

## Appendix A to Part 1200

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

State: Georgia Fiscal Year: 2017

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

**GENERAL REQUIREMENTS**

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

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 - Uniform Procedures for State Highway Safety Grant Programs

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.frs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.frs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to [FRS.gov](https://www.frs.gov) for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

#### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**  
(applies to subrecipients as well as States)

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

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

**POLITICAL ACTIVITY (HATCH ACT)**  
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**  
**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

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

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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

**SECTION 402 REQUIREMENTS**

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

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

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

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



Signature Governor's Representative for Highway Safety

05/05/2016

Date

**Harris Blackwood**

Printed name of Governor's Representative for Highway Safety

## Appendix A to Part 1300

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

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Georgia Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

#### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

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

The State highway safety agency—

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

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

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

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

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

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

**POLITICAL ACTIVITY (HATCH ACT)**

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

(applies to subrecipients as well as States)

**Instructions for Primary Certification (States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA ACT**  
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

- 8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
- 9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

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

OR

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

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/28/16  
\_\_\_\_\_  
Date

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

## Appendix B to Part 1300

### APPENDIX B TO PART 1300 – APPLICATION REQUIREMENTS FOR SECTION 405 AND SECTION 1906 GRANTS

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

State: Georgia Fiscal Year: 2017

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

  
Signature Governor's Representative for Highway Safety

06/01/2016

Date

**Harris Blackwood**

Printed name of Governor's Representative for Highway Safety

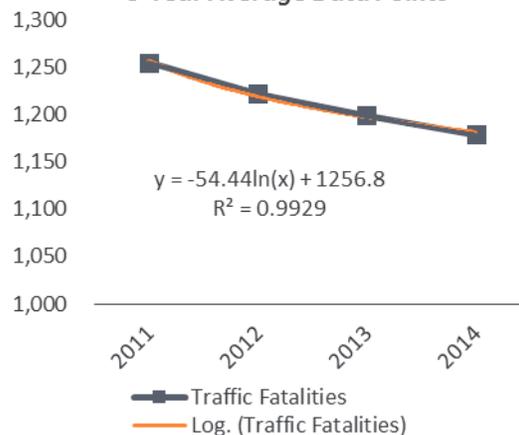
# **SECTION 7: APPENDIX FFY 2017 CORE PERFORMANCE DETAILED DATA JUSTIFICATION**



**C-1: To decrease traffic fatalities 2.5% from 1,178 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.**

Based on the data from 2011-2014 there has been steady decrease of 3-year moving averages of traffic fatalities. The average decrease between calendar year 2010-2013 is 21 fatalities per year. If Georgia continues this trend to the end of the 2017 year, there will be 1,138 roadway fatalities. Since it is difficult to predict human behavior using 3-year smooth averaging method and using natural log regression modeling ( $R^2$  of 0.99), GOHS has the 2017 target to steadily decrease roadway fatalities to the 3-yr average fatalities of 1,149. This would equate to reducing roadway fatalities to 1,138 or fewer in years 2015, 2016, and 2017.

*Logarithmic Modeling of Last Four 3-Year Average Data Points*



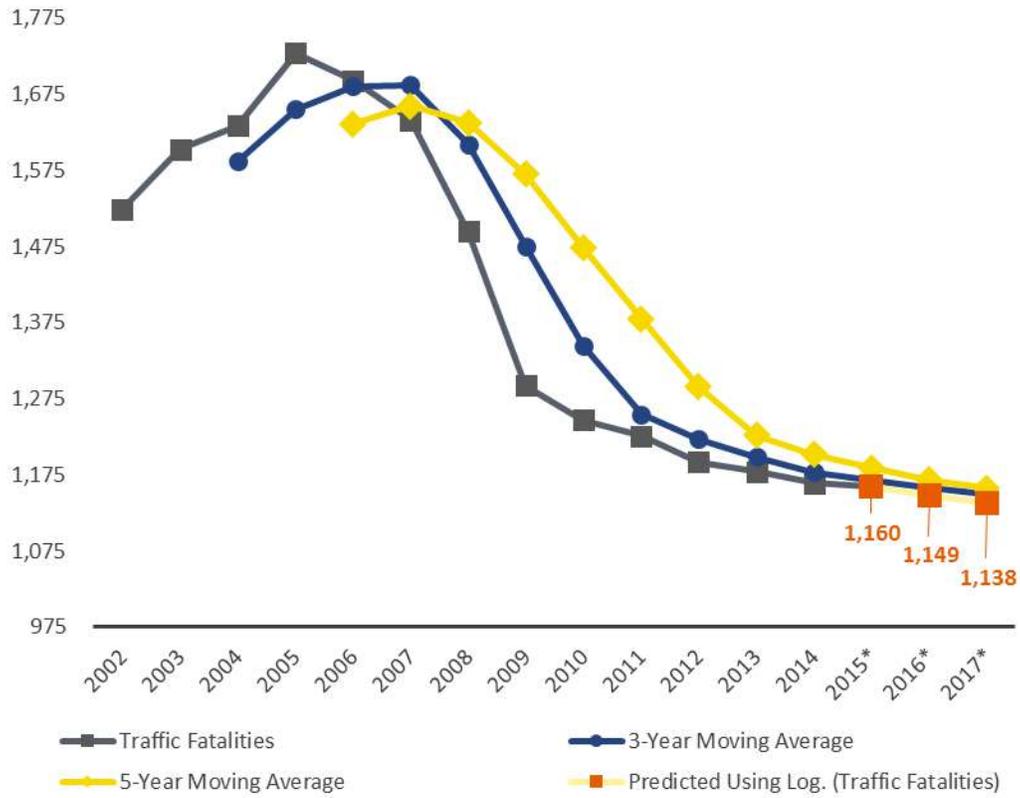
Year	Traffic Fatalities	3-Year Moving Average	5-Year Moving Average	Annual Change in Fatalities
2002	1,524	--	--	--
2003	1,603	--	--	79
2004	1,634	1,587	--	31
2005	1,729	1,655	--	95
2006	1,693	1,685	1637	(36)
2007	1,641	1,688	1660	(52)
2008	1,495	1,610	1638	(146)
2009	1,292	1,476	1570	(203)
2010	1,247	1,345	1474	(45)
2011	1,226	1,255	1380	(21)
2012	1,192	1,222	1290	(34)
2013	1,179	1,199	1227	(13)
2014	1,164	1,178	1202	(15)
2015*	1,160	1,168	1184	(4)
2016	1,149	1,157	1169	(11)
2017	1,138	1,149	1158	(10)

\* represents preliminary data obtained from GEARS.

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

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

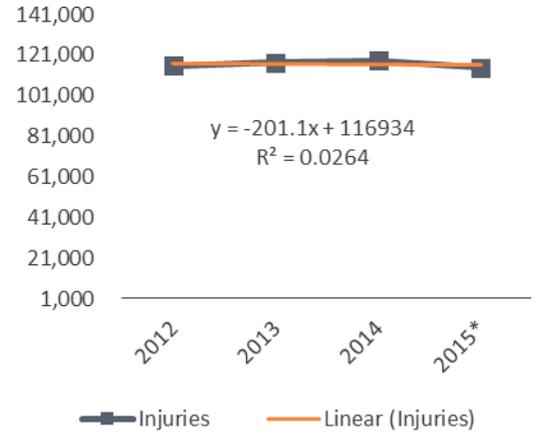
**2002-2014 Georgia Traffic Fatalities & 2015-2017 Predicted Fatalities  
Moving 3-Year & 5-Year Averages**



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

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

*Linear Modeling of Last Four Known Data Points*



Year	Injuries	3-Year Moving Average	Actual Annual Change in Injuries
2006	133,555	--	133,555
2007	128,315	--	(5,240)
2008	115,878	125,916	(12,437)
2009	122,961	122,385	7,083
2010	110,132	116,324	(12,829)
2011	104,529	112,541	(5,603)
2012	115,619	110,093	10,587
2013	113,677	112,474	(1,439)
2014	118,189	117,027	916
2015*	114,643	116,702	(3,546)
2016	111,204	114,679	(3,439)
2017	107,868	111,238	(3,336)

\* represents preliminary data obtained from GEARS.

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

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

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

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



**C-3: To decrease fatalities per 100M VMT 3.6% from 1.08 (2012-2014 average) to 1.04 (2015-2017 average) in 2017.**

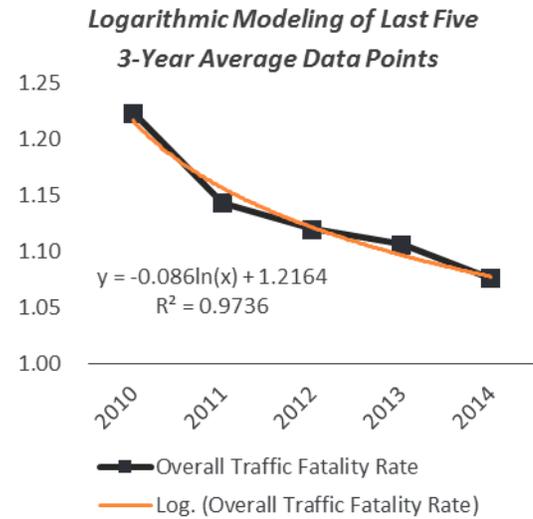
The average decrease of fatalities/VMT from 2011-2014 decreased on average by 0.02 fatalities per VMT. It is expected that there will be a 3.6% or greater decrease by December 2017. The 2017 EOY fatality rates are calculated under the assumption that vehicle miles traveled (VMT) in 2014 did not change significantly. GOHS has the 2017 target to steadily decrease roadway fatality rates below the 3-yr average fatalities to 1.01 fatalities/VMT by 2017.

Year	Traffic Fatalities	Overall Traffic Fatality Rate	3-Year Moving Average
2005	1,729	1.52	--
2006	1,693	1.49	--
2007	1,641	1.46	1.49
2008	1,495	1.37	1.44
2009	1,292	1.18	1.34
2010	1,247	1.12	1.22
2011	1,226	1.13	1.14
2012	1,192	1.11	1.12
2013	1,179	1.08	1.11
2014	1,164	1.04	1.08
2015*	1,160	1.07	1.06
2016	1,149	1.04	1.05
2017	1,138	1.01	1.04

\* represents preliminary data obtained from GEARS.

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

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



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



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

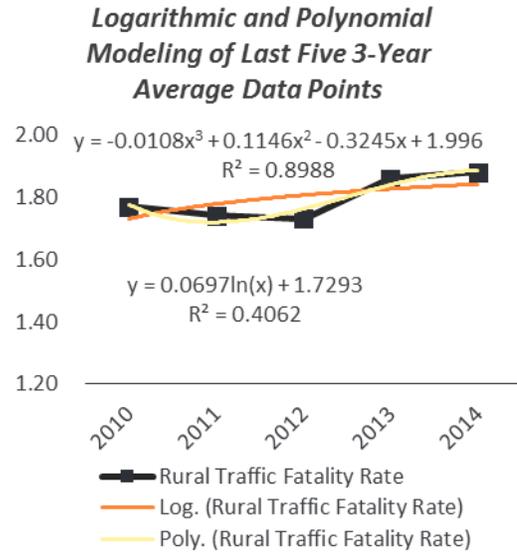
The average decrease of rural fatalities/VMT from 2010-2014 decreased on average by 0.01 fatalities per VMT. However, in 2013 the rural fatality rate per 100M VMT increased by 29.2% —from 1.73 in 2012 to 1.86 in 2013. GOHS has the 2017 target to steadily decrease rural fatality rates below the 3-yr average fatalities to 1.88 fatalities/VMT by 2017.

Year	Traffic Fatalities	Rural Traffic Fatality Rate	3-Year Moving Average
2005	1,729	1.92	
2006	1,693	1.78	
2007	1,641	2.02	1.91
2008	1,495	1.82	1.87
2009	1,292	1.71	1.85
2010	1,247	1.78	1.77
2011	1,226	1.73	1.74
2012	1,192	1.68	1.73
2013	1,179	2.17	1.86
2014	1,164	1.79	1.88
2015*	1,160	1.68	1.88
2016	1,149	2.14	1.87
2017	1,138	1.76	1.86

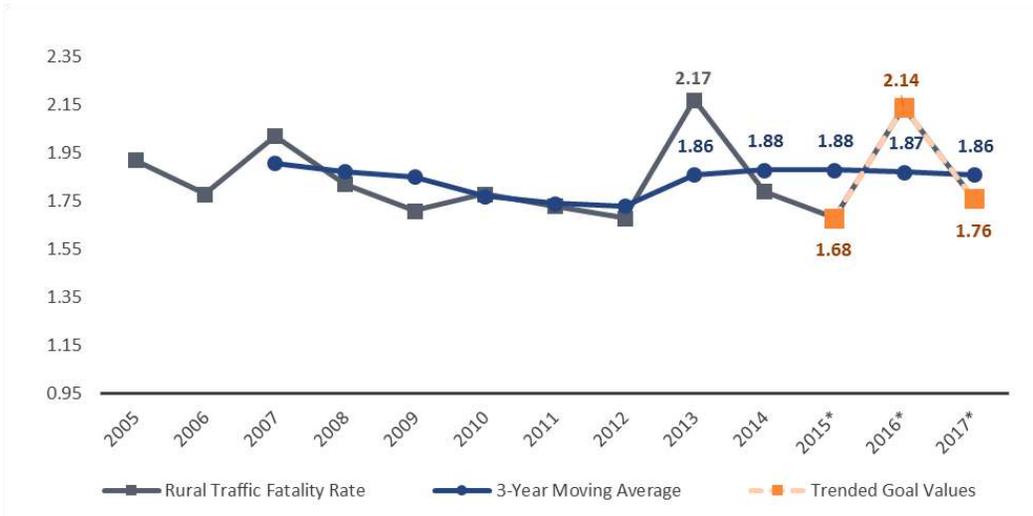
\* represents preliminary data obtained from GEARS.

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

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



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



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

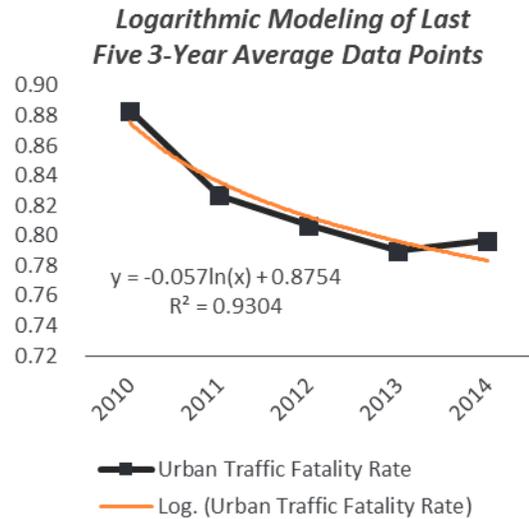
The average decrease of urban fatalities/VMT from 2010-2014 decreased on average by 0.07 fatalities per VMT. However, in 2014 the urban fatality rate per 100M VMT increased by 10.8% —from 0.74 in 2013 to 0.82 in 2014. Using 3-year smooth averaging method and using natural log regression modeling (R2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

Year	Traffic Fatalities	Urban Traffic Fatality Rate	3-Year Moving Average
2005	1,729	0.91	--
2006	1,693	1.01	--
2007	1,641	1.04	0.99
2008	1,495	0.97	1.01
2009	1,292	0.89	0.97
2010	1,247	0.79	0.88
2011	1,226	0.8	0.83
2012	1,192	0.83	0.81
2013	1,179	0.74	0.79
2014	1,164	0.82	0.80
2015*	1,160	0.76	0.77
2016	1,149	0.71	0.76
2017	1,138	0.80	0.76

\* represents preliminary data obtained from GEARS.

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

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



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



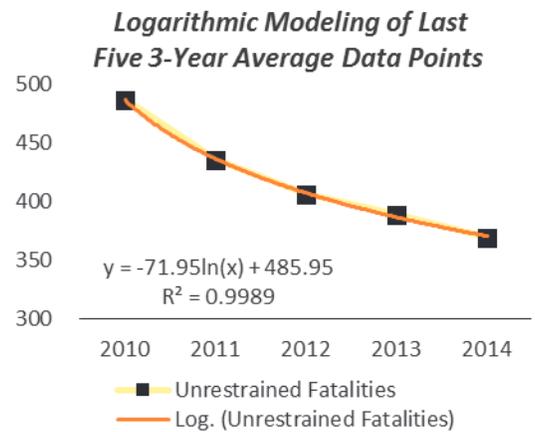
**C-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.**

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

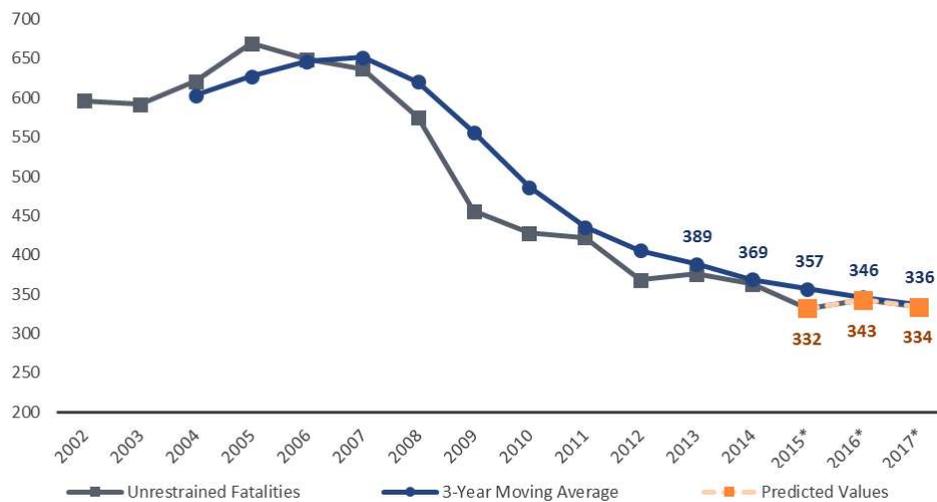
Year	Traffic Fatalities	Percent of Unrestrained Fatalities	Unrestrained Fatalities	3-Year Moving Average
2005	1,729	39%	669	627
2006	1,693	39%	649	646
2007	1,641	39%	637	652
2008	1,495	38%	575	620
2009	1,292	35%	456	556
2010	1,247	34%	428	486
2011	1,226	34%	422	435
2012	1,192	31%	368	406
2013	1,179	32%	376	389
2014	1,164	31%	363	369
2015	1,160	29%	332	357
2016	1,149	30%	343	346
2017	1,138	29%	334	336

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

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



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



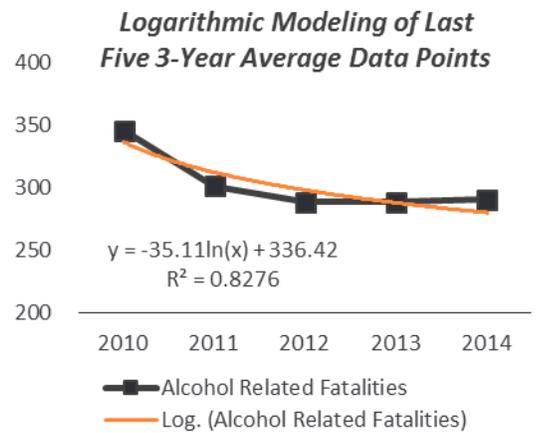
**C-5: To decrease alcohol impaired driving fatalities 9.4% from 291 (2012-2014 average) to 264 (2015-2017 average) in 2017.**

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

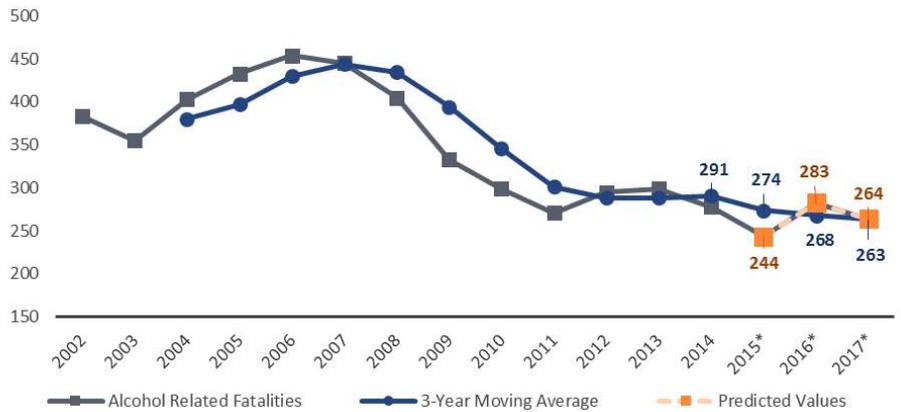
Year	Traffic Fatalities	Percent Alcohol Related Fatalities	Alcohol Related Fatalities	3-Year Moving Average
2002	1,524	25%	383	
2003	1,603	22%	355	
2004	1,634	25%	403	380
2005	1,729	25%	433	397
2006	1,693	27%	454	430
2007	1,641	27%	445	444
2008	1,495	27%	405	435
2009	1,292	26%	333	394
2010	1,247	24%	299	346
2011	1,226	22%	271	301
2012	1,192	25%	295	288
2013	1,179	25%	297	288
2014	1,164	24%	278	291
2015	1,160	21%	244	273
2016	1,149	25%	283	268
2017	1,138	23%	264	264

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

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



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



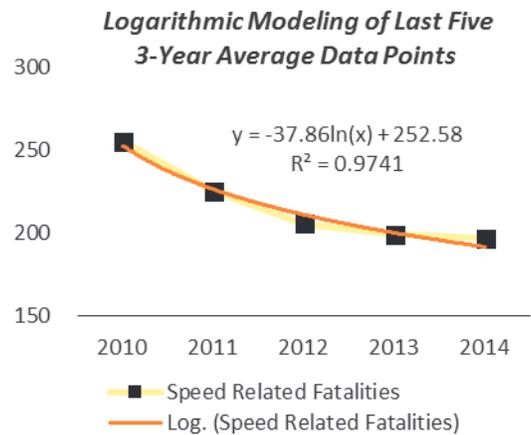
**C-6: To decrease speed related fatalities 0.2% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.**

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

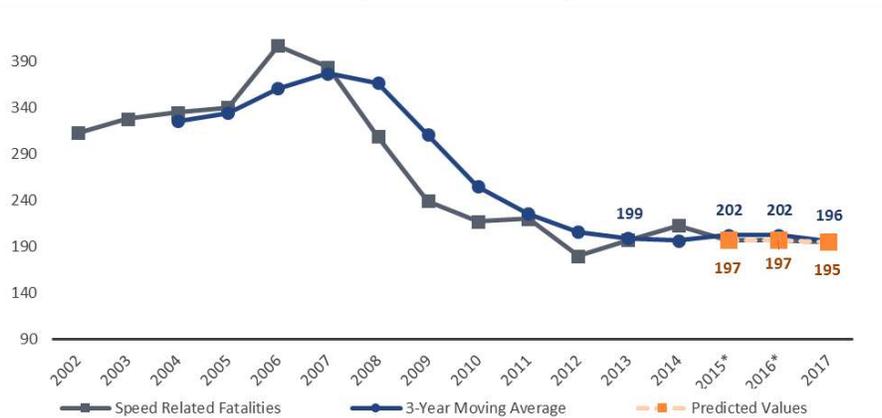
Year	Traffic Fatalities	Percent Speed Related Fatalities	Speed Related Fatalities	3-Year Moving Average
2005	1,729	20%	340	334
2006	1,693	24%	407	361
2007	1,641	23%	384	377
2008	1,495	21%	309	367
2009	1,292	18%	239	311
2010	1,247	17%	217	255
2011	1,226	18%	220	225
2012	1,192	15%	180	206
2013	1,179	17%	197	199
2014	1,164	18%	213	197
2015	1,160	17%	197	202
2016	1,149	17%	197	202
2017	1,138	17%	195	196

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

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



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



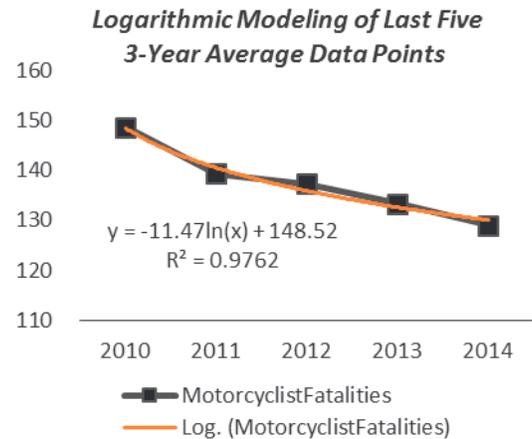
**C-7: To decrease motorcyclist’s fatalities 3.4% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017.**

Based on the data from 2009-2014 there has been an unsteady decrease of motorcyclist fatalities. The average decrease between calendar year 2009-2014 is 7 fatalities per year. However, in 2014 the number of motorcyclist’s fatalities increased by 18%—from 116 in 2013 to 137 motorcyclist’s fatalities in 2014. Using 3-year smooth averaging method and using logarithmic regression modeling (R<sup>2</sup> of 0.97), GOHS has the 2017 target to steadily decrease roadway motorcyclist’s fatalities to the 3-yr average fatalities of 125. This would equate to reducing roadway fatalities to 130 or fewer in years 2015, 2016, and 2017.

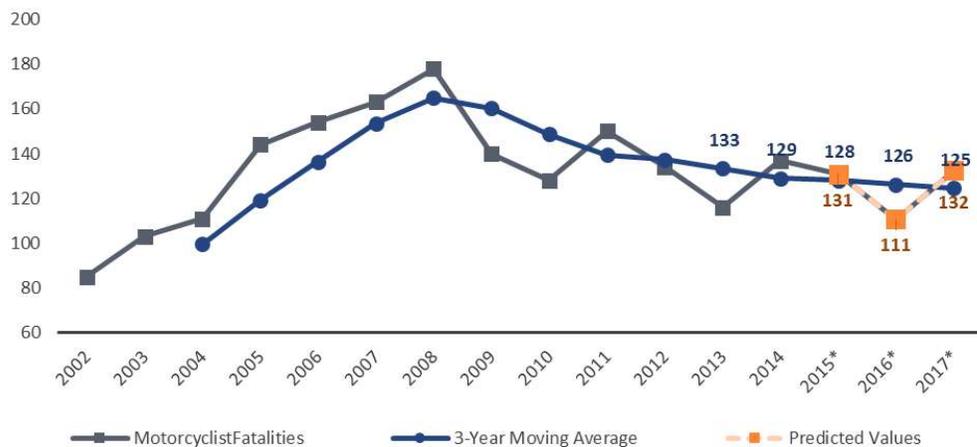
Year	Traffic Fatalities	Percent Motorcyclist Fatalities	Motorcyclist Fatalities	3-Year Moving Average
2005	1,729	8%	144	119
2006	1,693	9%	154	136
2007	1,641	10%	163	154
2008	1,495	12%	178	165
2009	1,292	11%	140	160
2010	1,247	10%	128	149
2011	1,226	12%	150	139
2012	1,192	11%	134	137
2013	1,179	10%	116	133
2014	1,164	12%	137	129
2015	1,160	11%	131	128
2016	1,149	10%	111	126
2017	1,138	12%	132	125

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

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



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



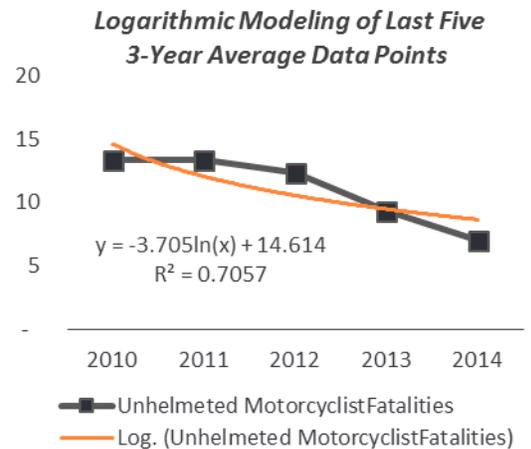
**C-8: To decrease un-helmeted motorcyclist’s fatalities from 7 (2012-2014 average) to 6 (2015-2017 average) in 2017.**

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

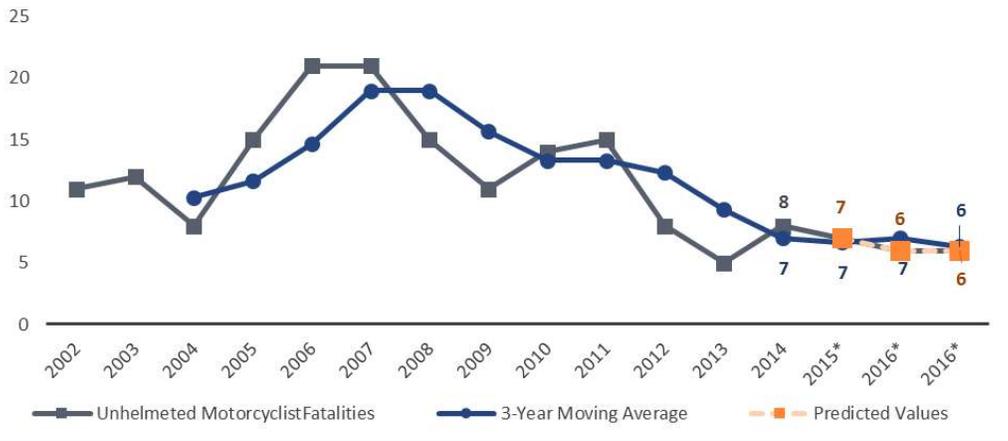
Year	Motorcyclist Fatalities	Percent Un-helmeted Fatalities	Un-helmeted Motorcyclist Fatalities	3-Year Moving Average
2005	144	10.4%	15	12
2006	154	13.6%	21	15
2007	163	12.9%	21	19
2008	178	8.4%	15	19
2009	140	7.9%	11	16
2010	128	10.9%	14	13
2011	150	10.0%	15	13
2012	134	6.0%	8	12
2013	116	4.3%	5	9
2014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

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

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



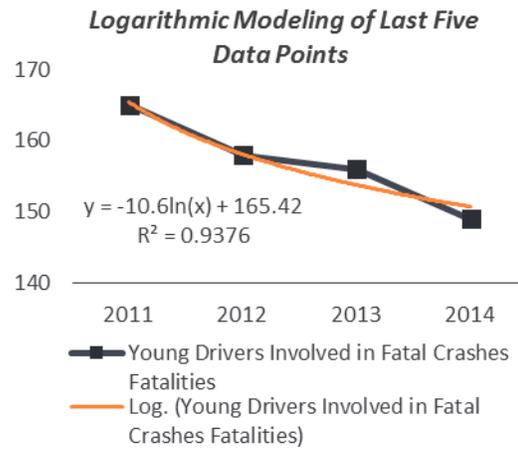
**2002-2014 Georgia Un-Helmeted Motorcyclists Fatalities & 2015-2017 Predicted Un-Helmeted Fatalities Moving 3-Year Averages**



**C-9: To decrease drivers age 20 or younger involved in fatal crashes 6.3% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.**

Based on the data from 2010-2014 there has been a steady decrease of drivers age 20 or younger involved in fatal crashes. Most fatal crashes involving drivers age 20 or younger occurred in 2005 when 326 young drivers were killed. The average decrease between calendar year 2011-2014 is 6.5 young drivers in fatal crashes per year. Using 3-year smooth averaging method and using logarithmic modeling (R2 of 0.93), GOHS has the 2017 target to steadily decrease drivers age 20 or younger involved in fatal crashes to the 3-yr average fatalities of 145 drivers. This would equate to 146, 145, and 143 young drivers involved in fatal crashes in years 2015, 2016, and 2017, respectively.

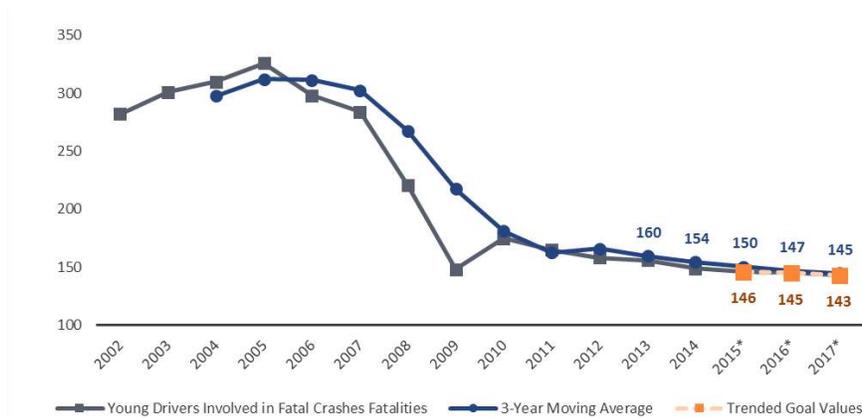
Year	Young Drivers Involved in Fatal Crashes Fatalities	3-Year Moving Average
2005	326	312
2006	298	311
2007	284	303
2008	221	268
2009	148	218
2010	175	181
2011	165	163
2012	158	166
2013	156	160
2014	149	154
2015	146	150
2016	145	147
2017	143	145



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

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

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



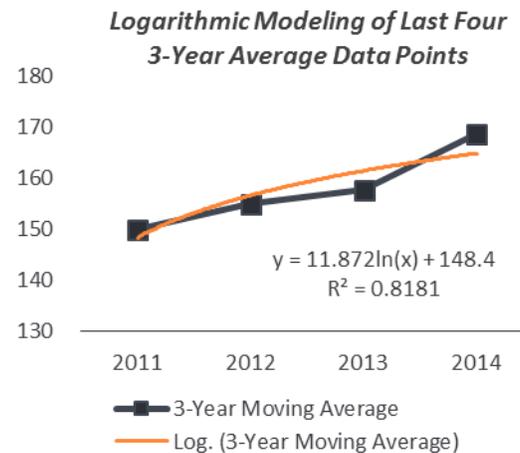
**C-10: To decrease pedestrian fatalities 1.6% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.**

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

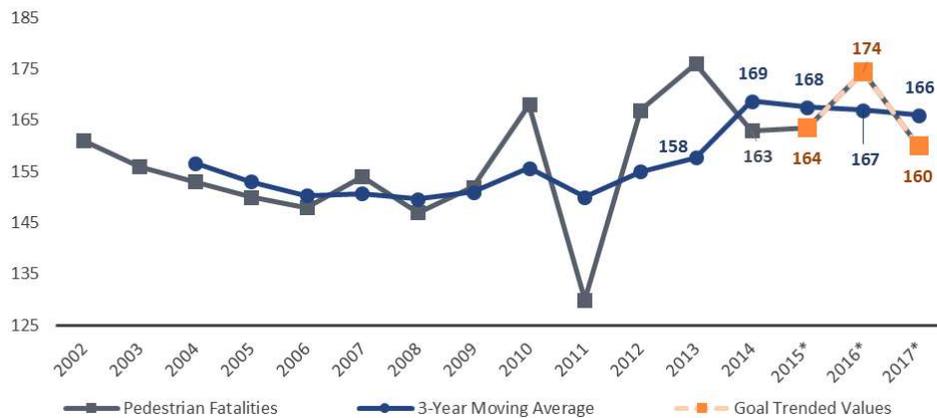
Year	Traffic Fatalities	Percent Pedestrian Fatalities	Pedestrian Fatalities	3-Year Moving Average
2004	1,634	9.4%	153	157
2005	1,729	8.7%	150	153
2006	1,693	8.7%	148	150
2007	1,641	9.4%	154	151
2008	1,495	9.8%	147	150
2009	1,292	11.8%	152	151
2010	1,247	13.5%	168	156
2011	1,226	10.6%	130	150
2012	1,192	14.0%	167	155
2013	1,179	14.9%	176	158
2014	1,164	14.0%	163	169
2015	1,160	14.1%	163	167
2016	1,149	15.2%	174	167
2017	1,138	14.1%	160	166

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

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



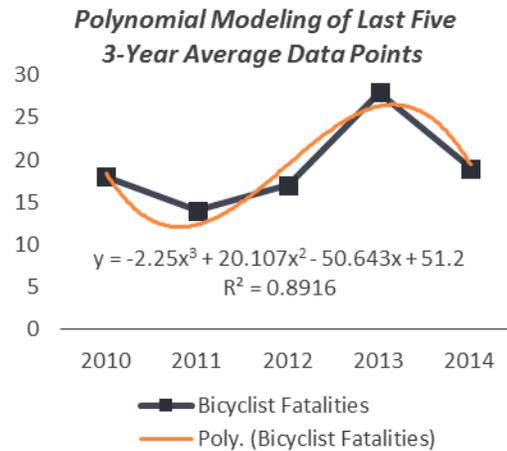
**2002-2014 Georgia Pedestrian Fatalities & 2015-2017 Target Pedestrian Fatalities Moving 3-Year Averages**



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

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

Year	Traffic Fatalities	Percent Bicyclist Fatalities	Bicyclist Fatalities	3-Year Moving Average
2002	1,524	0.9%	13	--
2003	1,603	1.1%	18	--
2004	1,634	1.2%	20	17
2005	1,729	1.3%	23	20
2006	1,693	1.1%	19	21
2007	1,641	0.9%	15	19
2008	1,495	1.3%	20	18
2009	1,292	1.6%	21	19
2010	1,247	1.4%	18	20
2011	1,226	1.1%	14	18
2012	1,192	1.4%	17	16
2013	1,179	2.4%	28	20
2014	1,164	1.6%	19	21
2015	1,160	1.6%	19	22
2016	1,149	1.5%	18	19
2017	1,138	1.4%	17	18



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

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

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



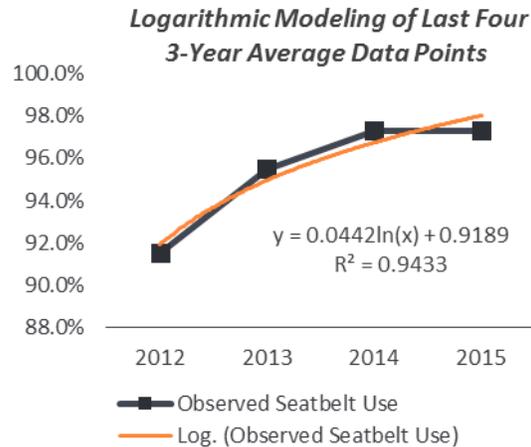
**B-1: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.**

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

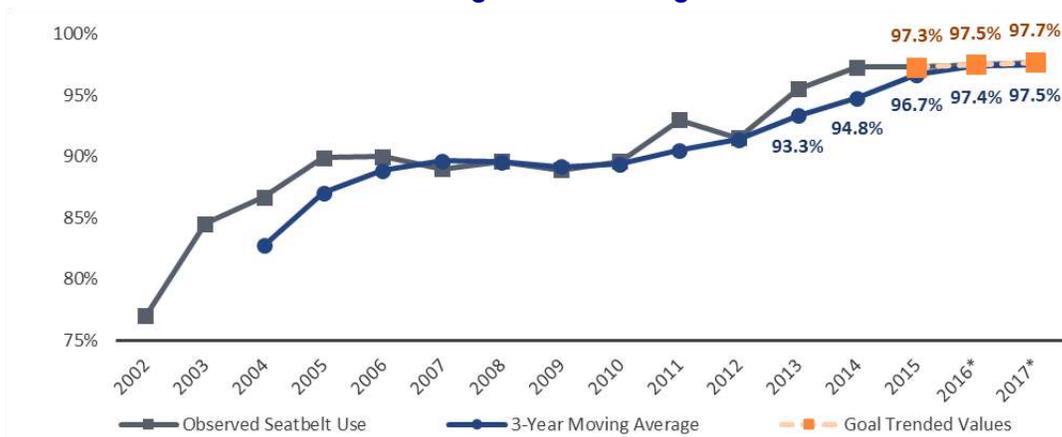
Year	Observed Seatbelt Use	3-Year Moving Average
2004	86.7%	82.7%
2005	89.9%	87.0%
2006	90.0%	88.9%
2007	89.0%	89.6%
2008	89.6%	89.5%
2009	88.9%	89.2%
2010	89.6%	89.4%
2011	93.0%	90.5%
2012	91.5%	91.4%
2013	95.5%	93.3%
2014	97.3%	94.8%
2015	97.3%	96.7%
2016	97.5%	97.4%
2017	97.7%	97.5%

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

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



**2002-2015 Georgia Observed Restraint Use & 2016-2017 Observed Restraint Use Moving 3-Year Averages**



## SECTION 8: 405 APPLICATION

**405 Application Form**

**Part 1. General Information**  
Please review all questions carefully before preparing your application.

Application Type: \_\_\_\_\_

Name (Last, First and Middle Initial): \_\_\_\_\_

Address (Include apartment number if any): \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Application Type (Check all boxes that apply to you)

Are you currently a permanent state or metropolitan employee?

All Other Categories (A)  Yes, Use Current Agency's Name

Former employee - check application type (see below)

HSP Employee (B)  Transfer



# 2017 SECTION 405 GRANT APPLICATION



06/30/16

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

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



# Table of Contents

APPENDIX D TO PART 1 200.....	194
<b>I. OCCUPANT PROTECTION (405 B) .....</b>	<b>208</b>
OCCUPANT PROTECTION .....	212
CLICK IT OR TICKET MOBILIZATION.....	216
CHILD RESTRAINT INSPECTION STATIONS .....	217
CHILD RESTRAINT INSPECTION STATIONS BY COUNTY .....	217
CHILD PASSENGER SAFETY TECHNICIAN .....	218
GEORGIA STATE PATROL (GSP).....	219
THE UNIVERSITY OF GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE (GTIPI).....	220
DEPARTMENT OF PUBLIC HEALTH (DPH), CHILD OCCUPANT SAFETY PROJECT .....	222
CITY OF ATLANTA FIRE RESCUE DEPARTMENT.....	223
PAID/EARNED MEDIA .....	224
<b>II. STATE TRAFFIC SAFETY INFORMATION SYSTEMS IMPROVEMENTS (405C) .....</b>	<b>225</b>
TRAFFIC SAFETY INFORMATION SYSTEMS .....	228
GEORGIA TRAFFIC RECORDS ASSESSMENT UPDATE REPORT.....	230
<b>III. IMPAIRED DRIVING COUNTERMEASURES (405D) .....</b>	<b>235</b>
ASSURANCE STATEMENT.....	236
<b>IV. DISTRACTED DRIVING (405E) .....</b>	<b>239</b>
DISTRACTED DRIVING .....	243
<b>V. MOTORCYCLE SAFETY (405F) .....</b>	<b>248</b>
AWARENESS PROGRAM DEVELOPMENT LETTER.....	249
QUALIFYING CRITERIA: MOTORCYCLIST AWARENESS PROGRAM .....	255
LAW TO DESIGNATE STATE AUTHORITY OVER MOTORCYCLIST.....	267
QUALIFYING CRITERIA: IMPAIRED DRIVING.....	278
IMPAIRED DRIVING PROGRAM GENERAL DESCRIPTION .....	283
LAW DEFINING IMPAIRMENT .....	284
<b>VI. NON-MOTORIZED SAFETY (405H).....</b>	<b>284</b>
PEDESTRIAN AND BICYCLE SAFETY .....	284

# Appendix D to Part 1200

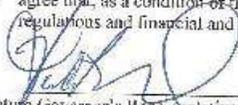
**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Georgia Fiscal Year: 2017

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

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

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

  
 \_\_\_\_\_  
 Signature Governor's Representative for Highway Safety

6/28/16  
 \_\_\_\_\_  
 Date

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

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

**Part 1: Occupant Protection (23 CFR 1200.21)**

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

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

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

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

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

**Legal citations:**

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

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_

- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_

- The State's **occupant protection program assessment**: [Check one box below and fill in any blanks under that checked box.]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_\_\_;

**OR**

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

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

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

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

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

**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

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

**Mid-Range State:**

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

**High-Range State:**

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

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

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

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

\_\_\_\_\_

**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

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

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban: