia is 98.1% in 2004. However, helmet usage rates vary by location. Urban and metropolitan areas had a 100% usage rate and rural motorcyclists registered a 92.1% rate.

Compared with a passenger car occupant, a motorcycle rider is 26 times more likely to die in a crash, based on vehicle mile comparisons according to NHTSA (DOT HS 809 734). In Georgia, two 10 year age groups (30's and 40's) tied for having the most motorcycle related deaths in 2004 with each group having 29 fatalities. FARS reports that Georgia sustained 103 motorcycle fatalities in 2003 which is a 19 percent increase over the previous year. Of these fatalities, 41 operators did not possess a valid motorcycle license or permit. Sixty-eight (68) percent occurred outside city limits; 65 percent occurred between Friday and Sunday with about 25% on Sunday alone; and a helmet was reported to have been used in 85 percent of the fatalities. Nationally, 40% of the fatally injured operators tested positive for alcohol, and 32% had a BAC of .08 or higher. Crashes involving Georgia motorcyclists were not representative of the national statistics concerning alcohol impairment.

FFY 2006 PROGRAM OBJECTIVE

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

Ultimate Outcome Measure – Contribute to safe operating behaviors and reduce unhelmeted motorcycle rider deaths from 11 in 2002 to not more than 8 in FFY 2006.

STRATEGIES

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

Motorcycle Safety - Section 157A

Project Title: **Motorcycle Safety Incentive Program (Local)**

Task Number: **157A-MC-06-01**

Project Summary: Provide financial incentives to communities or organizations to promote safe motorcycle operations to include motorcycle helmet use.

Funding: **\$100,000**

PAID MEDIA

PROGRAM GOAL: To implement a Paid Media Plan for GOHS Impaired Driving and Occupant Protection campaigns for 2005-2006 which includes a “*year-round message*” for Georgia driver safety

PROBLEM IDENTIFICATION AND JUSTIFICATION

IMPAIRED DRIVING: *Operation Zero Tolerance: You Drink, You Drive. You Lose*

In 2003, the State of Georgia suffered 1,603 fatalities in motor vehicle crashes. Impaired driving killed 488 persons in those crashes. Thirty-percent of Georgia’s fatality crashes were alcohol-related in 2003. 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. Much improvement is needed for the state as an upswing in alcohol related fatalities is currently anticipated in Georgia’s 2004 stats.

For both paid media and earned media projects, Georgia’s Impaired Driving campaigns employ “*Operation Zero Tolerance*” in reference to GOHS statewide enforcement initiatives. As an integral element of Georgia’s OZT message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and TV PSA’s also use the supporting line, “*You Drink, You Drive. You Lose.*”

OCCUPANT PROTECTION: *Click It Or Ticket*

Failure to use safety belts and child safety seats is one of the leading causes of motor vehicle injuries and deaths in this country, despite NHTSA estimates that safety belts are more than 43.5% effective in preventing fatality crashes. Nearly 50% of Georgia’s fatally injured vehicle occupants in 2003 were unrestrained during their crash. A significant number of those victims could have survived if they had just buckled up. Although Georgia had the highest recorded safety belt usage rate in the southeast in 2004, an overall decrease is anticipated for 2005, creating a need for a continuing public awareness campaign through Paid Media in conjunction with high profile enforcement measures.

SPEED: *100 Days of Summer HEAT*

The chances of being involved in a fatal crash increase three-fold in crashes related to speed. One out of five crash deaths in Georgia involve unsafe or illegal speed. The majority of drivers in speed related crashes fall within the demographics of Georgia’s Primary Audience for Paid Media.

TARGET POPULATION

GEORGIA’S PRIMARY AUDIENCE

The GOHS Occupant Protection/Impaired Driving Paid Media message is directed at a *statewide audience*: A 2003 national study conducted for NHTSA showed that the use of paid advertising was clearly effective in raising driver safety awareness and specifically had a greater impact on *younger drivers in the 18-to-34 year-old demographic*.

Based on current NHTSA audience research data, Georgia's Occupant Safety and Impaired Driving messages are directed at two target audiences during the course of regularly scheduled and nationally coordinated statewide paid media campaigns. *Georgia's primary audience is composed of male drivers, age 18-to-34.* As described in the NHTSA 2005 National Communications Plan, this target audience profile includes "Blue Collars" and "Risk Takers" as the primary segments used for this paid media campaign.

GEORGIA'S SECONDARY AUDIENCE

In its secondary audience, GOHS seeks to reach *all Georgia drivers* with Occupant Safety and Impaired Driving highway safety messages. But because Georgia is a state with a growing Hispanic population, *newly arrived Latinos* also represent a portion of the secondary Paid Media market target. Hispanic radio and TV will continue to represent a portion of GOHS targeted statewide media buy. Further, because Georgia sees a growing potential for an erosion of occupant safety numbers among young Blacks, the *African American Community* is also a targeted secondary demographic for GOHS Paid Media highway safety campaigns.

FFY 2006 PERFORMANCE OBJECTIVES

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

ULTIMATE OUTCOME MEASURE

- The overall GOHS occupant safety program goal is to increase the rate of observed safety belt use to 90% of drivers and front seat outboard passengers in Georgia through Paid Media campaigns.
- -The overall GOHS impaired driving program goal is to continue to decrease the rate of alcohol-related crashes, injuries and deaths in Georgia.

GOHS PAID MEDIA WEIGHT GOALS

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

- The measure for each Georgia media market purchased for Broadcast TV and Cable TV will be 200-300 (GRP's) Gross Rating Points per week.
- The measure for each Georgia media market purchased for Radio will be 150-200 (GRP's) Gross Ratings Points per week.
- These Gross Rating Point (GRP) levels will deliver sufficient Reach" (the number of male viewers and listeners age 18-34),

- and “Frequency” (the number of times the target audience actually sees the message) to achieve the GOHS driver safety communications goals.

GOHS PUBLIC AFFAIRS

The Governor’s Office of Highway Safety employs a full time Director of Public Affairs to coordinate paid media campaigns for the State of Georgia. GOHS Public Affairs has contracted with ImageMaster Productions in Atlanta to produce a series of TV and radio spots for Georgia’s CIOT and OZT paid media campaigns. Those PSA’s have been approved for use by NHTSA. GOHS has contracted with the InterConnect Group of Atlanta, as its media buyer for the 2005-2006 Occupant Safety and Impaired driving campaigns.

STRATEGIES

1. To use Paid Media to support ongoing and CIOT enforcement efforts to increase public awareness for occupant safety and to increase the use of safety belts and child safety restraint systems statewide.
2. To use Paid Media to support ongoing OZT/YDYDYL enforcement efforts to increase public awareness for sober driving and to encourage the use of designated drivers to improve Georgia’s alcohol-related crash, fatality and injury rates.
3. To base Georgia’s year-round Occupant Protection and Impaired Driving Paid Media Plan on the NHTSA National Communications Plan and to correlate the timetable of the GOHS Media Buy Plan to correspond with planned enforcement activities at the state, regional and national level in order to optimize driver awareness of national highway safety campaigns during peak driving periods.
4. To provide funding for Georgia’s Paid Media campaigns through the GOHS Highway Safety Plan to finance a “*year round message*” for Georgia driver safety. GOHS will conduct a minimum of five major Paid Media initiatives during 2005-2006, to include:
 - a. the *OZT Labor Day 2005 Campaign YDYDYL (which includes overlapping Hands Across The Border and the 100 Days of Summer HEAT campaigns)*
 - b. *the CIOT Thanksgiving 2005 Campaign*
 - c. *the OZT Christmas-New Year 2005/2006 Campaign YDYDYL*
 - d. *the CIOT Memorial Day 2006 Campaign*
 - e. *and the OZT Independence Day 2006 Campaign YDYDYL*
5. In addition, the GOHS 2005/2006 Paid Media Campaign Plan includes a Sports Media Sponsorship package to reach Georgia’s Primary Audience with an **OZT-YDYDYL** message delivered through:
 - a. a Falcons Football Radio Paid Media Buy and
 - b. a UGA Football TV Paid Media Buy
6. The GOHS 2005/2006 Paid Media Campaign Plan also includes a Sports Media Sponsorship package to reach Georgia’s Secondary Minority Audience with a CIOT message delivered through:
 - a. a Fall Classic Football and Battle of the Bands Paid Media Buy.

Paid Media - Section 405

Project Title: GOHS (CIOT Campaigns 2005/2006)

Task Number: PM-06-01

Project Summary: In an attempt to ensure that the target audience is reached, GOHS will conduct paid media campaigns consistent with mobilizations of the National Hwy Traffic Safety Administration and compliant with paid media guidelines. GOHS will utilize the services of a paid media consultant obtained through statewide procurement policies. Messaging will be directed at target audience in each campaign in order to maximize the effectiveness of each paid media campaign.

May 2006 CIOT Mobilization	\$1,000,000
November 2005 CIOT	\$100,000

Funding: \$1,100,000

Paid Media - Section 410

Project Title: GOHS (OZT Paid Media July 4th and Labor Day 2006)

Task Number: PM-06-01

Project Summary: In an attempt to ensure that the target audience is reached, GOHS will conduct paid media campaigns consistent with mobilizations of the National Hwy Traffic Safety Administration and compliant with paid media guidelines. GOHS will utilize the services of a paid media consultant obtained through statewide procurement policies. Messaging will be directed at target audience in each campaign in order to maximize the effectiveness of each paid media campaign.

Labor Day 2006	\$400,000.00
Independence Day 2006	\$400,000.00

Funding: \$800,000.00

Project Title: GOHS (Paid Media December 2005)

Task Number: PM-06-02

Project Summary: In an attempt to ensure that the target audience is reached, GOHS will conduct paid media campaigns consistent with mobilizations of the National Hwy Traffic Safety Administration and compliant with paid media guidelines. GOHS will utilize the services of a paid media consultant obtained through statewide procurement policies. Messaging will be directed at target audience in each campaign in order to maximize the effectiveness of each paid media campaign.

Falcons Football Season Radio Sponsorship
UGA Football Season TV Sponsorship
Fall Classic
Battle of the Bands

Funding: \$225,000.00

DEMONSTRATION GRANT

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2003 Georgia had 1,603 fatalities related to motor vehicle crashes. Impaired driving killed 488 persons in 2003. 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 2003, alcohol-related fatalities fell to 30% from 35% of all fatal crashes sustained in 2002. However, much improvement still exists for the State.

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.
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.
3. Increase public awareness of the demonstration court model that will serve repeat DUI offenders.

403 Demonstration

Project Title: Administrative Office of the Courts

Task Number: 403-06-01

Project Summary: 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.

Funding: \$116,000

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;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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 drawdowns 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 drawdown 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 _____ 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).

Governor's Representative for Highway Safety

Date



DON'T LET PROM NIGHT END WITH LINE DANCING



No one plans to have the police take their Prom photos. Keep the right of your drivers from carrying a nightmare by having your license revoked.
 In Georgia, it's against the law to:
 • Drive with someone in the car if you're under 21.
 • Drive on a city or a vehicle without a seat belt.
 • Drive on a city or a vehicle without a seat belt.
 • Drive on a city or a vehicle without a seat belt.
 • Drive on a city or a vehicle without a seat belt.



TEENAGE AND ADULT DRIVER RESPONSIBILITY ACT



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

34 PEACHTREE STREET, NE

ONE PARK TOWER

SUITE 800

ATLANTA, GEORGIA 30303

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