FFY26 ANNUAL APPLICATION

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PREPARED BY THE

GEORGIA GOVERNOR'S OFFICE OF HIGHWAY SAFETY

GAHIGHWAYSAFETY.ORG

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Section 1

UPDATES TO TRIENNAL HSP

1.1 Adjustments to Countermeasure Strategy for Programming Funds

1.2 Changes to Performance Plan

1.1 Adjustments to Countermeasure Strategy for Programming Funds

This section outlines the changes in countermeasure strategies for FY2026, as compared to those listed in the FFY2024–2026 Highway Safety Plan (3HSP) and the FY2025 Annual Grant Application. The changes to FY2025 countermeasures include both the recategorization of ongoing strategies—in terms of countermeasure names and effectiveness ratings—based on the 11th edition of NHTSA's *Countermeasures That Work*, as well as the addition of new countermeasures aimed at addressing Georgia's evolving traffic safety challenges. Any changes were adjusted and informed by Georgia's 2024 Annual Report.

These updates are organized by program area and are further detailed in Section 2.0 – Project & Subrecipient Information of this application.

1.1.1 PLANNING & ADMINISTRATION

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026.

1.1.2 COMMUNICATIONS (MEDIA)

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Publicized Sobriety Checkpoints (★★★★★)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Sustained Seatbelt Enforcement (★★★)
- Mass-Media Campaigns - Alcohol (★★)
- Communication Strategies for Low-Belt-Use Groups as Part of HVE (★★★★)
- Communication Campaigns to Increase Motorist Awareness of Motorcycles (no stars)
- Communications on Outreach and Distracted Driving (no stars)
- Share the Road Awareness Programs (no stars)

1.1.3 DISTRACTED DRIVING

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

All 3HSP countermeasures were reassessed based on the 11th edition NHTSA CTW in FY2025.

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Communications on Outreach and Distracted Driving (no stars)
- High-Visibility Cell Phone Enforcement (★★★★)

1.1.4 IMPAIRED DRIVING (DRUG & ALCOHOL)

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Publicized Sobriety Checkpoints (★★★★★)
- High-Visibility Saturation Patrols (★★★★)
- Integrated Enforcement (★★★)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- DWI Courts (★★★★)
- Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (★★★)
- Zero Tolerance Law Enforcement (★★★)
- Enforcement of Drug-Impaired Driving (★★★)
- Limits on Diversion and Plea Agreements (★★★)
- Court Monitoring (★★)
- Mass-Media Campaigns - Alcohol (★★)
- Youth Programs (no stars)
- State Judicial Outreach Liaison (no stars)

1.1.5 MOTORCYCLE SAFETY

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (★★★)
- Motorcycle Rider Training (☆☆)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists (no stars)
- Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists (no stars)

1.1.6 NON-MOTORIZED (PEDESTRIANS & BICYCLISTS)

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Elementary-Age Child Pedestrian Training (★★★)
- Bicycle Safety Education for Children (☆☆)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Promote Bicycle Helmet Use with Education (★★★)
- High Visibility Enforcement at Pedestrian Crossings (★★★)
- Conspicuity Enhancement (★★)
- Share the Road Awareness Programs (no stars)
- Bicycle Safety Education for Adult Cyclists (no stars)
- Cycling Skills Clinics, Bike Fairs, Bike Rodeos (☆)
- Driver Training (unrated-needs further evaluation)

1.1.7 OCCUPANT PROTECTION (ADULT & CHILD PASSENGER SAFETY)

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Short-Term, High-Visibility Seat Belt Law Enforcement (★★★★★)
- Seatbelt Observation Survey (not rated, but required)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Short-Term, High-Visibility Child Passenger Safety Law Enforcement (★★★★★)
- Communication Strategies for Low-Belt-Use Groups as Part of HVE (★★★★)
- Sustained Seat Belt Enforcement (★★★)
- Child Restraint Inspection Stations (★★★)
- Programs for Increasing Child Restraint and Booster Seat Use (☆☆)
- Communication Strategies for Low-Belt-Use Groups as Part of HVE / Rural Drivers (not rated)

1.1.8 OLDER DRIVERS

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

All 3HSP countermeasures were reassessed based on the 11th edition NHTSA CTW in FY2025.

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- General Communications and Education (no stars)

1.1.9 POLICE TRAFFIC SERVICES

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

- Short-Term, High-Visibility Child Passenger Safety Law Enforcement (★★★★★)
- Short-Term, High-Visibility Seat Belt Law Enforcement (★★★★★)
- High-Visibility Cell Phone Enforcement (★★★★)
- High-Visibility Saturation Patrols (★★★★)
- High-Visibility Speed Enforcement (★★★★)
- Integrated Enforcement (★★★)

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Publicized Sobriety Checkpoints (★★★★★)
- Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (★★★)
- Dynamic Speed Display/Feedback Signs (★★★★★)
- Communication Strategies for Low-Belt-Use Groups as part of HVE (★★★★)
- Sustained Seat Belt Enforcement (★★★)
- Enforcement of Drug-Impaired Driving (★★★)
- Aggressive Driving and Other Laws (not rated)

1.1.10 PREVENTING ROADSIDE DEATHS

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

All 3HSP countermeasures were reassessed based on the 11th edition NHTSA CTW in FY2025.

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Communication and Outreach: Supporting Enforcement (not rated)
- Enforcement of Move-Over Law through Driver Assistance Technology (not rated)

1.1.11 ROADWAY SAFETY/RAILROAD SAFETY

Countermeasures listed in the 2024-2026 Triennial Highway Safety Plan will continue to be implemented. Georgia has been unable to partner with any new organizations for railroad safety although we continue to seek out new projects.

1.1.12 SPEED MANAGEMENT

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

All 3HSP countermeasures were reassessed based on the 11th edition NHTSA CTW in FY2025.

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Dynamic Speed Display/Feedback Signs (★★★★★)
- High-Visibility Speed Enforcement (★★★★)
- Aggressive Driving and Other Laws (no stars)

1.1.13 TRAFFIC RECORDS

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. There are no changes to the countermeasures FY2025.

1.1.14 YOUNG DRIVERS (TEEN TRAFFIC SAFETY PROGRAMS)

All countermeasures listed in the FY2025–2026 Triennial HSP will be continued in FY2026. In addition, the countermeasures listed in the FY2025 annual grant application (whose classifications were recategorized in the 11th edition of *NHTSA's Countermeasures That Work*) will also be continued in FY2026.

Ongoing 3HSP Countermeasures with no Adjustments:

All 3HSP countermeasures were reassessed based on the 11th edition NHTSA CTW in FY2025.

Ongoing FY2025 Countermeasures (reassessed based on the 11th edition NHTSA CTW):

- Mass-Media Campaigns - Alcohol (★★)
- Communications on Outreach and Distracted Driving (no stars)
- Youth Programs (no stars)
- Programs to Assist Parents/Guardians of Young Drivers (☆☆)
- Hazard Perception Training (☆☆)

1.2 Changes to Performance Plan

GUIDELINES FOR ESTABLISHING FFY24-FFFY26 HSP TARGETS

Georgia determined the FFY24-FFY26 traffic safety performance measure targets using a data-driven approach, as mandated by §1300.11(b)(3)(ii). This approach involves statistically projecting the *unweighted* 5-year rolling average based on the five most recent years of available data. Using the 2017-2021 FARS 5-year moving average as a baseline, as required by §1300.11(2)(c)(iii), the projections indicated an increase in the 5-year rolling average for most traffic safety performance measures. While the 5-year rolling average metric smooths and reduces variability in historical annual values, it also incorporates historical data points that may include significant or consecutive gradual increases. As a result, maintaining historical performance will inevitably elevate the 5-year rolling average in future years until these data points are no longer part of the analysis.

GEORGIA'S ACKNOWLEDGEMENT OF INCREASING 5-YEAR MOVING AVERAGE TRENDS

In most states, the 5-year rolling average will continue to rise despite future annual decreases for most traffic safety performance measures. However, §1300.11(3)(i) requires states to set performance targets that demonstrate '*constant'* or '*improved'* performance. Georgia established the targets to '*maintain'* the 5-year rolling average of fatalities at the 2017-2021 baseline to meet this requirement. In the FFY24-FFY26 HSP, Georgia acknowledged that setting a target of '*constant'* compared to the baseline was an unachievable goal and not informed by what is shown in the 5-year rolling average calculations and projections, and therefore may not be met.

The FFY2024 target assessment (shown below) shows that Georgia has met 2 out of 16 traffic safety performance targets for FY2024 and is not currently on track to meet any of the FY2025 targets. Therefore, Georgia will promote ANNUAL performance metrics that better reflect the outcomes of the state's efforts to reduce traffic fatalities utilizing NHTSA-funded countermeasures and strategies.

FFY24-FFY26 HSP Targets

The Triennial FFY24-FFY26 HSP established 5-year rolling average targets as mandated by §1300.11(b)(3)(ii), §1300.11(3)(i)), and § 490.207(b).

However, most recent FARS data and preliminary state data show an increasing trend in the 5-year rolling average for most states nationwide in 2022.

Acknowledging this, some states (including Georgia) aimed to maintain the 2017-2021 baseline for fatalities but recognized that the 5-year rolling average data projections indicate these targets may be ***unachievable*** by FFY26, despite annual decreases in traffic fatalities.

Georgia proposes adjusting the mandated performance metrics to better reflect the outcomes of the state's efforts to reduce traffic fatalities utilizing NHTSA-funded countermeasures and strategies.

FY25 & FY24 Performance Targets Assessment | *5-Year Moving Average Metric*

Traffic Safety Performance Measure		FY2025					FY2024				
		Target Year(s)	Target 5MA Value*	Preliminary 5MA Value		Progress Status	Target Year(s)	Target 5MA Value*	Actual 5MA Value		Progress Status
C-1 HSIP-1	Number of traffic fatalities (FARS)	5-year: 2020-2024	1,600	1,671	●	Not on Track	5-year: 2019-2023	1,600	1,674	●	Not Met
C-2 HSIP-2	Number of serious injuries in traffic crashes (GDOT)	5-year: 2020-2024	7,109	8,259	●	Not on Track	5-year: 2019-2023	7,109	8,139	●	Not Met
HSIP-3	Number of Serious Injuries per 100M VMT	5-year: 2020-2024	5.711	6.690	●	Not on Track	5-year: 2019-2023	5.711	6.538	●	Not Met
C-3 HSIP-4	Fatalities per 100M VMT (FARS)	5-year: 2020-2024	1.25	1.35	●	Not on Track	5-year: 2019-2023	1.25	1.34	●	Not Met
HSIP-5	Number of non-motorist serious injuries and fatalities	5-year: 2020-2024	797	980	●	Not on Track	5-year: 2019-2023	797	920	●	Not Met
C-4	Number of unrestrained passenger vehicle occupant fatalities (FARS)	5-year: 2020-2024	461	478	●	Not on Track	5-year: 2019-2023	461	478	●	Not Met
C-5	Number of fatalities in crashes involving a driver or motorcyclist with a BAC of .08+ (FARS)	5-year: 2020-2024	371	TBD	*	TBD	5-year: 2019-2023	371	428	●	Not Met
C-6	Number of speeding-related fatalities (FARS)	5-year: 2020-2024	305	376	●	Not on Track	5-year: 2019-2023	305	358	●	Not Met
C-7	Number of motorcyclist fatalities (FARS)	5-year: 2020-2024	167	194	●	Not on Track	5-year: 2019-2023	167	195	●	Not Met
C-8	Number of un-helmeted motorcyclist fatalities	5-year: 2020-2024	15	19	●	Not on Track	5-year: 2019-2023	15	19	●	Not Met
C-9	Number of drivers aged 20 or younger involved in fatal crashes (FARS)	5-year: 2020-2024	198	200	●	Not on Track	5-year: 2019-2023	198	198	●	Met
SHSP-1	Number of drivers aged 65 or older involved in fatal crashes	5-year: 2020-2024	307	308	●	Not on Track	5-year: 2019-2023	307	312	●	Not Met

Traffic Safety Performance Measure		FY2025					FY2024				
		Target Year(s)	Target 5MA Value*	Preliminary 5MA Value		Progress Status	Target Year(s)	Target 5MA Value*	Actual 5MA Value		Progress Status
C-10	Number of pedestrian fatalities (FARS)	5-year: 2020-2024	267	306	●	Not on Track	5-year: 2019-2023	267	295	●	Not Met
C-11	Number of bicyclist fatalities (FARS)	5-year: 2020-2024	22	25	●	Not on Track	5-year: 2019-2023	22	24	●	Not Met
SHSP-2	Number of distraction-related fatalities	5-year: 2020-2024	56	TBD	*	TBD	5-year: 2019-2023	56	55	●	Met
B-1	Observed seat belt use for passenger vehicles (State observational survey)	1-year: 2024	90.0%	88.8% [2024 annual]	●	Not Met	1-year: 2023	90.0%	87.6% [2023 annual]	●	Not Met

*The 2017-2021 FARS data was used to determine the 5-year moving average targets reported in the FY24-26 HSP.

FY24 - FY26 Performance Targets Assessment | *Annual Metric*

Traffic Safety Performance Measure		Annual Fatalities 2020	2021	2022	2023	2024 (prelim)	2025 (projected)	Proposed Vision Zero *(in 80 years)* Annual Targets (FFY24-FFY26)		Annual Target Progress Status 2023 FARS [FY24]	2024 Preliminary [FY25]	2025 Projected [FY26]
C-1 HSIP-1	Traffic fatalities	1,658	1,809	1,796	1,615	1,473	1,276	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.	**22** fewer fatalities per year in 2023 and 2024	Met	On Track	On Track
		+166	*+151*	*-13*	*-181*	*-139*	*-197*					
C-2 HSIP-2	Serious injuries in traffic crashes	7,606	8,937	8,660	8,171	7,920	7,537	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.	**108** fewer serious injuries per year in 2023 and 2024	Met	On Track	On Track
		+298	*+1,331*	*-277*	*-489*	*-251*	*-383*					
HSIP-3	Serious Injuries per 100M VMT	6.577	7.405	6.699	6.476	6.293	6.004	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.	**108** fewer serious injuries per year in 2023 and 2024	Met	On Track	On Track
		+1.046	*+0.828*	*-0.706*	*-0.223*	*-0.183*	*-0.289*					
C-3 HSIP-4	Fatalities per 100M VMT	1.43	1.50	1.39	1.28	1.17	1.09	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.	**22** fewer fatalities per year in 2023 and 2024 *(0.25% annual decrease in VMT)*	Met	On Track	On Track
		+0.31	*+0.07*	*-0.11*	*-0.11*	*-0.11*	*-0.16*					
HSIP-5	Number of non-motorist serious injuries and fatalities	744	989	1,102	1,014	1,049	TBD	Reduce the number of non-motorist serious injuries and fatalities by 2.4**%** from 1,102 in 2022 to **1,076** by 2024.	**13** fewer non-motorist serious injuries and fatalities per year in 2023 and 2024	Met	On Track [est. annual increase]	** TBD
		-8	*+245*	*+113*	*-88*	*+35*	**					
C-4	Unrestrained passenger vehicle occupant fatalities	461	557	521	464	385	TBD	Reduce the number of unrestrained passenger vehicle occupant fatalities by **2.3%** from 518 in 2022 to **506** by 2024.	**6** fewer fatalities per year in 2023 and 2024	Met	On Track	** TBD
		+76	*+96*	*-36*	*-57*	*-79*	**					
C-5	Fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08+	371	470	509	433	TBD	TBD	Reduce the number of alcohol-related fatalities by **2.4%** from 507 in 2022 to **495** by 2024.	**6** fewer fatalities per year in 2023 and 2024	Met	** TBD	** TBD
		+16	*+99*	*+39*	*-76*	**	**					
C-6	Speeding-related fatalities	380	378	422	349	351	TBD	Reduce the number of speeding-related fatalities by **2.4%** from 422 in 2022 to **412** by 2024.	**5** fewer fatalities per year in 2023 and 2024	Met	On Track [est. annual increase]	** TBD
		+120	*-2*	*+44*	*-73*	*+2*	**					
C-7	Motorcyclist fatalities	191	196	221	196	165	104	Reduce the number of motorcyclist fatalities by **1.8%** from 221 in 2022 to **217** by 2024.	**2** fewer fatalities per year in 2023 and 2024	Met	On Track	On Track
		+21	*+5*	*+25*	*-25*	*-31*	*-61*					

Traffic Safety Performance Measure		Annual Fatalities 2020	2021	2022	2023	2024 (prelim)	2025 (projected)	Proposed Vision Zero *(in 80 years)* Annual Targets (FFY24-FFY26)		Annual Target Progress Status 2023 FARS [FY24]	2024 Preliminary [FY25]	2025 Projected [FY26]
C-8	Un-helmeted motorcyclist fatalities	17	20	26	17	14	TBD	Reduce un-helmeted motorcyclist fatalities by **7.4%** from 27 in 2022 to **25** by 2024.	**1** fewer fatality per year in 2023 and 2024	Met	On Track	** TBD
		+2	*+3*	*+6*	*-9*	*-3*	**					
C-9	Drivers aged 20 or younger involved in fatal crashes	209	226	202	183	178	TBD	Reduce young drivers involved in fatal crashes by 2.0% from **203** in 2022 to **199** by 2024.	**2** fewer younger drivers per year in 2023 and 2024	Met	On Track	** TBD
		+37	*+17*	*-24*	*-19*	*-5*	**					
SHSP-1	Number of drivers aged 65 or older involved in fatal crashes	299	341	306	303	291	TBD	Reduce the number of older drivers involved in fatal crashes by 2.0% from **305** in 2022 to **299** by 2024.	**3** fewer older drivers per year in 2023 and 2024	Met	On Track	** TBD
		-14	*+42*	*-35*	*-3*	*-12*	**					
C-10	Pedestrian fatalities	279	307	345	310	288	300	Reduce the number of pedestrian fatalities by **2.3%** from 345 in 2022 to **337** by 2024.	**4** fewer fatalities per year in 2023 and 2024	Met	On Track	On Track [est. annual increase]
		+43	*+28*	*+38*	*-35*	*-22*	*+12*					
C-11	Bicyclist fatalities	32	15	29	24	25	TBD	Reduce the number of bicyclist fatalities by **6.9%** from 29 in 2022 to **27** by 2024.	**1** fewer fatality per year in 2023 and 2024	Met	On Track [est. annual increase]	** TBD
		+11	*-17*	*+14*	*-5*	*+1*	**					
SHSP-2	Number of confirmed distraction-related fatalities	61	56	73	44	TBD	TBD	Reduce the number of distraction-related fatalities by **2.7%** from 73 in 2022 to **71** by 2024.	**1** fewer fatality per year in 2023 and 2024	Met	** TBD	** TBD
		+18	*-5*	*+17*	*-29*	**	**					
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	95.9%	94.8%	89.3%	87.6%	88.8%	TBD	Increase the annual observed seat belt use for passenger vehicles, front seat outboard occupants from **89.3%** in 2022 to **90.0%** by 2024.		Not Met	Not Met	** TBD
		0.0%	*-1.1%*	*-5.5%*	*-1.7%*	*1.2%*	**					

Section 2

PROJECT & SUB-RECIPIENT INFORMATION

2.1 **Planning & Administration**

2.2 **Communications** (Media)

2.3 **Distracted Driving**

2.4 **Impaired Driving** (Drug & Alcohol)

2.5 **Motorcycle Safety**

2.6 **Non-Motorized** (Pedestrians & Bicyclists)

2.7 **Occupant Protection** (Adult & Child Passenger Safety)

2.8 **Older Drivers**

2.9 **Police Traffic Services**

2.10 **Preventing Roadside Deaths**

2.11 **Roadway Safety/ Railroad Safety**

2.12 **Speed Management**

2.13 **Traffic Records**

2.14 **Young Drivers** (Teen Traffic Safety Programs)

2.1 PLANNING & ADMINISTRATION

GAGOHS - Grantee				Project Number:	PA-2026-GA-00-23
Project Name & Description	**Planning and Administration** To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.				
Countermeasure Strategy	• N/A				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	402 P&A	$892,229.00	Yes	No	
Eligible Use of Funds	To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.				

2.2 COMMUNICATIONS (MEDIA)

Early Care and Learning, Georgia Department			Project Number:	UNATTD-2026-GA-01-57
Project Name & Description	**LOOK AGAIN!** The Georgia Department of Early Care and Learning wants to continue to advance its annual LOOK AGAIN! statewide campaign. LOOK AGAIN calls for families and caregivers of children to have a heightened awareness of the dangers of leaving children unattended in vehicles and preventing pediatric vehicular heatstroke.			
Countermeasure Strategy	• Mass-Media Campaign			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 UNATTD	$30,000.00	No	No
Eligible Use of Funds	Media outreach to educate the public on the dangers of heatstroke when leaving unattended passengers inside a hot vehicle.			

GAGOHS - Grantee			Project Number:	PM-2026-GA-00-37
Project Name & Description	**402PM: Paid Media** To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			
Countermeasure Strategy	• Sustained Seat Belt Enforcement • Communication Strategies for Low-Belt-Use Groups as Part of HVE			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PM	$968,690.30	No	No
Eligible Use of Funds	To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			

GAGOHS - Grantee			Project Number:	B5PEM-2026-GA-00-38
Project Name & Description	**405d Impaired Driving** To fund statewide comprehensive impaired driving paid media campaign activities to reduce alcohol-related crashes and eliminate serious injuries and fatalities.			
Countermeasure Strategy	• Publicized Sobriety Checkpoints • Mass-Media Campaigns			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d B5PEM	$1,660,000.00	No	No
Eligible Use of Funds	A statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes and eliminate serious injuries and fatalities.			

GAGOHS – Grantee				Project Number:	M11MA-2026-GA-00-40
Project Name & Description	**405f Motorcycle Safety** To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.				
Countermeasure Strategy	• Communication Campaigns to increase motorist awareness of Motorcycles • Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405f M11MA	$100.000.00	No	No	
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.				

GAGOHS - Grantee				Project Number:	FHX-2026-GA-00-41
Project Name & Description	**Non-Motorized Safety** To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities involving non-motorized road users.				
Countermeasure Strategy	• Share the Road Awareness Programs				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405h SUP FHX	$91,280.65	No	Yes	
	IIJA 405h FHX	$508,719.35			
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities involving non-motorized road users.				

GAGOHS - Grantee				Project Number:	B8APE-2026-GA-00-42
Project Name & Description	**405e Paid Media Distracted Driving** To purchase radio, television, and outdoor advertising statewide to educate drivers on Georgia's Hands-free distracted driving prevention law.				
Countermeasure Strategy	• Communications on Outreach and Distracted Driving • High-Visibility Cell Phone Enforcement				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	405e B8APE	$941,000.00	No	No	
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities related to distracted drivers. To create a mascot campaign titled “Distracted Jaxon” and paid media campaigns.				

GAGOHS - Grantee				Project Number:	M2HVE-2026-GA-00-39
Project Name & Description	**Occupant Protection** To fund in-house GOHS statewide comprehensive occupant protection paid media campaign activities designed to reduce related motor vehicle crashes and eliminate serious injuries and fatalities.				
Countermeasure Strategy	• Sustained Seat Belt Enforcement • Communication Strategies for Low-Belt-Use Groups as Part of HVE				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405b M2HVE	$989,000.00	No	No	
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities related to unrestrained occupants.				

2.3 DISTRACTED DRIVING

See Section 3 for the "405(e): Distracted Driving Grants" application for FFY2026.

See section **2.2 Communications**, **2.9 Police Traffic Services**, and **2.14 Young Drivers** for other sub-recipients implementing distracted driving countermeasures and strategies in FFY2026. These sub-recipients include media efforts, local law enforcement agencies, and community-based initiatives.

2.4 IMPAIRED DRIVING
(DRUG & ALCOHOL)

See Section 3 for the "405(d): Impaired Driving" application for FFY2026.

Dekalb County Police Department			Project Number:	M5HVE-2026-GA-00-21
Project Name & Description	**DeKalb County Police Department DUI Task Force** This project seeks to reduce impaired related traffic crashes, injuries, and related fatalities on the roadways of DeKalb County, GA.			
Countermeasure Strategy	• Publicized Sobriety Checkpoints • High-Visibility Saturation Patrols • Integrated Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Zero Tolerance Law Enforcement • Enforcement of Drug-Impaired Driving			
Organization Type	Local law enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d M5HVE	$120,779.36	No	No
Eligible Use of Funds	Enforcement hours will be used to conduct high-visibility enforcement of the impaired driving laws in Georgia.			

Fayette County DUI/Drug Court			Project Number:	B5CS-2026-GA-01-21
Project Name & Description	**Fayette County DUI/Drug Court FY26** Offering recovery to those that are suffering from alcohol use disorder while keeping Fayette County, GA safe and restoring the community.			
Countermeasure Strategy	• DWI Courts			
Organization Type	Local Government – County Court			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d B5CS	$35,000.00	No	No
Eligible Use of Funds	Funds will be used to establish a driving while intoxicated court program within Fayette County, GA.			

GAGOHS- Grantee				Project Number:	AL-2026-GA-00-17
Project Name & Description	**402AL Impaired Driving** To fund staff and activities related to impaired driving throughout the state of Georgia.				
Countermeasure Strategy	• DWI Courts • Youth Programs • Court Monitoring				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 AL	$168,077.75	No	No	
Eligible Use of Funds	Project will fund staff and activities related to impaired driving.				

GAGOHS - Grantee				Project Number:	B5CS-2026-GA-02-01
Project Name & Description	**Judicial Outreach and DUI Court Training** To fund a statewide judicial outreach liaison and fund DUI court training				
Countermeasure Strategy	• State Judicial Outreach Liaison • DWI Courts				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405d B5CS	$57,000.00	No	No	
Eligible Use of Funds	A statewide program to fund a statewide judicial outreach liaison and DUI court training, when requested by local DUI courts.				

Mothers Against Drunk Driving - Georgia				Project Number:	M5X-2026-GA-00-76
Project Name & Description	**Mothers Against Drunk Driving Georgia** Mothers Against Drunk Driving (MADD) Georgia works to end drunk driving, help fight drugged driving, support the victims of these violent crimes, and prevent underage drinking. We do this through supporting law enforcement agencies, participating as a media partner to GOHS for signature traffic safety programs such as Drive Sober or Get Pulled Over, serving as a member of the state's Impaired Driving Task Force, and court monitoring. This is a statewide program.				
Countermeasure Strategy	• High-Visibility Saturation Patrols • Mass-Media Campaigns • Court Monitoring				
Organization Type	Non-Profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405d M5X	$173,104.70	No	No	
Eligible Use of Funds	Project will support law enforcement officials during Drive Sober or Get Pulled Over, high-visibility enforcement, media events, traffic enforcement network meetings, and the law enforcement recognition event. Project will also provide court monitoring of DUI offenders.				

Mothers Against Drunk Driving - Georgia			Project Number:	FDL*AL-2026-GA-00-77
Project Name & Description	**Mothers Against Drunk Driving Georgia** MADD Georgia works to end drunk driving, help fight drugged driving, support victims of these violent crimes, and prevent underage drinking and substance use throughout the state of Georgia. We do this through community activations delivering MADD's signature Power of You(th), along with Promposal, Power of Parents, and Power of Me! programs.			
Countermeasure Strategy	• Youth Programs			
Organization Type	Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d SUP FDL*AL	$116,152.02	No	No
Eligible Use of Funds	Project will educate communities, students, and their parents, through program such as Power of You(th), Promposal, Power of Parents, and Power of Me!.			

Prosecuting Attorney's Council			Project Number:	B5CS-2026-GA-01-50
Project Name & Description	**Traffic Safety Adjudication Program** This program will provide GA traffic prosecutors and LEOs statewide with legal assistance, consultation, resource material, and training opportunities to aid in the prosecution of DUI and vehicular homicide cases. This is a statewide program.			
Countermeasure Strategy	• High Visibility Saturation Patrols • Limits on Diversion and Plea Agreements • Zero Tolerance Law Enforcement • Enforcement of Drug-Impaired Driving			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d B5CS	$617,456.55	No	No
Eligible Use of Funds	Project will fund traffic safety resource prosecutors who will provide case law updates to both law enforcement officers and prosecutors in DUI related cases. They will provide training to law enforcement officers on the proper use of expert testimony in impaired driving cases and to prosecutors on proper DUI prosecution through various types of conferences and trainings.			

Public Safety Training Center, Georgia			Project Number:	B5PEM-2026-GA-00-46
Project Name & Description	**Impaired Driving Training Programs/SFST & DRE/Phlebotomy** Consists of advanced level law enforcement training programs statewide focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.			
Countermeasure Strategy	• Enforcement of Drug-Impaired Driving • Integrated Enforcement • High-Visibility Saturation Patrols			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d B5PEM	$837,703.26	No	No
Eligible Use of Funds	Project will fund staff and provide training to law enforcement professionals on Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Phlebotomy. Project will also provide training on DUI case preparation and courtroom presentation.			

Public Safety, Georgia Department of			Project Number:	M5HVE-2026-GA-01-52
Project Name & Description	**HEAT/Nighthawk DUI Task Force-North/South** To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area.			
Countermeasure Strategy	• Publicized Sobriety Checkpoints • High-Visibility Saturation Patrols • Integrated Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Zero Tolerance Law Enforcement • Enforcement of Drug-Impaired Driving			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405d M5HVE	$2,189,115.37	No	No
Eligible Use of Funds	Enforcement hours will be used in Metro Atlanta and Savannah areas to conduct high-visibility enforcement of impaired driving violations. Prosecutor hours will be used to support law enforcement with the successful prosecution of impaired drivers. Funds will also be used to repair Intoxilyzer 9000's across the state.			

See section **2.2 Communications** for more information on GOHS in-house grants implementing media approaches to support programs in the prevention of impaired driving.

2.5 MOTORCYCLE SAFETY

See Section 3 for the "405(f): Motorcyclist Safety Grants" application for FFY2026.

Driver Services, Georgia Department				Project Number:	M11MA-2026-GA-00-33
Project Name & Description	**Motorcycle Safety** The Georgia Motorcycle Safety Program works toward reducing motorcycle fatalities by educating riders and by promoting the NHTSA "Share the Road" message statewide to increase motorists' awareness of motorcycles.				
Countermeasure Strategy	• Motorcycle Rider Training • Communication Campaigns to Increase Motorist Awareness of Motorcyclists				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405f M11MA	$135,554.92	No	No	
Eligible Use of Funds	Project will fund an outreach coordinator to conduct outreach events throughout the state but specifically in the urban and mountain regions where motorcycle riders frequent. Coordinator will distribute educational items to promote the "Share the Road with Motorcycles" campaign and host an annual update for rider coaches to improve program delivery.				

See section **2.2 Communications** for more information on GOHS in-house grants implementing media approaches to support the motorcycle safety program.

2.6 NON-MOTORIZED
(PEDESTRIANS & BICYCLISTS)

See Section 3 for the "405(g): Nonmotorized Safety Grants" application for FFY2026.

Bicycle Columbus				Project Number:	BGPE-2026-GA-02-13
Project Name & Description	**Reducing bicycle and pedestrian injuries and fatalities in Columbus, Georgia.** Grant will fund the development and execution of educational programs that expand and promote bicycle and pedestrian safety to reduce the number of pedestrian and bicycle fatality, injury, and crash rates in Columbus, Ga.				
Countermeasure Strategy	• Bicycle and Pedestrian Safety Education for Children and Adults • Share the Road Awareness Programs • Cycling Skills Clinics, Bike Fairs, Bike Rodeos				
Organization Type	Non-profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405g BGPE	$72,554.00	No	No	
Eligible Use of Funds	Grantee will host and participate in bicycle and pedestrian safety education programs and events as well as distribute pedestrian and bicycle safety guides.				

Bike Walk Golden Isles				Project Number:	BGPE-2026-GA-01-23
Project Name & Description	**Promoting safe walking, bicycling, and driving in Glynn County and Coastal Georgia** Through outreach and educational programs, Bike Walk Golden Isles will partner with local governments, nonprofits, law enforcement agencies, educational institutions, public health officials, recreational running and cycling clubs, and other organizations to reduce bicyclist and pedestrian injuries and fatalities in Glynn County and Coastal Georgia.				
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Elementary-Age Child Pedestrian Training • Conspicuity Enhancement				
Organization Type	Non-profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405g BGPE	$102,828.44	No	No	
Eligible Use of Funds	Grantee will host and participate in bicycle and pedestrian safety education programs and events as well as distribute pedestrian and bicycle safety guides. The education programs will include the value of the use of nonmotorized road user safety equipment.				

Bike Walk Macon				Project Number:	BGPE-2026-GA-00-62
Project Name & Description	**Reducing bicycle and pedestrian injuries and fatalities in Macon-Bibb County, Georgia** Grant will fund the development and execution of educational programs that expand and promote bicycle and pedestrian safety to reduce the number of pedestrian and bicycle fatality, injury, and crash rates in Macon-Bibb County, Ga.				
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Elementary-Age Child Pedestrian Training • Conspicuity Enhancement				
Organization Type	Non-profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405g BGPE	$66,207.82	No	No	
Eligible Use of Funds	Grantee will host and participate in bicycle and pedestrian safety education programs and events as well as distribute pedestrian and bicycle safety guides.				

BikeAthens				Project Number:	BGPE-2026-GA-00-70
Project Name & Description	**Athens Area Bicycle Education Program** The project will promote and advance bicycle safety by providing bicycle safety education to the following groups of people within Athens-Clarke County, GA: youth, university students / staff, adults dependent on bicycles, anyone interested in riding a bicycle, car and bus drivers, those enrolled in our classes and FYOB patrons. We offer weekly sessions on bike maintenance to help ensure bikes are safe to ride. We will also schedule classes on demand for any groups that request our education training sessions.				
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Elementary-Age Child Pedestrian Training • Conspicuity Enhancement • Promote Bicycle Helmet Use with Education				
Organization Type	Non-profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405g BGPE	$58,469.65	No	No	
Eligible Use of Funds	Funds will be used to educate the public through community events, safe riding classes, and the distribution of education materials. The education programs will include the value of the use of nonmotorized road user safety equipment.				

Fulton County Sheriff's Office			Project Number:	PS-2026-GA-00-64
Project Name & Description	**Fulton County Sheriff's Office Bicycle and Pedestrian Safety** Teach School aged children 4-14 years of age and Senior Citizens (63 & and up) in Fulton County, GA to always abide by traffic signs and to use crosswalks and crossing indicators. In addition, to teach safety bicycling skills.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Promote Bicycle Helmet Use with Education			
Organization Type	Local law enforcement - County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PS	$3,787.75	No	No
Eligible Use of Funds	Funds will be used to educate school-aged children on pedestrian and bicycle safety through events held throughout the city, including a Bike-A-Thon. Funds will also be used to educate senior citizens about pedestrian safety. The importance of safety items will be explained, and they will be distributed to those in need who attend the education events.			

GAGOHS – Grantee			Project Number:	PS-2026-GA-00-15
Project Name & Description	**402PS** To fund staff and activities for statewide comprehensive safety programs designed to reduce traffic crashes, injuries, and fatalities, specifically related to pedestrians and bicyclists.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Promote Bicycle Helmet Use with Education			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PS	$181,278.40	No	No
Eligible Use of Funds	To fund staff and activities for statewide comprehensive safety programs designed to reduce traffic crashes and eliminate serious injuries and fatalities related to pedestrians and bicyclists.			

Georgia Bikes			Project Number:	BGPE-2026-GA-00-52
Project Name & Description	**Promoting Safe Bicycling and Walking in GA** Through outreach and educational programs, Georgia Bikes will partner statewide with local agencies, nonprofits and law enforcement to reduce pedestrian and bicyclist injuries and fatalities.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos			
Organization Type	Non-profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGPE	$157,820.20	No	No
Eligible Use of Funds	Funds will be used to educate law enforcement and the public (adults and children) on Georgia laws and safe pedestrian and bicycling techniques through training, education events, and by providing resource materials when requested. The importance of safety items will be explained, and they will be distributed to those in need who attend the education events.			

Georgia, University of			Project Number:	BGDA-2026-GA-02-12
Project Name & Description	**Improving E-Bike Safety Through Data and Community Insights** The Traffic Safety Research and Evaluation Group will examine current crash data to extract information related to e-bike crashes in Clarke County; evaluate the perceptions, knowledge, and enforcement challenges that law enforcement face; identify concerns and challenges of other stakeholders (e.g. transportation, public safety, healthcare, etc.); and survey the current safety habits, knowledge and perceptions of e-bike riders.			
Countermeasure Strategy	• Pilot project and Evaluation			
Organization Type	University			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGDA	$245,963.57	No	No
Eligible Use of Funds	Traffic safety stakeholders face significant gaps in accessing e-bike data to inform their enforcement and education activities. The proposed project will address this need by 1) examining current crash data to extract information related to e-bike crashes; 2) understanding the perceptions, knowledge, and enforcement challenges that law enforcement face; 3) understanding the concerns and challenges of other stakeholders; and 4) surveying the current safety habits, knowledge and perceptions of e-bike riders.			

Georgia, University of Research Foundation Inc.			Project Number:	BGDA-2026-GA-02-20
Project Name & Description	**Georgia ATV/UTV Safety Initiative - Boosting Awareness of ATV/UTV Roadway Laws and Safety** The Georgia ATV/UTV Safety initiative is a statewide education and outreach campaign led by the University of Georgia to reduce crashes, injuries, and fatalities involving off-highway vehicles on public roads.			
Countermeasure Strategy	• Pilot project and Evaluation			
Organization Type	University			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGDA	$158,737.25	No	No
Eligible Use of Funds	The program promotes safe riding practices, highlights Georgia-specific laws, and engages families in prevention. A series of awareness and training curricula using videos, social media, printed awareness flyers and in-person training.			

Gwinnett County Board of Commissioners			Project Number:	BGSP-2026-GA-01-20
Project Name & Description	**Safe Wheels and Rides: Protecting Georgias Kids on the Move** Gwinnett County, along with partners, will support transportation safety initiatives as well as distribute car seats.			
Countermeasure Strategy	• Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations • Pedestrian and Bicycle Safety Education			
Organization Type	Local Government – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGSP	$20,410.00	No	No
Eligible Use of Funds	Protecting Georgias Kids on the Move will help reduce preventable injuries and foster a culture of safety and responsibility. By engaging community stakeholders this initiative will provide safety education, distribute car seats, and promote safer travel for children.			

Macon Judicial Circuit District Attorney's Office			Project Number:	BGPE-2026-GA-01-81
Project Name & Description	**P.A.U.S.E (Pedestrian Awareness and Understanding Safety Education)** A proactive initiative aimed at instilling instinctive, life-saving pedestrian habits in individuals, especially students. To deeply embed awareness and understanding of safe walking practices so that they become second nature in everyday situations.			
Countermeasure Strategy	• Pedestrian Safety Education for Children and Adults • Elementary-Age Child Pedestrian Training			
Organization Type	Judicial - County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGPE	$211,425.74	No	No
Eligible Use of Funds	Funds will be used to educate Muscogee County residents on pedestrian and bicycle safety through events held throughout the city. The importance of safety items will be explained, and they will be distributed to those in need who attend the education events. Enforcement of Bicycle and Pedestrian safety laws will be conducted.			

Muscogee County Sheriff's Office			Project Number:	PS-2026-GA-01-66
Project Name & Description	**Operation Safe Walk and Ride Columbus** Implement a strategy to enhance pedestrian/bicyclist safety within Muscogee County, through a combination of educational/enforcement activities. Educational activities will consist of social media posts, media releases, and in-person educational events in the community. Enforcement activities will consist of contacts with pedestrians, bicyclists, and drivers who are violating laws related to pedestrian/bicyclist movement.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos • Promote Bicycle Helmet Use with Education			
Organization Type	Local law enforcement - County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PS	$70,750.00	No	No
Eligible Use of Funds	Funds will be used to educate Muscogee County residents on pedestrian and bicycle safety through events held throughout the city. The importance of safety items will be explained, and they will be distributed to those in need who attend the education events. Enforcement of Bicycle and Pedestrian safety laws will be conducted.			

Propel ATL			Project Number:	BGPE-2026-GA-00-71
Project Name & Description	**Atlanta Bicycle and Vulnerable Road User Safety** To improve bicycle safety and reduce bike and other vulnerable road users crashes through education on how to bike safely and how to legally share the road within the City of Atlanta.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos			
Organization Type	Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGPE	$130,938.03	No	No
Eligible Use of Funds	Project will fund personnel participating in activities associated with the City of Atlanta's Vision Zero plan, as well as educating bicycle and other vulnerable road users through safety education materials and community trainings.			

Savannah Bicycle Campaign			Project Number:	BGPE-2026-GA-01-63
Project Name & Description	**Reducing Bicycle and Pedestrian Injuries and Fatalities in Chatham County** A bicycle and pedestrian safety project in Chatham County, GA to build public awareness of road safety issues and educate bicyclists, pedestrians and drivers on best practices for safe vehicle operation.			
Countermeasure Strategy	• Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Elementary-Age Child Pedestrian Training • Cycling Skills Clinics, Bike Fairs, Bike Rodeos			
Organization Type	Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405g BGPE	$57,544.30	No	No
Eligible Use of Funds	Project will conduct education events and supply educational materials focused on bicycle and pedestrian safety, especially in areas of low-income populations.			

See section **2.2 Communications** for more information on GOHS in-house grants implementing media approaches to support the pedestrian and bicycle safety program area.

2.7 OCCUPANT PROTECTION (ADULT & CHILD PASSENGER SAFETY)

See Section 3 for the "405(b): Occupant Protection Grants" application for FFY2026.

Atlanta Fire Rescue Department, City of			Project Number:	B2CPS_US-2026-GA-01-71
Project Name & Description	**Atlanta Fire Rescue Fitting Stations** Provide low-income families within the City of Atlanta and Metro Atlanta area with proper child safety seats. Train caregivers on correct child seat selection and installation. Educate caregivers on the laws governing Child passenger safety seat and seat belt usage in Georgia.			
Countermeasure Strategy	• Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations			
Organization Type	Local Fire Department – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405b B2CPS_US	$210,211.15	No	No
Eligible Use of Funds	Project will contract with the City of Atlanta to train first responders as child passenger safety technicians as well as provide child safety seats to low-income families within the Metro Atlanta area. Child safety seat checks will be available through inspection stations at local fire stations throughout the city.			

Cleveland Police Department			Project Number:	OP-2026-GA-00-29
Project Name & Description	**Cleveland Police Department GOHS Grant** The Cleveland Police Department is seeking funding to enhance the enforcement of traffic violations within the city limits of Cleveland, GA. Specifically, the enforcement of occupant safety violations.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Sustained Seat belt Enforcement			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$13,065.60	No	No
Eligible Use of Funds	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement of the seat belt and child restraint laws of Georgia.			

Kingsland Police Department			Project Number:	OP-2026-GA-01-80
Project Name & Description	**Kingsland Police Department Occupant Protection** The Kingsland Police Department's Occupant Protection Project aims to improve child passenger safety and occupant protection through education, high visibility enforcement, and car seat distribution within Kingsland, GA through various means of community involvement.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Sustained Seat belt Enforcement • Child Restraint Inspection Stations			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$28,454.62	No	No
Eligible Use of Funds	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement and education of the seat belt and child restraint laws of Georgia.			

Public Health, Georgia Department of			Project Number:	OP-2026-GA-00-12
Project Name & Description	**Child Occupant Safety Project** The Child Occupant Safety Project works to increase county capacity to provide child passenger safety resources by providing equipment, education, safety materials, and other resources, statewide through 8 regions.			
Countermeasure Strategy	• Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 SUP OP	$1,844,197.05	No	No
Eligible Use of Funds	Project will fund personnel to educate the public on child passenger safety through 8 regional coordinators. DPH staff will conduct CPS technician courses across the state and participate in Click It or Ticket initiatives, including the annual Caravan week leading up to Seat Check Saturday.			

Emory University			Project Number:	OP-2026-GA-00-58
Project Name & Description	**FY26 Statewide Roadside Observational Seatbelt Survey** Emory University will conduct a statewide observational seatbelt use survey meeting NHTSA requirements. Data on child restraint use will also be collected at the same time as seatbelt use.			
Countermeasure Strategy	• Seatbelt Observational Survey			
Organization Type	University			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 SUP OP	$302,150.35	No	Yes
Eligible Use of Funds	Project will fund personnel to conduct the required annual seatbelt survey and child restraint use survey.			

GAGOHS – Grantee			Project Number:	OP-2026-GA-00-11
Project Name & Description	**402 Occupant Protection** To fund staff and activities for statewide Child Passenger Safety and Occupant Protection initiatives to encourage individuals to buckle the correct way every time they enter their vehicle.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations • Sustained Seatbelt Enforcement			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA SUP 402 OP	$141,572.95	No	No
Eligible Use of Funds	Project will fund personnel to conduct statewide occupant protection initiatives, including the annual Occupant Protection Safety Caravan and Seats Across the States.			

Shepherd Center			Project Number:	OP-2026-GA-00-24
Project Name & Description	**A Continued Approach to Transforming Traffic Safety Culture** This renewal grant seeks to advance the ongoing integration of the Positive Cultural Framework priorities and the Safe System approach through an innovative, social norming seat belt campaign specifically tailored to rural Georgia. We aim to reduce unrestrained injuries and fatalities in Laurens County, GA by fostering a shift in traffic safety culture and ultimately empowering rural road users to reduce injuries and fatalities in their own community.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Communication Strategies for Low-Belt-Use Groups as Part of HVE • Rural Drivers			
Organization Type	Rehabilitation Hospital			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$233,971.59	No	No
Eligible Use of Funds	Funding will be used to identify road safety champions, host stakeholder meetings (Rural Road Seat Belt Community Coalition), increase seat belt usage, create social norming media campaigns, create a PSA, radio spot, and maintain the Positive Cultural Framework website within the pilot project area.			

See section **2.2 Communications** for more information on GOHS in-house grants implementing media approaches to support the occupant protection program area.

2.8 OLDER DRIVER

Public Health, Georgia Department of				Project Number:	OD-2026-GA-00-19
Project Name & Description	**Road Safety for Drivers 55+ (GA's Older Driver Safety Project)** The 55+ Driver Safety Project works with partners throughout Georgia to identify and foster implementation of comprehensive, evidence-based strategies that balance the mobility and safety needs of drivers 55+ with other road users.				
Countermeasure Strategy	• General Education and Communications				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 OD	$211,955.39	No	No	
Eligible Use of Funds	Project will fund personnel to conduct one Older Driver Road Safety Workshop, host community events or presentations to educate and distribute older driver safety and mobility materials, conduct CarFit events, expand the Yellow Dot Program, and conduct a focus group with medical professionals, healthcare leaders, and others on risk factors that impact older drivers.				

2.9 POLICE TRAFFIC SERVICES

Albany Police Department			Project Number:	PT-2026-GA-01-93
Project Name & Description	**HEAT-Albany Police Department** HEAT Grant for the Albany Police Department, located in Dougherty County, GA			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$110,575.40	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Atlanta Police Department, City of			Project Number:	PT-2026-GA-01-45
Project Name & Description	**H.E.A.T (Highway Enforcement of Aggressive Traffic)** Program focus is to develop and implement strategies that will reduce fatal and serious injury crashes within the City of Atlanta caused by impaired driving, speeding/aggressive driving, and distracted driving. Increase seat belt usage within the city limits as well as educate the public on safe driving.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$52,463.84	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Barnesville Police Department			Project Number:	PT-2026-GA-01-51
Project Name & Description	**Barnesville Police Department High Visibility Traffic Enforcement** The goal of the project is to reduce traffic accidents, injuries, and vehicle collision related fatalities within Barnesville, GA while improving officer efficiency through high visibility traffic enforcement.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$19,833.60	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Bibb County Government			Project Number:	PT-2026-GA-01-11
Project Name & Description	**HEAT Bibb County Sheriff's Office** The Bibb County Sheriff's Office HEAT project is aimed at reducing the number of crashes, injuries, and fatalities in Bibb County, GA caused by impaired driving, Speed, and Failure to use safety equipment (seatbelts).			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$31,128.46	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Bryan County Sheriff's Office			Project Number:	PT-2026-GA-00-14
Project Name & Description	**Bryan County H.E.A.T. Unit** The Bryan County Sheriff's Office will implement evidence-based practices supporting the goals of the H.E.A.T. task force to reduce alcohol and speed-related crashes, injuries, and fatalities, and to increase child restraint and seatbelt usage within Bryan Co, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$290,002.10	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Calhoun Police Department			Project Number:	PT-2026-GA-00-36
Project Name & Description	**High Visibility Traffic Grant** The Calhoun Police Department will aggressively enforce the laws that govern speeds and occupant protection on the roadways of Calhoun, GA.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$49,299.60	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Candler County Sheriff's Office			Project Number:	PT-2026-GA-01-89
Project Name & Description	**Traffic Safety Project 2026** This project will enhance proactive enforcement within Candler Co, GA. against super speeders and occupant safety violators on our roadways. With over 11,000 residents and 26,300+ daily interstate travelers, high-speed violations pose a serious risk. This grant will support 960 hours per year of proactive traffic enforcement and fund speed detection devices, modernizing our efforts to reduce speeding.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$26,700.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Carroll County Sheriff's Office			Project Number:	PT-2026-GA-01-16
Project Name & Description	**Carroll County Sheriff's Office HEAT Unit** The Carroll County Sheriff's Office is requesting grant funding to establish/maintain the operation of the HEAT Unit for the purpose of enforcing traffic laws and promoting public awareness of traffic dangers within Carroll County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$25,145.67	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Carrollton Police Department			Project Number:	PT-2026-GA-01-07
Project Name & Description	**CPD Traffic Accident Reduction Program** Carrollton Police Department is investing in programming to continue to mitigate current levels of traffic accidents by utilizing officers who solely work traffic enforcement within the city of Carrollton, GA			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$42,604.80	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Chatham County Sheriff's Office			Project Number:	PT-2026-GA-01-98
Project Name & Description	**Speed, DUI, and Occupant Protection Enforcement** The Chatham County Sheriff's Office will conduct high visibility enforcement focusing on Speed, DUI, and Occupant Protection in hopes of eliminating serious injuries and fatalities in Chatham Co, GA through proactive enforcement saturated patrols and checkpoints.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$64,140.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Claxton Police Department			Project Number:	PT-2026-GA-01-33
Project Name & Description	**High Visibility Enforcement Claxton** A proactive and innovative approach to reduce speed and occupant protection related crashes using technology as a tool to slow drivers down and to collect critical data to identify areas of the city that are in need of concentrated patrols to ensure the safety of all drivers in the City of Claxton, GA.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$14,400.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Clayton County Police Department			Project Number:	PT-2026-GA-01-09
Project Name & Description	**HEAT - Clayton County** The Clayton County Police Department is seeking a HEAT Grant from the Governor's Office of Hwy Safety. Clayton County, GA is experiencing a significant increase in traffic related fatalities over the past few years.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$69,857.92	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Cobb County Board of Commissioners – Police Dept.			Project Number:	PT-2026-GA-00-61
Project Name & Description	**H.E.A.T. Cobb County Police Department** This project is to continue to combat impaired driving in Cobb County, GA to improve highway safety, through the H.E.A.T. Unit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$191,649.60	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

College Park Police Department			Project Number:	PT-2026-GA-02-22
Project Name & Description	**High Visibility Enforcement Grant - College Park Police Dept** High Visibility Enforcement- College Park Police Department has established an enforcement effort focusing on the dangers and consequences of speeding, not using occupant protection, impaired driving and distracted driving within College Park, GA. We hope to educate citizens to the dangers of reckless driving through contacts and educational events. Additionally, we hope to improve our response and investigations of accidents associated with those problem areas.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$49,780.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Commerce Police Department			Project Number:	PT-2026-GA-01-06
Project Name & Description	**Commerce PD HVE grant** The City of Commerce Police Department is seeking funding to address traffic safety issues within the City of Commerce, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$26,059.18	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, distracted driving, and speed laws of Georgia.			

Coweta County Sheriff's Office			Project Number:	PT-2026-GA-00-06
Project Name & Description	**Coweta County H.E.A.T. Unit** In alignment with the State Plan, the CCSO will implement evidence-based practices supporting the goals of the H.E.A.T. Unit to reduce alcohol and speed-related crashes, injuries and fatalities, and to increase child restraint and seatbelt usage within Coweta County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$115,557.70	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Crawford County Sheriff's Office				Project Number:	PT-2026-GA-01-49
Project Name & Description	**Rural Roadway Safety by speed reduction** We have identified an ongoing issue of drivers driving excessive speeds on the rural roads of Crawford County. A ten - year trend from 2012 to 2022 shows fatalities from speed related crashes has doubled. Because the roads are rural, and less congested drivers feel safer traveling at higher rates of speed. The goal of this project is to reduce the speed in which drivers travel on the rural roads of Crawford County, Georgia.				
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$25,784.00	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.				

Crisp County Sheriff's Office				Project Number:	PT-2026-GA-01-54
Project Name & Description	**2026 Crisp County Sheriff's Office High Visibility Enforcement** This grant will provide money for enforcement hours to continue traffic enforcement efforts and reduce driving-impaired incidents. The project is designed to enhance the agency's capabilities to reduce the number of fatalities, injuries, and crashes and to disseminate specific traffic safety information in areas of great concern within Crisp County, GA.				
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$27,014.40	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.				

Dawson County Sheriff's Office			Project Number:	PT-2026-GA-01-55
Project Name & Description	**Dawson County Sheriff's Office HEAT** To maintain a GOHS HEAT unit with objectives that are to be focused on reducing serious traffic crashes and traffic violations by aggressively concentrating control efforts on drivers who threaten the lives, safety, and property of others. Dawson County, GA is growing at a rapid rate and with growth, the need for resources focused on traffic safety becomes essential.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$27,395.57	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Dooly County Sheriff's Office			Project Number:	PT-2026-GA-01-77
Project Name & Description	**Dooly County Sheriff's Office High Visibility Enforcement** The Dooly County Sheriff's Office will establish an enforcement/education program to enhance the agency's efforts to combat speed-related and occupant protection fatalities. We will also educate the driving public in the proper use of occupant restraints in order to reduce serious injuries and fatalities resulting from motor vehicle collisions.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$24,700.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Dougherty County Sheriff's Office				Project Number:	PT-2026-GA-01-84
Project Name & Description	**2026 Dougherty High Visibility Enforcement Grant** This grant will provide money for enforcement that will allow the Dougherty County Police Department to continue our traffic enforcement efforts and reduce driving-impaired incidents. The project is designed to enhance the agency's capabilities to reduce the number of fatalities, injuries, and crashes and to disseminate specific traffic safety information in areas of Dougherty County, GA.				
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Dynamic Speed Display/ Feedback Signs • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$42,584.00	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.				

Douglas County Sheriff's Office				Project Number:	PT-2026-GA-01-37
Project Name & Description	**HEAT Douglas County Sheriff's Office** The Douglas County Sheriff's Office is requesting funds to continue a HEAT Unit for the purpose of enforcing traffic laws, educating the public and reducing speed, occupant protection and impaired driving related fatalities within Douglas County, GA.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$37,881.12	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.				

Dublin Police Department			Project Number:	PT-2026-GA-01-14
Project Name & Description	**Dublin H.E.A.T. Team** HEAT Grant. Located in Laurens County, GA			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$124,624.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Effingham County Sheriff's Office			Project Number:	PT-2026-GA-00-84
Project Name & Description	**Speed / DUI Detection/ Occupant Protection** The Effingham County Sheriff's Office will reduce speed related crashes through proactive enforcement and by utilizing warning and data collector devices. The Effingham County Sheriff's Office will also conduct saturated patrols and checkpoints to reduce the number of DUI & Occupant protection related crashes, injuries, and fatalities within Effingham Co., GA.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Dynamic Speed Display/ Feedback Signs • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$86,533.10	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Fairburn Police Department			Project Number:	PT-2026-GA-01-95
Project Name & Description	**Fairburn High Visibility Enforcement (HVE) Program** The Fairburn Police Department seeks to implement High Visibility Enforcement (HVE) of Georgia traffic laws within the City of Fairburn, GA aimed at reducing traffic crashes and eliminating injuries and fatalities on roadways through targeted use of speed and distance measuring devices, increased enforcement efforts, and community education focusing on speeding, distracted driving, and occupant protection.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • High-Visibility Cell Phone Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$31,617.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, distracted driving, and speed laws of Georgia.			

Fitzgerald Police Department			Project Number:	PT-2026-GA-01-36
Project Name & Description	**High Visibility Enforcement- Fitzgerald Police Department** The City of Fitzgerald Police Department (FPD) has established an enforcement effort within Fitzgerald, GA focusing on the dangers and consequences of speeding and not using seat belts, utilizing road checks and speed deterrent measures. Utilizing enforcement resources, the FPD will conduct pre- and post-program observation safety belt surveys, compare usage, and report findings to GOHS.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$21,120.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint and speed laws of Georgia.			

Floyd County Police Department			Project Number:	PT-2025-GA-01-41
Project Name & Description	**Floyd County Police Department HEAT Grant** Project will reduce traffic fatalities due to speed, impaired driving, failure to properly use occupant safety, and distracted driving. The goal of this project is to help reduce the number of fatalities within Floyd County and the State of Georgia through the enforcement of these offenses and educational opportunities.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$75,960.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Forsyth County Sheriff's Office			Project Number:	PT-2025-GA-00-28
Project Name & Description	**HEAT Forsyth County Sheriff's Office** The focus of the Forsyth County Sheriff's Office HEAT program is to pursue an aggressive policy of enforcement of all traffic that will reduce the number of serious traffic accidents and traffic violations. Forsyth County,GA is one of the fastest growing counties in Georgia. With population growth comes an increase in traffic on state and county roadways, which requires increased enforcement.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$136,903.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

GAGOHS - Grantee				Project Number:	PT-2026-GA-00-10
Project Name & Description	**402PT: Police Traffic Services** To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Dynamic Speed Display/ Feedback Signs • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$1,318,665.30	No	No	
Eligible Use of Funds	Project will fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.				

GAGOHS - Grantee				Project Number:	PT-2026-GA-01-87
Project Name & Description	**Thunder Task Force** To fund staff and activities for GOHS Thunder Task Force operations throughout the state to reduce motor vehicle related traffic crashes, injuries, and fatalities.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$90,000.00	No	No	
Eligible Use of Funds	Project will fund staff and activities for GOHS Thunder Task Force operations designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.				

Glynn County Police Department				Project Number:	PT-2025-GA-01-35
Project Name & Description	**"Slow Down Brunswick" and "Drive Sober or Get Pulled Over" Glynn County HEAT Program** The GCPD HEAT unit enforces aggressive traffic laws, educates the public on roadway safety, and works to decrease the rate of traffic injuries and fatalities within Glynn County, GA.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$377,221.00	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.				

Gray Police Department				Project Number:	PT-2026-GA-01-39
Project Name & Description	**2026 Gray Police Department High Visibility Enforcement Grant** The Gray Police Department will utilize high visibility traffic enforcement within the City of Gray, GA in an effort to reduce the number of crash related injuries and fatalities by focusing on distracted driving and speed enforcement and occupant protection awareness.				
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • High-Visibility Cell Phone Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – City				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$33,144.00	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, distracted driving, and speed laws of Georgia.				

Habersham County Sheriff's Office				Project Number:	PT-2026-GA-01-10
Project Name & Description	**HEAT - Habersham County SO** The Habersham County Sheriff's Office is seeking funding to assist in their efforts to reduce crashes, injuries, and fatalities within Habersham County, GA due to impaired driving, speeding, unrestrained occupants, distracted and aggressive driving				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$166,754.40	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.				

Hall County Sheriff's Office				Project Number:	PT-2026-GA-00-55
Project Name & Description	**Hall County Sheriff's Office HEAT** The Hall County Sheriff's Office for the Fiscal Year 2025 is seeking a HEAT Grant from the Governor's Office of Highway Safety. Hall County, in the past several years, has experienced an alarming increase in roadway fatalities.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$127,504.80	No	No	
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.				

Haralson Co Sheriff's Office			Project Number:	PT-2026-GA-02-04
Project Name & Description	**Haralson County Sheriff's Office HVE Grant** The Haralson County Sheriff's Office is seeking for assistance to help us do a more effective job in eliminating fatality vehicle accidents and reduce the number of serious injury accidents usually caused by DUI, speeding and distracted driving to try to save lives.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$49,731.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Harris Co Sheriff's Office			Project Number:	PT-2026-GA-02-07
Project Name & Description	**Traffic Unit (HEAT) Harris County** Harris County seeks funding to establish a specialized HEAT Traffic Unit focused on reducing traffic-related fatalities and serious injuries through enforcement and education efforts addressing impaired driving, speeding, occupant protection, and distracted driving.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$250,246.76	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Jackson County Sheriff's Office			Project Number:	PT-2026-GA-02-08
Project Name & Description	**Jackson County Sheriff's Office High Visibility Enforcement** The project aims to reduce traffic-related injuries and fatalities by increasing public compliance with traffic safety laws through sustained and coordinated enforcement and education efforts in Jackson County. This initiative will focus on impaired driving, occupant protection, and speeding violations.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$47,234.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Johnson County Board of Commissioners			Project Number:	PT-2026-GA-01-15
Project Name & Description	**High Visibility Enforcement- Johnson County** Johnson County Sheriff's Office has established a high visibility enforcement effort focusing on speeding, distracted driving, and impaired driving to help eliminate fatal crashes and reduce crashes and injury crashes within Johnson County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$17,760.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, distracted driving, and speed laws of Georgia.			

Lamar County Sheriff's Office			Project Number:	PT-2026-GA-01-73
Project Name & Description	**Lamar County High Visibility Enforcement Grant** To provide high visibility traffic enforcement in Lamar County, GA.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Dynamic Speed Display/ Feedback Signs • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$48,032.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Liberty County Sheriff's Office			Project Number:	PT-2026-GA-00-56
Project Name & Description	**H.E.A.T. Liberty County** The HEAT Team is dedicated to enforcement of traffic laws with a focus on violations that directly impact occupant safety, such as distracted driving, speeding, aggressive driving, DUI, and other violations as they are observed within Liberty County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$70,261.44	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Lovejoy Police Department			Project Number:	PT-2026-GA-01-58
Project Name & Description	**High Visibility Enforcement - Lovejoy Police Department** The City of Lovejoy Police Department seeks funding through the Governor's Office of Highway Safety Innovative Grants for FFY2026 to enhance High-Visibility Enforcement (HVE) efforts within the City of Lovejoy, GA. This initiative will reduce impaired driving, speeding, and seatbelt violations through increased patrols, checkpoints, and public awareness campaigns. Funding will support efforts to improve roadway safety, reduce crashes, and prevent traffic-related injuries and fatalities.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$26,205.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, distracted driving, and speed laws of Georgia.			

Lowndes County Sheriff's Office			Project Number:	PT-2026-GA-00-44
Project Name & Description	**HVE-High Visibility Enforcement- Lowndes County Sheriff's Office** A 7-person team of Sheriff's Deputies are assigned to the Lowndes County Sheriff's Office Traffic Unit. The goal of this team is to reduce the number of crashes resulting in serious injury and fatality through proactive patrol and enforcement of Georgia Traffic Laws within Lowndes County, GA.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$87,475.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Monroe Police Department, City of			Project Number:	PT-2026-GA-01-76
Project Name & Description	**Monroe Police Department HVE Grant** The Monroe Police Department has requested assistance in tackling the growing problem of speeding and lack of occupant protection within the city of Monroe, GA. As a department with 61 sworn officers, they are only equipped with speed measurement devices and require additional resources to address the issue. The department will also focus on educating the public on the importance of occupant protection.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • High-Visibility Cell Phone Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$55,368.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, distracted driving, and speed laws of Georgia.			

Morgan County Sheriff's Office			Project Number:	PT-2026-GA-00-22
Project Name & Description	**Morgan County Traffic Safety** The Morgan County Sheriff's Office seeks funding to increase traffic enforcement efforts that are spent towards prevention of crashes within Morgan County, GA, due to violations of speed limits and occupant protection on roadways where these crashes are occurring.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$52,879.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Muscogee County Sheriff's Office	Project Number:	PT-2026-GA-01-53

Project Name & Description	**HEAT - Muscogee** In alignment with the State Plan, the MCSO will implement evidence-based practices supporting the goals of the H.E.A.T. Unit to reduce alcohol and speed-related crashes, injuries and fatalities, and to increase child restraint and seatbelt usage within Muscogee County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$141,679.01	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Newnan Police Department	Project Number:	PT-2026-GA-01-04

Project Name & Description	**The Newnan Police Department High Visibility Enforcement** The Newnan Police Department desires to reduce the number of traffic related accidents that are a direct result of speeding, distracted driving, and following too closely by motorist within Newnan, GA. High visibility in problematic areas, gearing toward educating citizens, to help prevent traffic/pedestrian accidents as a direct result of speeding, distracted driving, and following too closely.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$40,852.80	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, following too closely, and distracted driving laws of Georgia.			

Newton County Sheriff's Office			Project Number:	PT-2026-GA-00-30
Project Name & Description	**Newton County Sheriff's Office HEAT Unit** The Newton County Sheriff's Office HEAT Unit will continue its efforts to combat aggressive driving, distracted driving, speeding, DUI's, accident-related fatalities, enforce seat belt usage, and continuously educate Newton County, GA on traffic safety.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$110,082.24	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Paulding County Sheriff's Office			Project Number:	PT-2026-GA-00-81
Project Name & Description	**Paulding County H.E.A.T Project** Paulding County, GA H.E.A.T Project.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$389,017.59	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Peach County Sheriff's Office			Project Number:	PT-2026-GA-01-44
Project Name & Description	**Peach County Sheriff's Office High Visibility Enforcement** The Peach County Sheriff's Office has established an enforcement/education program to enhance the abilities of the Peach County Sheriff's Deputies in the education, enforcement and prosecution of impaired driving and excessive speeding violations within Peach County, GA. We will also educate the driving public in the proper use of occupant restraints in order to reduce serious injuries and fatalities resulting from motor vehicle collisions.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$51,013.80	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Public Safety Training Center, Georgia			Project Number:	PT-2026-GA-00-45
Project Name & Description	**Speed Enforcement & Current Trends in Traffic Enforcement** Advanced level law enforcement training programs available to law enforcement agencies statewide, focused on reducing serious injury and fatality related crashes through proactive, aggressive speed enforcement, as well as current trends in traffic enforcement training initiatives.			
Countermeasure Strategy	• Aggressive Driving and Other Laws • High-Visibility Speed Enforcement			
Organization Type	State – Training Center			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$78,081.71	No	No
Eligible Use of Funds	Project will fund personnel to educate law enforcement in speed detection as well as current trends in traffic enforcement.			

Public Safety, Georgia Department of			Project Number:	PT-2026-GA-01-69
Project Name & Description	**HEAT/Nighthawks - Middle- GA** To more effectively address the problem related to impaired drivers and speeding. The Nighthawks will provide intense enforcement coverage of the Bibb, Muscogee, and other hot spot counties within GSP troop D.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	State Law Enforcement			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$947,311.44	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Public Safety, Georgia Department of			Project Number:	PT-2026-GA-01-70
Project Name & Description	**State-Wide Mobilization Patrol** To more effectively address the statewide problem related to impaired drivers, speeding, and occupant protection.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	State Law Enforcement			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$1,500,000.00	No	No
Eligible Use of Funds	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Pulaski County Sheriff's Office	Project Number:	PT-2026-GA-01-12

Project Name & Description	**2026 High Visibility Traffic Enforcement In Pulaski County Sheriff's Office** The Pulaski County Sheriff's Office will establish an enforcement effort within Pulaski County, GA focusing on alcohol and drug impaired driving and speeding drivers utilizing high visibility enforcement efforts to decrease the number of crashes, crash related injuries, and crash related fatalities.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$27,064.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Richmond County Sheriff's Office	Project Number:	PT-2026-GA-01-90

Project Name & Description	**Richmond County HEAT Team** The Richmond County Sheriff's Office is seeking funding to assist in the efforts to reduce crashes, injuries, and fatalities within Richmond Co., GA due to impaired driving, speeding, unrestrained occupants, distracted and aggressive driving			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$192,286.36	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Rincon Police Department			Project Number:	PT-2026-GA-01-88
Project Name & Description	**Rincon PD High Visibility Enforcement Project** This project will be established within the City of Rincon, GA with the goal of reducing crashes, injury crashes, and eliminating fatalities by implementing high visibility enforcement efforts. These enforcement efforts will hopefully increase the rate of voluntary compliance and improve overall road safety.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$34,843.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Savannah Police Department			Project Number:	PT-2026-GA-00-79
Project Name & Description	**HEAT Unit Savannah Police Department** Reduce motor vehicle crashes, injuries, and fatalities in Savannah, GA via high visibility enforcement targeting impaired drivers, speeders, those who do not use safety restraints devices, aggressive and distracted driving.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$193,771.60	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Snellville Police Department			Project Number:	PT-2026-GA-00-31
Project Name & Description	**HEAT Snellville Police Department** The Snellville Police Department is seeking to renew our HEAT grant from the Governor's Office of Highway Safety to reduce injuries and fatalities from motor vehicle crashes within Snellville, GA. The Snellville Police Department HEAT unit will use best practice and analysis of traffic data to maximize the efficiency of enforcement efforts focusing on impaired driving, speeding, and occupant protection.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$29,495.36	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

South Fulton Police Department			Project Number:	PT-2026-GA-01-65
Project Name & Description	**South Fulton HEAT Unit** The goal of the South Fulton Police Department HEAT integration is to eliminate serious injuries and traffic related fatalities within the City of South Fulton, GA due to speed, DUI, distracted driving and seat belt violations. We hope to educate citizens to the danger of reckless driving through contacts daily and educational events.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$111,720.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Spalding County Sheriff's Office			Project Number:	PT-2026-GA-00-18
Project Name & Description	**HEAT Unit** The project will be used to reduce fatal/ serious injury traffic collisions within Spalding County, GA that involve DUI and speeding.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$72,151.92	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Stockbridge Police Department			Project Number:	PT-2026-GA-02-26
Project Name & Description	**Stockbridge HEAT Grant Application** HEAT Grant for the Stockbridge Police Department 2026			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$268,928.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Terrell County Sheriff's Office			Project Number:	PT-2026-GA-02-03
Project Name & Description	**Operation Safe Highways** On behalf of the Terrell County Sheriff's Office, we are seeking funding for the project Operation Safe Highways. Funding will give us the opportunity to get more resources to enforce the laws, such as speeding, seatbelt violations, etc.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$23,800.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Thomasville Police Department			Project Number:	PT-2026-GA-01-74
Project Name & Description	**Thomasville HVE Program 2026** This project will continue the High Visibility Enforcement (HVE) program developed in 2024 to address an increase in traffic violations within Thomasville, GA. Thomasville Police Department (TPD) officers are dedicated to enforcing traffic laws on our roadways through saturated patrols and checkpoints in areas identified by data to be those where traffic violation-related crashes, injuries, and fatalities occur. Public education events and safety campaigns will be held regularly.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Dynamic Speed Display/Feedback • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$52,547.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Toccoa Police Department			Project Number:	PT-2026-GA-01-48
Project Name & Description	**Toccoa Police Department HVE Grant** The Toccoa Police Department is seeking funding to continue high visibility enforcement efforts in an effort to decrease speeding and increase seatbelt usage on the roadways of the City of Toccoa.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$12,000.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, speed, and distracted driving laws of Georgia.			

Twiggs County Sheriff's Office			Project Number:	PT-2026-GA-00-88
Project Name & Description	**Twiggs County High Visibility Enforcement** Twiggs County Sheriff's Office has identified a growing problem in Twiggs County, GA with increased speeds within its jurisdiction. We are requesting support in combating these issues through this proposal.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$47,389.60	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Union County Sheriff's Office			Project Number:	PT-2026-GA-00-75
Project Name & Description	**Union County Sheriff's Office High Visibility Enforcement Grant** As the main law enforcement agency in one of the fastest growing counties in the State of Georgia, the Union County Sheriff's Office is constantly looking for new and innovative solutions to reduce traffic crashes and eliminate injuries and fatalities within Union County, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$55,917.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, speed, and distracted driving laws of Georgia.			

Union City, City of			Project Number:	PT-2026-GA-00-86
Project Name & Description	**Union City Police Department High Visibility Enforcement** Union City Police Department is seeking funding for High Visibility Enforcement which will greatly aid with traffic safety enforcement activities to foster awareness and help reduce the number of crashes, injuries and fatalities within the city of Union City, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$40,037.95	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, speed, and distracted driving laws of Georgia.			

Warner Robins Police Department			Project Number:	PT-2026-GA-00-57
Project Name & Description	**H.E.A.T. - Warner Robins Police** In alignment with the State Plan, the WRPD will implement evidence-based practices supporting the goals of the H.E.A.T. Unit to reduce alcohol and speed-related crashes, injuries and fatalities, and to increase child restraint and seatbelt usage within the city of Warner Robins, GA.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$146,779.00	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Washington County Sheriff's Office			Project Number:	PT-2026-GA-00-43
Project Name & Description	**Washington County HVE Grant** The Washington County Sheriff's Office will utilize high visibility traffic enforcement, in an effort to reduce the number of crash related injuries and fatalities within Washington Co., GA by focusing on speeding enforcement and occupant protection awareness.			
Countermeasure Strategy	• High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Dynamic Speed Display/Feedback • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$55,191.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Waycross Police Department			Project Number:	PT-2026-GA-02-21
Project Name & Description	**City of Waycross HVE Grant** The Waycross Police Department will aggressively enforce the laws that govern speeds and occupant protection on the roadways of Waycross GA.			
Countermeasure Strategy	• High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$42,391.80	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

City of Woodstock, Woodstock Police Department			Project Number:	PT-2026-GA-01-22
Project Name & Description	**HEAT - Woodstock Police Department** The City of Woodstock, GA is requesting funds to help reduce motor vehicle crashes, serious injuries, and fatalities via high visibility enforcement targeting impaired driving, speeding, occupant protection, and distracted driving.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$122,359.20	No	No
Eligible Use of Funds	Project will use enforcement hours to conduct community engagement events, participate in the NHTSA and GOHS mobilizations, and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Americus Police Department	Project Number:	PT-2026-TE-00-96

Project Name & Description	**TEN West Central (WCTEN)** The West Central Traffic Enforcement Network (WCTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE
Organization Type	Local Law Enforcement – City

Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$29,316.48	No	No

Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.

Calhoun Police Department	Project Number:	PT-2026-TE-00-80

Project Name & Description	**TEN Mountain Area (MNTEN)** The Mountain Traffic Enforcement Network (MNTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE
Organization Type	Local Law Enforcement – City

Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$33,097.44	No	No

Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.

Charlton County Sheriff's Office	Project Number:	PT-2026-TE-00-94

Project Name & Description	**TEN - Coastal Area (CATEN)** The Coastal Area Traffic Enforcement Network (CATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$28,763.44	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Dallas, City of	Project Number:	PT-2026-TE-02-02

Project Name & Description	**TEN - Western Region** The Western Region Traffic Enforcement Network (WRTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$28,860.72	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Donalsonville Police Department				Project Number:	PT-2026-TE-01-92
Project Name & Description	**TEN - Southwest (SWTEN)** The Southwest Traffic Enforcement Network (SWTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – City				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$24,192.00	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Effingham County Sheriff's Office				Project Number:	PT-2026-TE-00-99
Project Name & Description	**TEN - South East Area** Southeastern Traffic Enforcement Network (SETEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$29,178.24	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Fayetteville Police Department			Project Number:	PT-2026-TE-01-42
Project Name & Description	**TEN - Metro Atlanta Traffic Enforcement Network (MATEN)** The Metro Atlanta Traffic Enforcement Network (MATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$29,708.56	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Forsyth Police Department			Project Number:	PT-2026-TE-00-93
Project Name & Description	**TEN- Central Georgia** Central Georgia Traffic Enforcement Network (CGTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$23,710.40	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Grovetown Police Department	Project Number:	PT-2026-TE-00-91

Project Name & Description	**TEN - East Central** The East Central Traffic Enforcement Network (ECTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$35,057.76	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Habersham County Sheriff's Office	Project Number:	PT-2026-TE-00-95

Project Name & Description	**TEN - NorthEast Traffic Enforcement Network** Northeast Traffic Enforcement Network (NETEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE			
Organization Type	Local Law Enforcement – County			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PT	$32,814.72	No	No
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

McCaysville Police Department, City of				Project Number:	PT-2026-TE-01-01
Project Name & Description	**TEN - Appalachian Trail** The Appalachian Traffic Enforcement Network (ATTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – City				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$27,071.28	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Newton County Sheriff's Office				Project Number:	PT-2026-TE-01-00
Project Name & Description	**TEN - Central Region (CRTEN)** Central Region Traffic Enforcement Network (CRTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$25,777.44	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Oglethorpe County Sheriff's Office				Project Number:	PT-2026-TE-01-34
Project Name & Description	**TEN - Piedmont Area (PATEN)** The Piedmont Area Traffic Enforcement Network (PATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$27,085.28	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Twiggs County Sheriff's Office				Project Number:	PT-2026-TE-00-89
Project Name & Description	**TEN Middle Georgia (MGTEN)** The Middle Georgia Traffic Enforcement Network (MGTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$24,315.04	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Valdosta Police Department, City of				Project Number:	PT-2026-TE-00-92
Project Name & Description	**TEN- Southern Region** Southern Region Traffic Enforcement Network (SRTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – City				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$26,979.36	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

Washington County Sheriff's Office				Project Number:	PT-2026-TE-00-90
Project Name & Description	**TEN - South Central Traffic Enforcement Network (SCTEN)** The South-Central Traffic Enforcement Network will use the grant to promote traffic safety in the Network.				
Countermeasure Strategy	• High-Visibility Cell Phone Enforcement • High-Visibility Saturation Patrols • High-Visibility Speed Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Short-Term, High-Visibility Seat Belt Law Enforcement • Sustained Seat Belt Enforcement • Publicized Sobriety Checkpoints • Enforcement of Drug-Impaired Driving • Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions • Integrated Enforcement • Communication Strategies for Low-Belt-Use Groups as part of HVE				
Organization Type	Local Law Enforcement – County				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 PT	$23,412.24	No	No	
Eligible Use of Funds	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.				

2.10 PREVENTING ROADSIDE DEATH

See Section 3 for the "405(h): Preventing Roadside Deaths Grants" application for FFY2026.

GAGOHS - Grantee				Project Number:	M12BDAT-2026-GA-00-13
Project Name & Description	**Digital Alerting, Seconds Save Lives** Deploy and implement a statewide pilot program to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside\ utilizing digital technology.				
Countermeasure Strategy	• Communication and Outreach: Supporting Enforcement • Enforcement of Move-Over Law through Driver Assistance Technology				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405h M12BDAT	$108,000.00	No	No	
Eligible Use of Funds	Funds will be used to implement a pilot program that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside.				

2.11 ROADWAY SAFETY

GAGOHS - Grantee				Project Number:	RS-2026-GA-00-01
Project Name & Description	**402RS - Road Safety** To fund staff and activities to become familiar with the various highway-safety related categories of Federal-aid highway funds--in addition to Section 402--in order to maximize the safety benefits of the entire program as well as evaluating the state highway safety process.				
Countermeasure Strategy	• Outreach and Education				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 RS	$324,842.00	No	No	
Eligible Use of Funds	To fund staff and activities to become familiar with the various highway-safety related categories of Federal-aid highway funds--in addition to Section 402--in order to maximize the safety benefits of the entire program as well as evaluating the state highway safety process.				

Georgia, University of				Project Number:	FDL*CP-2026-GA-00-65
Project Name & Description	**Georgia Highway Safety Programs Evaluation** The Traffic Safety Research and Evaluation Group at the University of Georgia will evaluate the effectiveness of highway safety programs in Georgia.				
Countermeasure Strategy	• Project Evaluation				
Organization Type	University				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405d SUP FDL*CP	$256,605.96	No	Yes	
Eligible Use of Funds	Project will fund personnel to conduct monthly and yearly evaluations of other GOHS funded projects.				

Road Ready Foundation				Project Number:	RS-2026-GA-02-17
Project Name & Description	**Road Ready Foundation** Road Ready Foundation exists to ensure comprehensive automotive safety education is widely accessible throughout the state of Georgia. The core tenants of the mission are to deepen the understanding that tire safety education, seatbelt usage, and roadside safety behaviors are core principles of being a responsible driver.				
Countermeasure Strategy	• Communications on Outreach and Distracted Driving • Communication Strategies for Low-Belt-Use Groups • Youth Program • Roadside safety				
Organization Type	Non-Profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 RS	$207,956.95	No	No	
Eligible Use of Funds	Enhance tire safety awareness among young drivers and educate teens on multiple driving safety measures to include seat belts, distracted driving and road side safety.				

2.12 SPEED MANAGEMENT

See section **2.9 Police Traffic Services** for sub-recipients implementing speed management countermeasures and strategies in FFY2026. These sub-recipients include local law enforcement agencies and state agencies that implement training programs for speed management, which includes:

- High-Visibility Speed Enforcement
- Enforcement of Aggressive Driving and Other Laws
- Placement of Dynamic Speed Display/Feedback Signs

Law enforcement agencies are funded to execute ***integrated enforcement*** countermeasure that includes speed detection, prevention of impaired driving, seat belt enforcement, and deterrence of other risky driving behaviors.

2.13 TRAFFIC RECORDS

See Section 3 for the "405(c): State Traffic Safety Information System Improvements Grants" application for FFY2026.

Driver Services, Georgia Department of			Project Number:	M3DA-2026-GA-00-32
Project Name & Description	**GECPS Outreach** To provide a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication; to train and educate courts on the GECPS system for this purpose.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c M3DA	$350,528.22	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Driver Services, Georgia Department of			Project Number:	B3TRP-2026-GA-00-35
Project Name & Description	**Traffic Data Analysis Epidemiologist** Hire a Traffic Data Analysis Epidemiologist dedicated to analyzing and interpreting population-based statistics to identify problems, recommend solutions and prepare responses for program development and implementation. This position will provide data and epidemiological analytic assistance to support highway safety, injury prevention activities at the federal, state, and local levels.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c B3TRP	$130,382.40	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Driver Services, Georgia Department of			Project Number:	B3T-2026-GA-02-00
Project Name & Description	**eADAP/Georgia DRIVES Integration** To integrate the Georgia Department of Driver Services' Alcohol and Drug Awareness Program (eADAP) portal into the Georgia DRIVES system.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c B3TRP	$540,000.00	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

GAGOHS - Grantee			Project Number:	M3DA-2026-GA-01-61
Project Name & Description	**405(c) Traffic Records Program** This program uses NHTSA Section 405(c) funds to fund the GOHS Georgia Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c M3DA	$272,068.65	No	No
Eligible Use of Funds	To fund the Georgia Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Georgia Association of Chiefs of Police			Project Number:	M3DA-2026-GA-01-60
Project Name & Description	**LEA Technology Grant GACP** The Georgia Association of Chiefs of Police (GACP) will provide select law enforcement agencies with computer hardware (mobile data units) needed to submit crash reports electronically to the state through the GEARS system. This project will also provide funds for the mounting of these units into patrol vehicles			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c M3DA	$822,010.00	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Health, Georgia Department of				Project Number:	M3DA-2026-GA-00-27
Project Name & Description	**Support for CODES Crash Data Linkage** The CODES project brings together multiple agencies to identify opportunities for crash prevention by linking and analyzing crash, vehicle and behavioral characteristics to medical and financial data.				
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405c M3DA	$377,753.86	No	No	
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.				

Public Health, Georgia Department of				Project Number:	M3DA-2026-GA-00-48
Project Name & Description	**Public Access to crash data in death, hospital discharge, emergency room visit and population data sources via OASIS web query/mapping/trending/animated charts. Customer access through custom data requests and a detailed query tool. Stewardship of departmental data warehouse.** OASIS, DPH's query system, provides online access to data visualizations and reports. Data provisioning to partners is supported by the departmental data warehouse, which contains the most current Hospital Discharge, ER Visit, Death, Population and Geographic Information. Value-additions include data quality controls and calculated variables such as injury classifications and severities using diagnosis codes, standardized geographies and demographic indicators such as SVI.				
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 405c M3DA	$220,534.30	No	No	
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.				

Public Health, Georgia Department of (EMS & Trauma)			Project Number:	M3DA-2026-GA-00-68
Project Name & Description	**DPH - OEMS GEMSIS Elite** To maintain the Georgia Emergency Medical Services Information System (GEMSIS) in NEMSIS v3.4.0 and NEMSIS v3.5.0 data, maintain GEMSIS Datamart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c M3DA	$207,596.48	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Safety Training Center, Georgia			Project Number:	M3DA-2026-GA-00-47
Project Name & Description	**Georgia Motor Vehicle Accident Report Form Quality Oversight Training Program** This training program is designed to improve efficiency, quantity & quality of crash report data collection, as well as mitigating post-secondary crashes due to delays in gathering data during active crash investigations. This will be accomplished through a combination of online training, creating a block of instruction within existing training currently offered, creating an additional training course utilizing aerial mapping technology & training offered through the TEN's.			
Countermeasure Strategy	• Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405c M3DA	$153,798.38	No	No
Eligible Use of Funds	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

2.14 YOUNG DRIVERS
(TEEN TRAFFIC SAFETY PROGRAMS)

GAGOHS - Grantee				Project Number:	TSP-2026-GA-00-16
Project Name & Description	**402TSP: Teen Traffic Safety Program** To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to teen driving.				
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 TSP	$270,335.40	No	No	
Eligible Use of Funds	To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities related to teen driving.				

Children and Parent Resource Group, Inc				Project Number:	TSP-2026-GA-00-72
Project Name & Description	**Life Changing Experience Community Education Project** Cinema Drive and Smart Driver, an exciting, interactive 3D safe-driving experience for teens educating them on how to drive safely, eliminate distractions, impaired driving and drugged driving. This is a statewide program.				
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program • Programs to Assist Parents/Guardians of Young Drivers				
Organization Type	Non-profit				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 TSP	$200,000.00	No	No	
Eligible Use of Funds	Project will fund an interactive 3D safe driving experience for teens on how to drive safety and eliminate distractions and impaired driving.				

Driver Services, Georgia Department			Project Number:	TSP-2026-GA-00-34
Project Name & Description	**Alcohol and Drug Awareness Program** The Georgia Department of Driver Services Alcohol and Drug Awareness Program (ADAP) promotes alcohol and drug awareness among Georgia teens statewide, including the effects on being able to safely operate a motor vehicle.			
Countermeasure Strategy	• Mass-Media Campaigns • Youth Programs			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$67,412.89	No	No
Eligible Use of Funds	Project will provide state mandated drug and alcohol training to new drivers under age 18.			

Grady Memorial Hospital Corporation			Project Number:	TSP-2026-GA-00-74
Project Name & Description	**Shattered Dreams** Shattered Dreams is a two-day, school-based program that promotes responsible decision-making among junior and senior high school students regarding underage drinking and impaired driving (driving after drinking or riding with a drunk driver) by showing them how irresponsible choices can end all dreams (it is important to note that the curriculum of this program can be tailored to the specific needs or current climate of each school). This will be a statewide program, and specific schools are to be determined.			
Countermeasure Strategy	• Mass-Media Campaign • Youth Program • Programs to Assist Parents/Guardians of Young Drivers			
Organization Type	Non-profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$235,050.00	No	No
Eligible Use of Funds	Funds will be used to conduct mock car crashes from distracted and impaired driving that result in severely injured patients who will be transported to the hospital ER. Participating students will be provided with an overnight stay at the hospital and experience first-hand the level of trauma that car crashes can cause.			

Lutzie 43 Foundation			Project Number:	TSP-2026-GA-02-06
Project Name & Description	**43 Key Seconds Safe Driving Initiative: High School Safe Driving Summits** The Lutzie 43 Foundation will utilize its 43 Key Seconds safe driving initiative to make Georgia teen roadway users safer through seven high school 5-hour Safe Driving Summits.			
Countermeasure Strategy	• Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$258,000.00	No	No
Eligible Use of Funds	These Safe Driving Summits provide students with the tools and real-world examples to make better decisions behind the wheel.			

Put on the Brakes, Inc			Project Number:	TSP-2026-GA-01-56
Project Name & Description	**B.R.A.K.E.S. Teen Pro-Active Driving School** B.R.A.K.E.S. is a free hands-on defensive driving program. The curriculum includes an array of defensive driving techniques, including crash avoidance, distracted driving, drop wheel/off road recovery, panic stops as well as car control and recovery. By training and educating teenage drivers and their parents, the program aims to promote safe driving, to prevent injuries and to save lives. We host dozens of schools at locations across the U.S. every year. This training will be available to students statewide.			
Countermeasure Strategy	• Programs to Assist Parents/Guardians of Young Drivers • Hazard Perception Training • Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	Non-profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$71,000.00	No	No
Eligible Use of Funds	Funds will be used to educate parents and teen drivers using classroom discussion and learning, static presentation and modeling, and dynamic vehicle driving to educate parents on safe driving techniques with a focus on skills and language to better coach their teen drivers. B.R.A.K.E.S. is a free hands-on defensive driving program. The curriculum includes an array of defensive driving techniques.			

Savannah Technical College			Project Number:	TSP-2026-GA-00-25
Project Name & Description	**Building a Legacy of Safety: The Coastal Georgia Center for Driver Safety** Savannah Technical College in conjunction with The Coastal Georgia Center for Driver Safety, near Savannah, GA will continue to improve its Driver's Education through integrating and using the grant funds for the Drivers safety program to continue to build on the distracted driver and alcohol-impaired training program. We will continue to build relationships within the community and grow our presence on social media.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program • Programs to Assist Parents/Guardians of Young Drivers			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$181,061.82	No	No
Eligible Use of Funds	Project will use VR Simulators, Fatal Vision goggles, social media, and other traffic safety materials to reach teen drivers on safe driving by educating them on the importance of why not to drive impaired or distracted.			

Students Against Destructive Decisions			Project Number:	TSP-2026-GA-01-05
Project Name & Description	**GA SADD: Empowering a Generation of Leaders in Traffic Safety with Countermeasures That Work** SADD and GOHS have worked in partnership for over two decades, helping to change minds and save lives. We are proud of our recent efforts to empower our Georgia-based chapters and measure our impact with dedicated SADD staff and resources. Our latest project is geared towards streamlining our systems so that we can enhance our education on mobility safety more efficiently. We are optimistic that these efforts will yield positive results and help create safer roads in Georgia.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Impaired and Distracted Driving • Youth Program • Programs to Assist Parents/Guardians of Young Drivers			
Organization Type	Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$184,553.17	No	No
Eligible Use of Funds	Project will expand the peer-to-peer SADD program in Georgia high schools, host community outreach events, and conduct train the trainer programs throughout Georgia schools.			

ABAC Advancement Foundation, Inc., The			Project Number:	TSP-2026-YA-00-82
Project Name & Description	**ABAC Young Adult Program** To educate young adults on the importance of highway safety by hosting educational programs and distributing materials that will help decrease the number of crashes, injuries, and fatalities. College/University is located in Tift County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	College/University – Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$11,310.00	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Augusta University				Project Number:	TSP-2026-YA-01-26
Project Name & Description	**AU GOHS YA Grant 2026** Student Wellness Programs is one of few departments at Augusta University providing education on safe driving and alcohol awareness. Our program is dedicated to providing outreach opportunities to educate students on various topics within the eight dimensions of wellness, including alcohol awareness and DUI prevention. Augusta University police also provides programming in the area of safe driving, but with a very limited budget. College/University is located in Richmond County, GA.				
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program				
Organization Type	University/College				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 TSP	$15,800.00	No	No	
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.				

Dalton State College				Project Number:	TSP-2026-YA-00-54
Project Name & Description	**Roadrunners Assisting in Hwy Safety** Dalton State College (DSC) is a public, 4-year, open-access institution nestled in the Northwest part of the State. While many of our students are commuters, 36% of them also identify as Hispanic (HSI designation awarded in 2020). Since the majority of our students receive some form of aid (HOPE, Pell, Loans, etc.) and are classified as having lower socio-economic status (LSES), we hope to provide an educational program to assist in the reduction of impaired and distracted driving. College/University is located in Whitfield County, GA.				
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program				
Organization Type	University/College				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	IIJA 402 TSP	$27,118.06	No	No	
Eligible Use of Funds	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.				

Fort Valley State University	Project Number:	TSP-2026-YA-01-19

Project Name & Description	**Be the Sober One** The "Be the Sober One" continues to be a Peer-to-Peer social norms campaign designed to increase prevention-oriented knowledge and positive behaviors amongst Fort Valley State University students and residents of middle GA to prevent drinking and driving, and substance abuse in general through the support of Institutional resources and community partners. College/University is located in Peach County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$5,403.55	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia College & State University	Project Number:	TSP-2026-YA-00-20

Project Name & Description	**YA GOHS Grant** The YA GOHS Grant will provide educational opportunities to reduce high risk drinking and driving after drinking among Georgia College Students. The YA GOHS grant will also provide opportunities to educate our campus about low-risk decisions regarding alcohol and how to make our campus safer and healthier through traffic safety education. The college/university is located in Baldwin County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$8,989.00	No	No
Eligible Use of Funds	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia Gwinnett College, Wellness and Recreation Center	Project Number:	TSP-2026-YA-01-24		
Project Name & Description	**Protecting the Grizzly Den: A peer-powered program on making informed decisions around alcohol and drugs while driving smart and not impaired.** Georgia Gwinnett College (GGC) is committed to prioritizing student safety through its initiative "Protecting the Grizzly Den." GGC seeks funding to address the critical issues of college student alcohol and drug use and its impact on driving. The initiative employs interactive, peer-planned programming to educate and empower students to make responsible, safe driving choices within Gwinnett County, Georgia.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$15,883.00	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia Southern University Research & Service Foundation, Inc.	Project Number:	TSP-2026-YA-01-75		
Project Name & Description	**Alcohol and Other Drug Harm Reduction** This initiative will allow the Office of Student Wellness & Health Promotion at Georgia Southern University, in Statesboro, GA, to expand alcohol and other drug harm reduction programming to work towards preventing driving under the influence among university students and promote safe driving practices. The program will entail social media efforts, activities and programs, such as ThinkFast Interactive and Arrive Alive, to provide engaging education on harm reduction strategies and safe driving practices.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$31,770.73	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia State University			Project Number:	TSP-2026-YA-00-51
Project Name & Description	**Georgia State University Young Adult** This program builds a comprehensive alcohol & other drug prevention program to reach all Georgia State University campuses. College/University is located in Fulton County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$19,310.00	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Kennesaw State University Research and Service Foundation			Project Number:	TSP-2026-YA-01-13
Project Name & Description	**GOHS YA Kennesaw State University** YA application to improve the health of Kennesaw State University students as it relates to reducing the incidence of alcohol and/or drug impaired driving or distracted driving by utilizing a Peer-to-Peer social norms campaign designed to increase prevention-oriented knowledge and positive behaviors amongst KSU students. College/University is located in Cobb County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	College/University – Non-Profit			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$28,305.36	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

North Georgia, University of			Project Number:	TSP-2026-YA-01-46
Project Name & Description	**Peer Health Educators Educating UNG Student Community on Highway Safety** The University of North Georgia seeks funding for developing, promoting, and implementing programs and events to educate our students on the major contributing factors of highway-related injuries and fatalities among college students. The primary concern addressed is the high percentage of alcohol-related crashes, injuries, and deaths among college students/youth. The grant allows us to expand our outreach efforts to our UNG community and provide education to increase safe practices. The college/university is located in Lumpkin County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$20,085.40	No	No
Eligible Use of Funds	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Valdosta State University			Project Number:	TSP-2026-YA-01-47
Project Name & Description	**YA 2026** Increase awareness and compliance with DUI and Underage drinking laws among the VSU and Valdosta, Georgia community through the Office of Health Promotions and Wellness.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$10,427.00	No	No
Eligible Use of Funds	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

West Georgia, University of	Project Number:	TSP-2026-YA-01-02

Project Name & Description	**UWG & GOHS Collaborative Safety Initiative** To continue our partnership with GOHS to provide alcohol/highway safety education to UWG students, high school students, and to citizens in our service area through multiple programs and initiatives. College/University is located in Carroll County, GA.			
Countermeasure Strategy	• Mass-Media Campaign • Communications on Outreach and Distracted Driving • Youth Program			
Organization Type	University/College			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 TSP	$9,658.35	No	No
Eligible Use of Funds	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Section 3

405 APPLICATIONS

405(b) **Occupant Protection** (Adult & Child Passenger Safety)

405(c) **Traffic Records**

405(d) **Impaired Driving** (Drug & Alcohol)

405(e) **Distracted Driving**

405(f) **Motorcycle Safety**

405(g) **Non-Motorized** (Pedestrians & Bicyclists)

405(h) **Preventing Roadside Deaths**

405(b) OCCUPANT PROTECTION
(ADULT & CHILD PASSENGER SAFETY)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

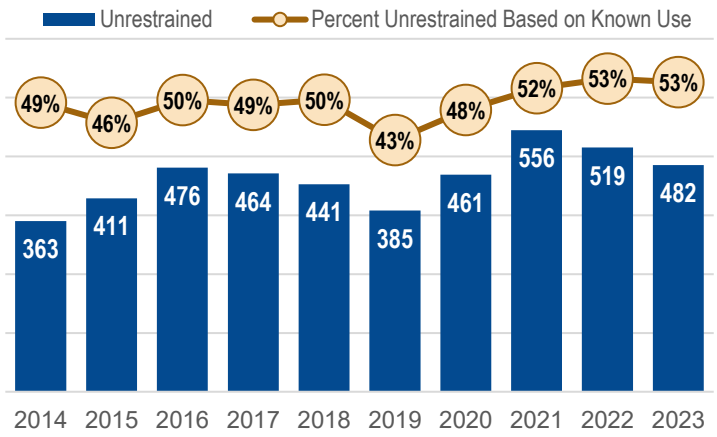
This section contains excerpts from the *2023 Occupant Protection Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of distraction-related fatalities. To access the full report, visit: https://www.gahighwaysafety.org/georgia-traffic-safety-facts/

In 2023, there were 1,615 traffic fatalities in Georgia, of which 1,001 (62%) were occupants of passenger vehicles. Of the 1,001 passenger vehicle occupants fatally injured, 418 (42%) were restrained and 464 (46%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 119 (12%) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 47% were restrained, and 53% were unrestrained. In comparison, 53% were restrained and 47% unrestrained nationally in 2023 (based on known restraint use).

The figure to the right shows the percent and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when the restraint use was known.

The number of fatally injured passenger vehicle occupants by restraint use from 2017 to 2022 is shown in the table below.

Percent and Number of Unrestrained Passenger Vehicle Occupants Fatally Injured (All Ages), 2014-2023*



*Percent is calculated based on known restraint use. Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. Source: FARS 2014–2023

Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2019-2023

Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent Unrestrained Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2019	514	52%	385	39%	91	9%	990	100%	57%	43%
2020	502	47%	461	43%	102	10%	1,065	100%	52%	48%
2021	522	44%	556	47%	113	9%	1,191	100%	48%	52%
2022	456	42%	519	47%	118	11%	1,093	100%	47%	53%
2023	418	42%	464	46%	119	12%	1,001	100%	47%	53%

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification.
Source: FARS 2019–2023

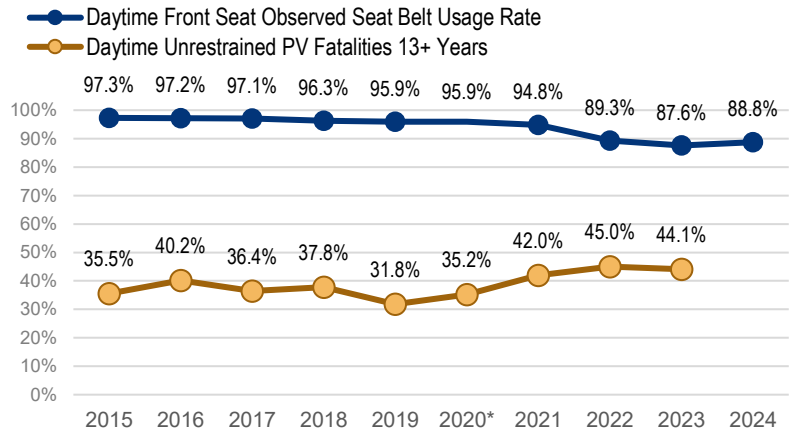
According to the Georgia Seat Belt Observational Surveys, Georgia maintains a high seat belt usage compared to the national estimates. In 2023, Georgia's estimated seat belt use among front-seat, daytime passenger vehicle occupants was 88.8%, yet there was a low percentage of front-seat, daytime fatalities and serious injuries that were restrained.

In 2023, 44.1% of front-seat daytime PV occupant fatalities were unrestrained, and 16% of front-seat daytime PV occupant serious injuries were unrestrained.

The observed safety belt usage rates were also recorded by location, driver ethnicity, driver gender, and vehicle type. According to the 2024 Occupant Protection Observational Survey:

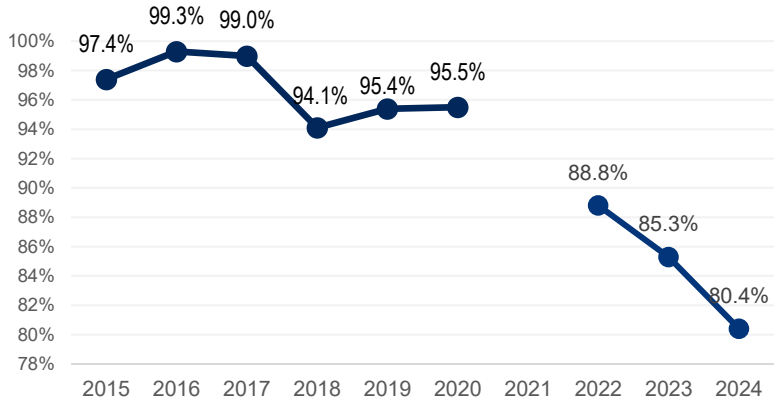
- Observed safety belt usage was highest in the Atlanta Metropolitan Statistical Areas (MSA) (89.0%), followed by rural areas (89.2%), and non-Atlanta MSAs (88.1%).
- Safety belt usage for White occupants (91.4%), followed by Hispanic occupants (89.4%), and Black occupants (82.8%).
- Safety belt usage was higher for women (90.6%) than for men (87.3%).
- Safety belt usage was 87.4% in passenger cars, 92.3% in SUVs, 82.8% in trucks, and 89.9% in vans/minivans.

Observed Safety Belt Use (2015-2024)
Front Seat Passenger Vehicle Occupants



*NOTE: In 2020, Georgia opted not to conduct the Seat Belt Observational Survey under the NHTSA waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This waiver enabled States and U.S. Territories to use their 2019 seat belt use rate for their 2020 seat belt use rate.

Children Safety Seat Usage, 2014-2024



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2024) **NOTE: Due to the 2019 observed rate that was an outlier due to a small sample size in comparison to other years, GOHS is working collaboratively with the researchers to adjust the methodology used to conduct the annual seat belt observation survey. Part of this collaboration is to explore alternative surveying methodologies similar to surrounding states.

Observed Safety Belt Use by Location, Driver Ethnicity, Driver Gender and Vehicle Type (2019-2024)

		2019	2021	2022	2023	2024
Overall Safety Belt Use:		**95.9**	**94.8**	**89.3**	**87.6**	**88.8**
Location:	Atlanta MSA	96.8	97.2	90.2	89.2	89.0
	Non-Atlanta MSA	95.0	95.3	87.5	83.7	88.1
	Rural	95.0	94.0	81.7	84.7	89.2
Driver Ethnicity:	White	96.1	98.1	90.5	88.4	91.4
	Non-White	95.0	96.3	88.2	86.6	82.8
Driver Gender:	Male	94.2	93.2	86.7	84.2	87.3
	Female	98.1	98.6	92.2	91.2	90.6
Vehicle Type:	Car	97.3	97.9	90.1	88.3	87.4
	Truck	92.6	90.9	81.9	80.0	82.8
	Van	97.2	96.4	90.2	85.3	89.8

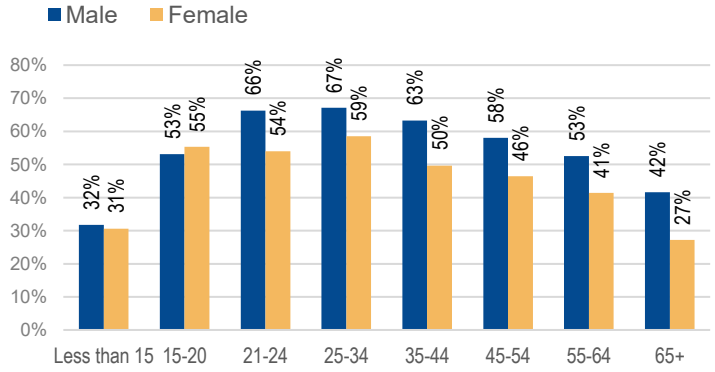
Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2022) *NOTE: In 2020, Georgia opted not to conduct the Seat Belt Observational Survey under the NHTSA waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This waiver enabled States and U.S. Territories to use their 2019 seat belt use rate for their 2020 seat belt use rate.

The figure to the right shows the percentage of PV occupants (across all seating positions) fatally injured and unrestrained in traffic crashes by age group and gender in 2023.

- Unrestrained fatalities among male PV occupants were more common in the 25-to-34 age group compared to other age groups. Between 2021 and 2023, 67% of fatally injured male PV occupants in the 25-to-34 age group were unrestrained. Over half of fatally injured male PV occupants, between 21 and 64 years, were unrestrained.

- Unrestrained fatalities among female PV occupants were more common in the 15-to-20 and 25-to-34 age group compared to other age groups. Between 2021 and 2023, 55% of fatally injured female PV occupants in the 15-to-20 age group and 59% in the 25-to-34 age group were unrestrained.

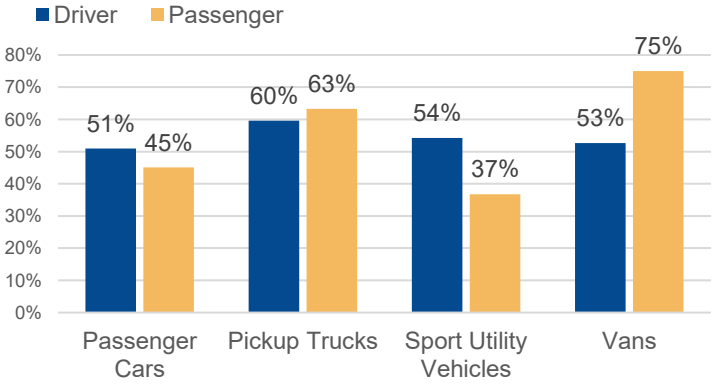
Percent of Unrestrained Passenger Vehicle Occupants Fatally Injured in Traffic Crashes by Age and Sex, 2021-2023 (3-year period)*



*Based on known restraint use
Source: FARS 2021-2023

There were 220 passengers fatally injured in passenger vehicles in 2023. Among the 182 fatalities for which restraint use was known, 47% were *un*restrained, but use varied by vehicle type—75% of the passengers fatally injured in vans were unrestrained, compared to 63% in pickup trucks, 45% in passenger cars, and 37% in SUVs.

Percent of Unrestrained Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2023 (All Ages)*



*Based on known restraint use.
Source: FARS 2023

OCCUPANT PROTECTION PLAN

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline 2017-2021	Target 2020-2024
C-1*	To maintain or reduce traffic fatalities to **1,600*** (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to **7,109*** (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to **5.711*** (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to **1.28*** (2020-2024 rolling average) by 2024.	1.28	1.28*
C-4*	To maintain or reduce unrestrained passenger vehicle occupant fatalities to **461*** (2020-2024 rolling average) by 2024.	461	461*
B-1	To increase the annual observed seat belt use for passenger vehicles, front seat outboard occupants from 89.3% in 2022 to **90.0%** by 2024.	89.3 (2022)	*90.0*

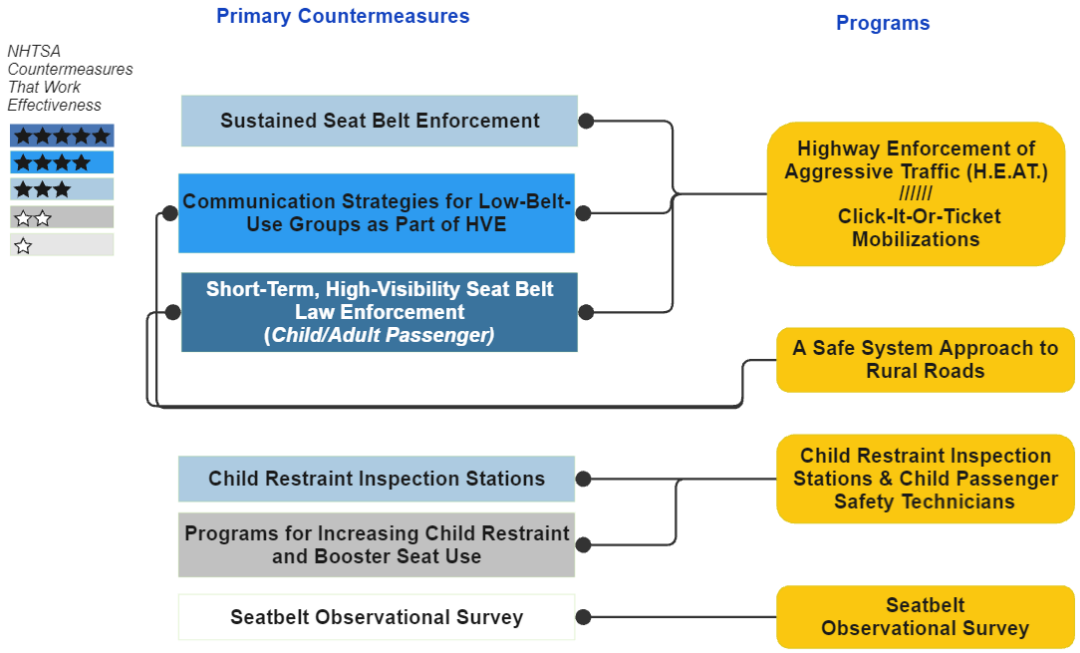
* Target value meets §1300.11(3)(i) code for *constant* or *improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "*maintain the baseline*" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Traffic Safety Performance Measure		FFY24 HSP Target Assessment: Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2020-2024)	Progress Status	Annual Fatalities: 2022	2023	2024 (prelim)	Proposed Vision Zero (in 80 years) Annual Targets (FFY25)
C-1 HSIP-1	Number of traffic fatalities	1,600	1,674	1,671	● Not on Track	1,796	1,615	1,473	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
						-13	*-181*	*-139*	
C-2 HSIP-2	Number of serious injuries in traffic crashes	7,109	8,139	8,259	● Not on Track	8,660	8,171	7,920	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
						-277	*-489*	*-251*	
HSIP-3	Serious Injuries per 100M VMT	5.711	6.538	6.690	● Not on Track	6.699	6.476	6.293	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
						-0.706	*-0.223*	*-0.183*	
C-3 HSIP-4	Fatalities per 100M VMT	1.25	1.34	1.35	● Not on Track	1.39	1.28	1.17	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
						-0.11	*-0.11*	*-0.11*	
C-4	Number of unrestrained fatalities	461	478	476	● Not on Track	521	464	385	Reduce the number of unrestrained passenger vehicle occupant fatalities by **2.3%** from 518 in 2022 to **506** by 2024.
						-36	*-57*	*-79*	
B-1	Observed seat belt use	90% (2022)	87.6% [2023 annual]	88.8% [2024 annual]	● Not on Track	89.3%	87.6%	88.8%	Increase the **annual** observed seat belt use for passenger vehicles, front seat outboard occupants from **89.3%** in 2022 to **90.0%** by 2024.
						-5.5%	*-1.7%*	*1.2%*	

PRIMARY COUNTERMEASURES

GOHS will fund staff and activities that use high-visibility enforcement, communications and outreach, local-level interventions, child restraint inspection stations, programs for increasing child restraint and booster seat use, and mass-media strategies to support other traffic safety program areas.

The figure below shows the planned primary countermeasures within each program area to address the growing number of unrestrained traffic-related fatalities and serious injuries that occur on Georgia roadways. Together, these primary countermeasures will increase awareness and compliance to Georgia's seatbelt laws and inform the general public of the dangers of other risky driving behaviors.



Unrestrained passenger vehicle fatalities and non-compliance to seatbelt laws remains a traffic safety concern in Georgia. GOHS aims to reduce the number of unrestrained passenger vehicle fatalities (C-4) and total traffic fatalities (C-1). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Click-It-Or-Ticket program that encourages proper restraint use among passenger vehicle occupants of all ages through the following primary countermeasures:

1. **Communication Strategies for Low-Belt-Use Groups as Part of HVE** (4-star)
2. **Short-Term, High-Visibility Seat Belt Law Enforcement (child/adult passenger)** (5-star)
3. **Sustained Seat Belt Enforcement** (3-star)
4. **Child Restraint Inspection Stations** (3-star)
5. **Programs for Increasing Child Restraint and Booster Seat Use** (2-star)

All but one of these primary countermeasures have an NHTSA rating of 3-star or higher effectiveness and are supported by the best practices and research available. The law enforcement activities are also coupled with mass-media campaigns and well-publicized events to increase drivers' awareness and compliance with Georgia seatbelt laws. The high visibility of law enforcement both in the media and on roadways reinforces safer driving practices and gives drivers an increased perception of legal consequences if they fail to comply with the law.

PLANNED PARTICIPATION IN CLICK IT OR TICKET

Short-Term, High-Visibility Seat Belt Law Enforcement (child/adult passenger)

Click It or Ticket has been shown to be an effective campaign to bring awareness to seatbelt usage. Georgia will continue to participate in the Click It or Ticket safety campaign through high-visibility enforcement of the seatbelt laws in Georgia. Crash data will be reviewed, and hot spot enforcement will be used, including rural Georgia where seatbelt usage continues to be lower than the overall state rate. Jurisdictions that are overrepresented with unbelted fatalities are targeted with extra efforts and stepped-up night-time seat belt enforcement checkpoints. In addition to enforcement efforts during the two-week Click It or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, to maintain a philosophy of 24/7 occupant protection enforcement efforts.

FFY2026 Georgia Mobilizations*

Click it or Ticket
November 22 – November 29, 2025

Drive Sober or Get Pulled Over
December 12, 2025 – January 1, 2026
(National Mobilization)

Click it or Ticket Mobilization
May 18 – 31, 2026
(National Mobilization)

One Hundred Days of Summer HEAT
May 18 – September 7, 2026
(Not Reported)

CIOT Border to Border
May 18, 2026

Operation Zero Tolerance
June 22 – July 6, 2026

Operation Southern Slow Down
July 13 – July 19, 2026

Hands Across the Border
August 24 – August 27, 2026
(Not Reported)

Drive Sober or Get Pulled Over
August 14 – September 7, 2026
(National Mobilization)

*Estimated Dates

Participating Agencies in FFY26 Click It or Ticket Campaigns

1. Abbeville
2. Adairsville
3. Adel
4. Albany
5. Alma
6. Alpharetta
7. Americus
8. Appling County
9. Aragon
10. Arcade
11. Ashburn
12. Atkinson County
13. Atlanta
14. Avondale Estates
15. Baldwin
16. Banks County
17. Barnesville
18. Bartow
19. Bartow County
20. Baxley
21. Ben Hill County
22. Blackshear
23. Bleckley County
24. Blue Ridge
25. Boston PD
26. Brantley County
27. Braswell
28. Bremen
29. Brookhaven
30. Brooklet
31. Broxton
32. Brunswick
33. Burke County
34. Byron
35. Cairo
36. Calhoun
37. Camden County
38. Candler SO
39. Carroll County
40. Carrollton
41. Cartersville
42. Cedartown
43. Centerville
44. Chamblee
45. Charlton County
46. Chatsworth
47. Chattooga County
48. Chickamauga
49. Clay County
50. Clayton
51. Clayton County PD
52. Cleveland
53. Clinch County
54. Cobb County
55. Columbus State University
56. Conyers
57. Cordele
58. Covington
59. Coweta County
60. Crawford County
61. Crisp County
62. Dalton
63. Dalton State College
64. Dawson County
65. Dekalb County
66. Donalsonville
67. Dooly County
68. Douglas
69. Douglas County
70. Douglasville
71. DPS
72. Dunwoody
73. Eastman
74. Effingham County
75. Elbert County
76. Elberton
77. Emerson
78. Eton
79. Fannin County
80. Fayette County
81. Fayetteville
82. Flowery Branch
83. Floyd County
84. Forsyth
85. Forsyth County
86. Fort Oglethorpe
87. Fort Stewart
88. Franklin
89. Franklin County
90. Gainesville
91. Garden City
92. Glennville
93. Gordon County
94. Grady County
95. Greensboro
96. Griffin
97. Grovetown
98. Habersham County
99. Hall County
100. Hampton
101. Hapeville
102. Haralson County
103. Hart County
104. Hazlehurst
105. Henry County
106. Hiawassee
107. Hinesville
108. Hoboken
109. Hogansville
110. Holly Springs
111. Homeland
112. Homerville
113. Houston County
114. Jacksonville
115. Jasper County
116. Jefferson
117. Jesup
118. Johns Creek
119. Johnson County
120. Kingsland
121. Kingston
122. Lake Park
123. Lakeland
124. Lamar County
125. Lavonia
126. Leesburg PD
127. Liberty County
128. Lincoln County
129. Locust Grove
130. Louisville
131. Lowndes County
132. Lyons
133. Madison
134. McCaysville
135. Meriwether County
136. Milledgeville
137. Milner
138. Milton
139. Molena
140. Monroe
141. Montezuma
142. Montgomery County
143. Morgan County
144. Morrow
145. Muscogee County
146. Nahunta
147. Nashville
148. Newton County
149. Ocilla
150. Oconee County
151. Oglethorpe County
152. Omega
153. Palmetto
154. Peachtree City
155. Pearson
156. Perry
157. Pike County
158. Polk County
159. Pooler
160. Port Wentworth
161. Poulan
162. Rabun County
163. Reidsville
164. Remerton
165. Richland
166. Ringgold
167. Riverdale
168. Roberta
169. Rochelle
170. Rossville
171. Roswell
172. Royston
173. Rockdale County
174. Rockmart
175. Roswell
176. Sandersville
177. Screven
178. Screven County
179. Senoia
180. Snellville
181. Social Circle
182. Soperton
183. Spalding County
184. St. Marys
185. Stapleton
186. Stephens County
187. Stewart County
188. Stone Mountain
189. Sumter County
190. Sycamore
191. Sylvester
192. Talbot County
193. Tattnall County
194. Telfair County
195. Temple
196. Thomasville
197. Tift County
198. Tifton
199. Toombs County
200. Tunnel Hill

201. Turner County
202. Twiggs County
203. Tybee Island
204. Tyrone
205. Union City
206. Union County
207. University of West Georgia
208. Uvalda
209. Valdosta
210. Valdosta St. Univ.
211. Varnell
212. Vienna
213. Walton County
214. Warner Robins
215. Warwick
216. Watkinsville
217. Wayne County
218. Waynesboro
219. Wilcox County
220. Worth County
221. Wrens
222. Zebulon
223. Pulaski County
224. Putnam County
225. Quitman
226. Quitman County
227. Randolph County
228. Ray City
229. Reidsville
230. Reynolds
231. Richmond County
232. Richmond Hill
233. Rincon
234. Sandy Springs
235. Sardis
236. Savannah PD
237. Schley County
238. Seminole County
239. Shiloh
240. Sky Valley
241. South GA College
242. Sparks
243. Sparta
244. Springfield
245. Stapleton
246. Statesboro
247. Statham
248. Stewart County
249. Stillmore
250. Stockbridge
251. Summerville
252. Suwanee
253. Swainsboro
254. Sylvania
255. Talbotton
256. Taliaferro County
257. Tallapoosa
258. Tallulah Falls
259. Taylor County
260. Terrell County
261. Thomas County
262. Thomson
263. Thunderbolt
264. Toccoa
265. Toombs County
266. Toomsboro
267. Towns County
268. Trenton
269. Trion
270. Troup County
271. tshook
272. Twin City
273. Varnell
274. Vidalia
275. Villa Rica
276. Wadley
277. Walker County
278. Walthourville Police
279. Warm Springs
280. Warren County
281. Warrenton
282. Waverly Hall
283. Waycross
284. Webster County
285. West Point
286. Wheeler County
287. Whigham
288. White
289. White County
290. Whitesburg
291. Whitfield County
292. Wilcox County
293. Wilkes County
294. Wilkinson County
295. Willacoochee
296. Winder
297. Winterville
298. Woodbury
299. Woodland
300. Woodstock
301. Wrightsville

Communication Strategies for Low-Belt-Use Groups as Part of HVE

In 2023, GOHS released the Georgia Traffic Safety Facts Issue Brief "*Examining Crashes and Drivers in Rural Areas*"[1] that showed rural counties in Georgia have a greater proportion of non-interstate traffic crashes that resulted in serious injuries or fatalities compared to urban non-interstate traffic crashes. Rural counties also have higher proportions of unrestraint, speeding, alcohol impairment, and distracted driving were found among drivers in rural crashes. *Most notably, local rural drivers were more likely to have unrestrained passenger vehicle occupants with fatal or serious injuries compared to non-local rural drivers and all urban drivers.* Statistical analyses showed there was also a positive association between CDC's Social Vulnerability Index at the county level and lack of restraint use—*unrestraint use increases with community social vulnerability*.

GOHS and community-level grantees (e.g. law enforcement agencies and community advocates) will continue to implement countermeasures that specifically address low belt use in rural communities. These countermeasures, including communications/messaging campaigns and multi-wave HVE campaigns (i.e., short-term, high-visibility adult seat belt/child passenger safety enforcement) will be implemented concurrently with the Click It or Ticket (CIOT) statewide initiatives. GOHS will continue to support Click It or Ticket enforcement campaigns with paid media, earned media, and social media campaigns.

[1] Georgia Crash Outcomes Data Evaluation System. (2023, November). Examining Crashes and Drivers in Rural Areas: 2019-2021 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

GOHS will run two-week Click It or Ticket radio and television campaigns during the November and May enforcement periods, conduct news conferences before the Thanksgiving and Memorial Day travel campaigns, and post content that promotes seatbelt and child restraint use for all motorists. In addition to the Click It or Ticket campaign, GOHS will work with surrounding states in a Seats Across the States campaign that targets populations that regularly cross state lines. This campaign allows GOHS to include education as a part of a short term, high-visibility campaign.

Additionally, a GOHS sub-recipient (the Shepherd Center) will focus on enhancing rural road safety by using demographic data and collected survey data to plan a social norming campaign aimed at promoting seat belt use among rural Georgia residents. Social norming campaigns as shown to be effective in addressing risky driving behavior such as speeding and alcohol impaired driving. A targeting approach to normalizing seat belt use among rural residents will highlight the positive actions of the majority and promote accurate information in specific rural communities.

CHILD RESTRAINT INSPECTION STATIONS

Child restraint unuse and misuse remains a concern in Georgia. GOHS aims to reduce the number unrestrained passenger vehicle fatalities (C-4) and total traffic fatalities (C-1). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement child restraint inspection stations with technicians that will support the dissemination and proper use of child safety seats. The primary countermeasure for this programmatic effort is “Child Restraint Inspection Stations”, which has a 3-star NHTSA effectiveness rating that is supported by the best practices and research available. GOHS will also continue to implement the **“**Programs for Increasing Child Restraint and Booster Seat Use” countermeasure (2-star effectiveness).

Child Restraint Inspection Stations

The Governor’s Office of Highway Safety (GOHS) will continue to maintain a list of car seat fitting stations, or inspection stations, on the state website. Currently there are 103 registered car seat inspection stations throughout the state of Georgia that reach both urban and rural communities. Forty-three (43) of the fitting stations are in rural communities, and 60 are in urban communities. In addition to urban and rural populations, most of these car seat inspection stations reach at-risk populations, which is based on whether the geographic area is considered low-income and/or minority.

Currently, 97 fitting stations serve at-risk families. GOHS relies on many agencies to host inspection stations, including health departments, police departments, fire departments, along with private and non-profit organizations. Child Passenger Safety Technicians (CPST) are available by appointment at each fitting station to assist local parents and caregivers with properly installing child safety seats and providing extra resources when necessary. This list identifies the location and contact person at each station and is a document that is updated regularly. This is a fluid document that does change throughout the year as contacts change. In addition to the inspection stations, GOHS has noted that 151 of 157 Georgia counties are also represented through the Child Occupant Safety Project’s mini-grant program. Through the mini-grant program, stickers are attached to all car seats given out, with information for a first responder to report if the seat has been in a car crash. Since 2014, The DPH reports that 463 potential lives have been saved through this program.

The child restraint inspection stations also provide an opportunity to educate parents and caregivers on the value of proper car seat use, the restraint laws as it relates to both children and adults, and proper

installation of the safety equipment. With the increase of awareness of safety practices within vehicles, parents/caregivers will adhere to these practices and the number of unrestrained fatalities for both adults and children will decrease.

Programs for Increasing Child Restraint and Booster Seat Use

According to the Georgia Seat Belt Observational Surveys, Georgia has maintained a high child safety seat usage rate over the past decade. In 2024, Georgia estimated the child safety usage rate for those under age eight to be 80.4%. Most recently analyzed data from 2022 showed nearly one out of every five (19%) children under eight years of age involved in motor vehicle crashes were reported to have transitioned too early from a child restraint system (as required by the law) to a seat belt restraint system. Child restraint unuse and misuse remains a concern in Georgia. GOHS aims to increase child restraint and booster seat use through programs that provide education and awareness to proper use of child passenger safety seats. GOHS will continue to:

- Implement child restraint inspection stations with technicians that will support the dissemination and proper use of child safety seats
- Support and fund agencies that educate the public on Child Passenger Safety
- Provide training to new Child Passenger Safety Technicians (CPST's) throughout the state and recertification training to retain CPST's to educate parents and caregivers on all stages of restraint use from rear-facing only to booster seat to seat belt.

As in the past, these programs continue to play a major role in establishing a well- functioning highway safety culture in which public/political attention is given to motor vehicle crashes, injuries, and fatalities relating to children. The overall availability of CPS technicians throughout a state is a consideration in both maintaining inspection stations and educating parents and caregivers. Both retaining current CPST's and training new CPST's at underserved locations is an important part of maintaining the effectiveness of this countermeasure.

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Bacon	Alma Police Department	Beth Fowler	beth.fowler@cityofalmaga.gov	912-632-8751	102 South Thomas Street Alma, GA 31510	Appointment	Yes	Rural
Banks	Alto Police Department	Josh Ivey	jivey@altopolice.com	706-778-8028	3895 Gainesville Highway, Alto, GA 30510	Appointment	Yes	Rural
Barrow	Winder Police Department	Alicia Thomas	alicia.thomas@cityofwinder.com	770-867-2156	25 E. Midland. Avenue, Winder, GA 30680	Regular operating hours, Mon. to Fri. 8 AM to 5 PM	Yes	Urban
Bibb	Macon Bibb County Health Department	Abbie Price	abbie.price@dph.ga.gov	478-749-0144	1600 Forsyth St., Macon, Ga 31201	Appointment	Yes	Urban
Bulloch	Safe Kids Savannah/ Memorial University Medical Center	Jadan Santoyo	mmcs.savekidssavannah@hcahealthcare.com	912-665-8385	4700 Waters Ave., Savannah, GA 31404	Appointment	Yes	Urban
Burke	UGA Extension – Burke County	Terri Black	tcameron@uga.edu	706-554-2119	715 West Sixth Street Waynesboro, GA 30830	Appointment	Yes	Rural
Camden	Camden County Environmental Health Department	Carol Irvin	carol.irvin@dph.ga.gov	404-481-0741	107 N Gross Rd, Ste. 4, Kingsland, GA 31548	Appointment	Yes	Rural
Candler	Safe Kids Savannah/Memorial University Medical Center	Jadan Santoyo	mmcs.savekidssavannah@hcahealthcare.com	912-665-8385	4700 Waters Ave, Savannah, GA 31405	Appointment	Yes	Rural
Chatham	Chatham County Health Dept.	Sierra Peebles	sierra.peebles@dph.ga.gov	912-356-2441	1395 Eisenhower Dr., Savannah, GA 31416	Appointment	Yes	Urban
Chatham	Chatham County Police Department	Susan Fandrich	scfandrich@chathamcounty.org	912-652-6947	295 Police Memorial Drive, Savannah, GA 31405	Appointment	Yes	Urban
Chatham	Safe Kids Savannah	Jadan Santoyo	mmcs.savekidssavannah@hcahealthcare.com	912-665-8385	4700 Waters Avenue, Savannah, GA 31404	Appointment	Yes	Urban
Chatham	Safe Kids Savannah/ Memorial University Medical Center	Jadan Santoyo	mmcs.savekidssavannah@hcahealthcare.com	912-665-8385	4700 Waters Ave, Savannah, GA 31405	Appointment	Yes	Urban
Cherokee	Safe Kids Cherokee County	Doug Knott	dwknott@cherokeecountyga.gov	678-493-6296	1130 Bluffs Pkwy, Canton, GA 30114	Appointment	Yes	Urban
Cherokee	Safe Kids Cherokee County	Doug Knott	dwknott@cherokeecountyga.gov	678-493-6296	1130 Bluffs Pkwy, Canton, GA 30114	Appointment	Yes	Urban
Clarke	Children's Medical Services	Heather Johnson	heather.johnson4@dph.ga.gov	706-389-6923	740 Prince Ave. Bldg 15, Athens, GA 30606	Appointment	Yes	Urban
Clarke	Clarke County Sheriff's Office	Glenn Cliver and Feterral Appling	glenn.cliver@accgov.com or feterral.appling@accgov.com	770-570-8094 or 706-372-0207	325 East Washington St. Athens, GA 30601	Appointment	Yes	Urban
Clarke	Safe Kids Athens	April Dorsett	April.Dorsett@piedmont.org	706-475-5631	242 King Ave., Athens, GA 30606	Appointment	Yes	Urban
Clay	Clay County Health Department	Lindsey Hixon	lindsey.hixon@dph.ga.gov	833-337-1749	101 Hartford Rd W. Suite 2 Fort Gaines, GA 39851	Appointment	Yes	Rural
Cobb	Cobb and Douglas Public Health	Dianna Vaughn	dianna.vaughn@dph.ga.gov	770-852-3285	1220 Al Bishop Drive, Marietta GA 30008	Appointment	Yes	Urban
Columbia	Columbia County Fire Rescue	Lt. David Germann	dgermann@columbiacountyga.gov	706-830-1616	2264 William Few Parkway Evans, GA 30809	Appointment; Walk-in available	No	Urban

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Coweta	Newnan Police Dept.	Lt. Edward Lee	elee@newnanga.gov	770-254-2355, Ext 140	1 Joseph Hannah Blvd Newnan. GA 30263	Appointment	No	Urban
Crawford	Safe Kids Central Georgia	Abbie Price	abbie.price@dph.ga.gov	478-749-0144	1600 Forsyth St., Macon, Ga 31201	Appointment	Yes	Urban
DeKalb	Brookhaven Police Department	Ofc Maria Jones	maria.jones@BrookhavenGA.gov	404-637-0600	2665 Buford Hwy. NE, Brookhaven, Georgia 30324	Appointment	Yes	Urban
DeKalb	Chamblee Police Department	Lt. Collar / Lt. Craig Yarbrough	rcollar@chambleega.gov and cyarbrough@chambleega.gov	770-986-5000	4445 Buford Hwy NE Chamblee, GA 30341	Appointment	Yes	Urban
DeKalb	City of Decatur Fire Rescue Station 1	Gary Menard	Gary.Menard@decaturga.com	404-373-4092	230 East Trinity Place Decatur, GA 30030	Regular operating hours	Yes	Urban
DeKalb	City of Decatur Fire Rescue Station 2	Gary Menard	Gary.Menard@decaturga.com	404-373-4092	356 West Hill Street Decatur, GA 30030	Regular operating hours	Yes	Urban
DeKalb	DeKalb County Fire Rescue	Sherry Galvez	sgalvez@dekalbcountyga.gov	404-242-1672	1950 West Exchange Place Tucker, GA 30084	Appointment	Yes	Urban
DeKalb	Dunwoody Police Department	Katharine Tate	katharine.tate@dunwoodyga.gov	678-382-6918	4800 Ashford Dunwoody Rd Dunwoody, GA 30338	Appointment	Yes	Urban
Douglas	Safe Kids Douglas County – Douglas Dept. of Health	Lanisha Harris	Lanish.Harris@dph.ga.gov	770-949-5155	6770 Selman Drive, Douglasville, GA 30134	Appointment	Yes	Urban
Emanual	East Central Public Health District 6/ Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	1916 N Leg Rd Augusta, GA 30909	Appointment	Yes	Rural
Fayette	Fayette County Health Dept./Safe Kids	Debbie Straight	deborah.straight@dph.ga.gov	770-305-5148	110 Paschall Road, Peachtree City, GA 30269	Appointment	Yes	Urban
Forsyth	Forsyth County Fire Department	Erin Long	enlong@forsythco.com	770-205-4688	3520 Settingdown Road, Cumming, GA 30028	Every Tuesday and Thursday by appointment	Yes	Urban
Fulton	Alpharetta Fire Prevention	Kyle Quakenbush	kquakenbush@alpharetta.ga.us	678-217-6278	2565 Old Milton Pkwy Alpharetta, GA 30009	Appointment	No	Urban
Fulton	Atlanta Fire Rescue Public Safety Annex	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	3493 Donald Lee Hollowell Pkwy NW Atlanta, GA 30318	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 2	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1568 Jonesboro Road SE, Atlanta, GA 30315	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 5	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2825 Campbelltown Road SW, Atlanta, GA 30311	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 9	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	3501 MLK Jr. Dr. NW, Atlanta, GA 30331	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 10	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	447 Boulevard SE, Atlanta, GA 30312	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 13	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	431 Flat Shoals Ave SE, Atlanta, GA 30316	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Statoin 15	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	170 10th St NE, Atlanta, GA 30309	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 16	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1048 Joseph E Boone Blvd NE, Atlanta, GA 30317	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 18	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2007 Oakview Rd SE, Atlanta, GA 30317	Appointment	Yes	Urban

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Fulton	Atlanta Fire Rescue Station 23	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1545 Howell Mill Rd Atlanta, GA 30318	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 25	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2349 Benjamin E Mays Dr. SW, Atlanta, GA 30311	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 26	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2970 Howell Mill Road NW, Atlanta, GA 30327	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 29	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2167 Monroe Dr. NE, Atlanta, GA 30324	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 34	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	3671 Southside Industrial Parkway, Atlanta, GA 30354	Appointment	Yes	Urban
Fulton	Atlanta Fire Rescue Station 38	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2911 Donald L Hollowell Parkway Atlanta Ga. 30311	Appointment	Yes	Urban
Fulton	College Park Fire Department	Damon Jones	djones@collegeparkga.com	470-409-2560	3737 College Street, College Park, GA 30337	Appointment	Yes	Urban
Fulton	Johns Creek Fire Department	Loren Johnson	Loren.Johnson@johnscreekga.gov	678-512-3362	11360 Lakefield Dr, Johns Creek GA, 30097	Appointment	No	Urban
Fulton	Sandy Springs Fire and Rescue	William Pilner	wpilner@sandyspringsga.gov	770-206-2047 or 770-296-8200	135 Johnson Ferry Road Sandy Springs, GA 30350	Appointment	No	Urban
Fulton - North	Safe Kids North Fulton/Roswell Fire	Chad Miller	cmiller@roswellgov.com	770-594-6133	8025 Holcomb Bridge Road Alpharetta, GA 30022	Appointment	Yes	Urban
Fulton - South	Fairburn Fire Department	Batallion Chief Karlton Ghant	kghant@fairburn.com	770-964-2244 Ext 500	19 East Broad Street, Fairburn, GA 30213	Appointment	Yes	Urban
Grady	Cairo Fire Department	Cole Prince	cprince@cairocity.net	229-377-3293	555 2nd Ave SE, Cairo, GA 39828	Appointment between 9am-4pm	Yes	Rural
Gwinnett	Gwinnett Fire and Emergency Services	Marcella Nunez	fireprograms@gwinnettcounty.com	678-518-4845	408 Hurricane Shoals Rd NE Lawrenceville, GA 30046	Appointment	Yes	Urban
Gwinnett	Gwinnett Police Department	Sgt. W. Eric Rooks	William.rooks@gwinnettcounty.com	770-513-5119	Do not have a specific address; We go to the location most convenient for the caregiver	Appointment	Yes	Urban
Gwinnett	Snellville Police Department	Ofc. Scott Hermel	shermel@snellville.org	770-985-3555	2315 Wisteria Drive, Snellville, GA 30078	Appointment	Yes	Urban
Habersham	Alto Police Department	Josh Ivey	jivey@altopolice.com	706-778-8028	3895 Gainesville Highway, Alto, GA 30510	Appointment	Yes	Rural
Habersham	Cornelia Police Dept.	Kevin Marstellar	kmarstellar@corneliageorgia.org	706-778-4314	181 Larkin St., Cornelia, GA 30531	Appointment; Walk-in available	Yes	Rural
Hall	Gainesville Police Dept.	MPO Larry Sanford	lsanford@gainesville.org	770-535-3789	701 Queen City Parkway NW, Gainesville, GA 30501	Appointment	Yes	Urban
Houston	Centerville Fire Department/ Safe Kids Houston County	Jason Jones	jjones@cfd.coxmail.com	478-953-4050	101 Miller Court, Centerville, GA 31028	Mon. thru Fri. 9 AM - 4:30 PM and by appointment	Yes	Rural
Houston	Houston County Health Department	Stephanie Robinson	stephanie.robinson1@dph.ga.gov	478-218-2000 ext 133	98 Cohen Walker Dr., Warner Robins, GA 31088	Regular operating hours	Yes	Urban

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Jefferson	East Central Public Health Dept. District 6/Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	1916 N Leg Rd Augusta, GA 30909	Appointment	Yes	Rural
Lamar	Lamar County Health Department	Sherry Farr	sherry.farr@dph.ga.gov	770-358-1483	100 Academy Drive, Barnesville, GA 30204	Appointment	Yes	Rural
Lanier	Lanier County Health Department	Cynthia Sharper	Cynthia.Sharper@dph.ga.gov	470-707-3116	53 W Murrell Ave Lakeland, GA 31635	Appointment Monday, Tuesday and Friday	Yes	Rural
Lee	Lee County Health Department	Taneka Bell	Taneka.Bell@dph.ga.gov	229-759-3014	112 Park Street, Leesburg, GA 31763	Appointment	Yes	Rural
Liberty	Hinesville Fire Department	Kenya Romero	kromero@cityofhinesville.org	912-876-4143	103 Liberty Street, Hinesville, GA 31313	Regular operating hours	Yes	Rural
Lincoln	East Central Public Health Dept. District 6/Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	176 North Peachtree Street Lincolnton, Georgia 30817	Appointment	Yes	Rural
Lowndes	Lowndes County Health Department	Valeka Carter	valeka.carter@dph.ga.gov	229-333-5257	206 South Patterson Street Valdosta, GA 31601	Regular operating hours, Mon. to Thurs. 8 AM to 4 PM & Friday 8 AM to 1 PM	Yes	Urban
McIntosh	McIntosh County Health Department	Brooke Deverger	Brooke.Deverger@dph.ga.gov	912-832-5473	1335 GA Highway 57, Townsend, GA 31331	Appointment	Yes	Rural
Meriwether	Meriwether County Health Dept.	Airecus Martin	airecusmartin2@dph.ga.gov	706-672-4974, Ext 6	51 Gay Connector Rd Greenville, GA 30222	Appointment	Yes	Rural
Miller	Miller County Health Dept.	Renae Hester	renae.hester@dph.ga.gov	229-758-3344	250 W Pine St Colquitt, GA 39837	Appointment	Yes	Rural
Mitchell	Southwest Georgia Public Health District	August Bundy	august.bundy@dph.ga.gov	229-355.3081, Ext 7511	88 W Oakland Ave. Camilla, GA 31730	Appointment	Yes	Rural
Monroe	Safe Kids Central Georgia	Kristine Garner	kristine.garner1@dph.ga.gov	478-749-0144	1600 Forsyth St., Macon, Ga 31201	Appointment	Yes	Urban
Montgomery	Vidalia Fire Department	Robert Tillman	safekidstoombs@gmail.com	912-403-9882	1415 Aimwell Rd, Vidalia, GA 30474	Appointment	Yes	Rural
Muscogee	Safe Kids Columbus	Pam Fair	safekidscolumbusga@piedmont.org	706-321-6720	615 19th Street, Columbus, GA 31901	Appointment	Yes	Urban
Newton	Piedmont Newton Hospital	Lori Dickerson	lori.dickerson@piedmont.org	770-385-4396	5126 Hospital Drive NE Covington, GA 30014	Appointment	Yes	Rural
Oconee	Oconee County Sheriff's Office	Sonyia Wallace-Burchett	swallace@oconeesheriff.org	706-769-5665	1140 Experiment Station Rd Watkinsville, GA 30677	Appointment or Regular operating hours (Monday to Friday 7AM to 7PM)	No	Rural
Pickens	Pickens County Health Department	Ashley Rice	ashley.rice@dph.ga.gov	706-253-2821	60 Health Way, Jasper, GA 30143	Appointment	Yes	Rural
Polk	Polk County Sheriff's Office/ Safe Kids Polk	Major Rachel Haddix	Rhaddix@polkga.org	770-749-2901	1676 Rockmart Highway, Cedartown, GA 30125	Appointment	Yes	Rural
Pulaski	Heart of Georgia Healthy Start	Choka Wilcox	choka.cockrell@dph.ga,gov	478-274-7616	1121 Plaza Ave, Eastman, GA 31023	Appointment	Yes	Rural

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Putnam	Putnam County Health Department	Christa McMillian	christa.mcmillian@dph.ga.gov	706-485-8591	117 Putnam Drive, Suite C Eatonton, GA 31024	Appointment	Yes	Rural
Quitman	West Central Health District	Martika Peterson	martika.peterson@dph.ga.gov	833-337-1749 or 706-326-4537	105 Main Street, Georgetown, GA 39854	Appointments or Regular Operating Hours	Yes	Rural
Richmond	SafeKids Greater Augusta/Children's Hospital of Georgia	Dawn N Faircloth	dfaircloth@augusta.edu	706-446-3429	1225 Walton Way, Augusta, GA 30901	Appointment	Yes	Urban
Rockdale	Prevent Child Abuse Rockdale	Meredith Hutcheson	firststeps@pcarockdale.org	404-416-5547	625 Promise Path, Conyers, GA 30012	Appointment (Monday-Thursday 9am-3pm)	Yes	Urban
Schley	Sumter County Sheriff's Office	Wendy Winter, John Harty	wwinters@sumtercountyga.us	229-924-4094	352 Mcmath Mill Rd Americus, GA 31719	Appointment	Yes	Urban
Screven	Safe Kids Savannah/ Memorial University Medical Center	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	4700 Waters Ave, Savannah, GA 31405	Appointment	Yes	Rural
Seminole	Donalsonville Fire Department	Kolby Bush	kbush@donalsonvillega.org	229-524-2117	300 North Tennille Ave, Donalsonville, GA 39845	Appointment	Yes	Urban
Spalding	Spalding County Fire Department	Lt. Daniel Cowles	dcowles@spaldingcounty.com	770-228-2129	1005 Memorial Drive, Griffin, GA 30223	Appointment	Yes	Urban
Sumter	Americus Police Dept.	Sgt. John Norton	jnorton@americusga.gov	229-924-3677	119 South Lee Street Americus, GA 31709	Appointment	Yes	Rural
Sumter	Sumter County Sheriff's Office	Wendy Winters	wwinters@sumtercountyga.us	229-924-4094	352 McMath Mill Rd Americus, GA 31719	Appointment	Yes	Rural
Tattnall	UGA Extension – Tattnall County	Sandy Riner	sandy.riner@uga.edu	912-557-6724, Ext 1	Tattnall Governmental Complex -114 North Main Street, Building F Reidsville, GA 30453	Appointment	Yes	Rural
Toombs	Vidalia Fire Department	Robert L Tillman Jr.	safekidstoombs@gmail.com	912-403-9882	1415 Aimwell Rd, Vidalia, GA 30474	Appointment	Yes	Rural
Turner	Turner County Health Department	Danielle Cannon	danielle.cannon@dph.ga.gov	229-238-9595	745 Hudson Avenue, Ashburn, GA 31714	Appointment	Yes	Rural
Union	Union County Health Department	Glenda McGill	Glenda.McGill@dph.ga.gov	706-745-6292	67 Chase Drive, Blairsville, GA 30512	Appointment	Yes	Rural
Walton	Walton County Safe Kids	Amber Bartts	amber.barts@co.walton.ga.us	770-267-1422	1425 South Madison Ave, Monroe, GA 30655	Appointment	Yes	Rural
Warren	Warren County Health Dept.	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	565 Legion Drive, Warrenton, Georgia 30828	Appointment	Yes	Rural
Washington	Safe Kids Central Georgia	Abbie Price	abbie.price@dph.ga.gov	478-749-0144	1600 Forsyth St., Macon, Ga 31201	Appointment	Yes	Rural
Washington	Washington County Health Department	Raven Smith	raven.smith@dph.ga.gov	478-552-3210	201 Morningside Drive, Sandersville, GA 31082	Appointment	Yes	Rural
Wayne	City of Jesup Fire Dept.	Josh Huffman	jhuffman@fire.jesupga.gov	912-427-1322	411 W. Bay St., Jesup, GA 31545	Monday-Saturday; 8am-5pm	Yes	Rural

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone Number	Address	Appointment or Regular Hours	High-Risk Population**	Rural or Urban*
Wayne	Safe Kids Wayne County	Carol Irvin	cirvin@waynecountyga.us	912-427-5986	155 North Wayne Street Jesup, GA 31546	Appointment	Yes	Rural
Whitfield	Dalton Police Department	David Saylors	dsaylors@daltonga.gov	706-278-9085	301 Jones Street, Dalton, GA 30720	Appointment	Yes	Urban
Worth	Worth County Health Department	Morgan Patterson	morgan.patterson@dph.ga.gov	229-777-2150	1012 West Franklin Street, Sylvester, GA 31791	Appointment	Yes	Rural

Community Events for Atlanta Fire Rescue				
Date	Location	Host Agency	Population	At-Risk
25-Oct	Fulton	Sheltering Arms	Urban/ Metro	Low Income/ Minority
25-Oct	Douglasville	Sheltering Arms	Urban /Metro	Low Income/ Minority
25-Oct	East Lake	Sheltering Arms	Urban/ Metro	Low Income/ Minority
25-Nov	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
25-Dec	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Jan	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Feb	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Mar	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Apr	Fulton	Sheltering Arms	Urban /Metro	Low Income/ Minority
26-May	DeKalb	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Jun	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Jul	DeKalb	Sheltering Arms	Urban/ Metro	Low Income/ Minority
26-Aug	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
26-Sep	DeKalb	Sheltering Arms	Urban/ Metro	Low Income/ Minority

All inspection stations and events are staffed with at least one technician that can assist with car seats. Appointments, however, will be necessary at many of the inspection stations.

Total number of planned inspection stations and/or events in the State

203

Total number of planned inspection stations and/or events in the State serving each of the following population categories: Urban, Rural, At-Risk

Populations Served – Urban

135

Populations Served – Rural

68

Populations Served – At-Risk

196

When comparing county demographics to the state's population, those counties with a higher percentage of a specific demographic were deemed a county with a high-risk population, especially when that demographic is historically overrepresented in crash data for fatalities and serious injuries. Data taken from www.census.gov is updated annually in order to determine the risks of the counties being served. Another factor that is considered is age and poverty level. Lower socioeconomic factors can be a contributing factor in unrestraint use, and it also indicates that a higher percentage of the population may not be able to afford the correct child restraint. Those counties with a population below 50,000 are defined as rural counties. The breakdown of those demographics is listed in the table below. Highlighting these demographics demonstrates that GOHS makes every attempt to locate and promote inspections stations in areas where the need is the greatest.

*Demographic breakdown of the **118** counties participating in inspections stations and/or mini-grant program when compared to the state demographics.*

County	2023 Population	% Asian , Not Hispanic	% Hispanic or Latino	% Black /African American, Not Hispanic	% American Indian	% White Alone, Not Hispanic	Population Living in Poverty	Population Per Sq. Mile
Georgia	**11,029,227**	**4.8%**	**10.5%**	**33.1%**	**0.6%**	**50.4%**	**12.7%**	**191.1**
Participating Counties	**9,280,976**	**5.4%**	**11.2%**	**33.2%**	**0.6%**	**48.7%**	**13.1%**	**218.5**
1. Appling	18,457	0.9	10.7	19.3	0.6	68.0	20.3	36.0
2. Atkinson	8,293	1.2	28.6	15.9	1.8	53.6	21.1	24.2
3. Bacon	11,124	0.9	8.9	17.1	0.5	71.6	22.9	38.9
4. Baldwin	43,396	1.7	2.9	42.0	0.4	52.2	24.1	161.9
5. Banks	19,789	1.3	8.2	3.4	0.8	85.4	12.1	85.1
6. Barrow	92,792	4.4	16.3	15.9	0.7	62.1	9.3	576.3
7. Bartow	115,041	1.3	10.9	11.9	0.7	74.1	10.3	250.7
8. Ben Hill	17,128	0.8	6.8	37.5	0.8	53.5	26.8	68.5
9. Bibb	156,512	2.2	4.8	57.4	0.4	34.6	22.5	531.6
10. Bleckley	12,465	1.2	3.7	68.9	0.2	67.7	16.3	57.7
11. Brooks	16,245	1.3	7.3	35.2	0.6	55.3	25.5	32.9
12. Bryan	49,739	2.6	8.5	16.0	0.5	70.5	8.0	113.7
13. Bulloch	84,327	1.4	5.2	29.5	0.5	62.1	23.8	124.7
14. Burke	24,438	0.7	3.6	46.0	0.6	48.2	21.8	29.6
15. Butts	26,887	0.7	4.1	28.9	0.4	64.6	13.2	146.4
16. Calhoun	5,457	1.1	2.4	62.7	0.3	32.5	33.9	19.5
17. Camden	58,118	1.8	8.0	18.6	0.7	68.8	12.4	92.2
18. Candler	11,059	1.2	13.1	25.0	0.6	59.8	18.5	45.5
19. Carroll	127,098	1.2	8.8	20.8	0.6	67.2	16.8	254.7
20. Catoosa	68,910	1.6	4.3	3.6	0.5	88.3	11.0	424.8
21. Chatham	303,655	3.2	8.2	40.9	0.4	46.4	15.9	701.8
22. Cherokee	286,602	2.4	12.5	8.4	0.7	74.8	5.6	680.8
23. Clarke	129,933	4.1	11.8	27.4	0.5	55.1	26.5	1089.1
24. Clay	2,853	1.8	1.8	58.4	0.4	36.7	25.1	14.6
25. Cobb	776,743	5.9	15.1	29.5	0.6	48.3	8.0	2286.6
26. Colquitt	46,167	1.2	20.9	24.1	1.5	53.4	22.6	84.4
27. Columbia	165,162	4.8	8.1	21.3	0.5	63.3	7.0	569.1
28. Cook	17,714	0.8	7.9	28.3	1.4	61.3	20.6	77.5
29. Coweta	155,892	2.5	8.4	20.4	0.5	67.0	7.5	353.4
30. Crawford	12,277	0.8	4.2	20.9	0.8	72.2	16.9	37.8
31. Dawson	31,732	2.0	7.8	2.1	0.6	86.5	8.0	150.5
32. Decatur	29,087	0.7	7.0	42.8	0.8	48.8	22.6	48.7
33. DeKalb	762,992	6.5	10.4	53.7	0.6	28.7	13.5	2850.2
34. Dodge	19,776	0.7	3.8	30.5	0.7	63.8	24.4	39.9
35. Dougherty	82,645	0.9	3.4	72.0	0.5	22.7	26.1	251.5
36. Douglas	149,160	1.7	12.7	54.6	0.6	30.3	10.2	745.1
37. Echols	3,709	1.0	30.4	7.6	3.6	59.0	21.1	8.8
38. Emanuel	23,119	0.7	4.9	35.0	0.5	58.4	20.8	34.0
39. Fayette	123,351	5.4	8.9	27.8	0.5	56.3	6.5	633.9
40. Forsyth	272,887	21.8	1.0	4.9	0.5	61.6	5.3	1215.0
41. Franklin	24,782	2.1	5.7	9.6	0.5	81.0	16.0	94.8
42. Fulton	1,079,105	8.2	8.2	45.1	0.3	37.5	12.7	2041.1
43. Gilmer	32,860	0.8	12.7	1.7	0.7	83.9	14.0	77.1
44. Glascock	2,954	0.3	2.2	8.7	0.7	86.6	15.3	20.6
45. Glynn	86,172	1.9	7.8	26.1	0.6	62.8	13.7	205.4
46. Grady	26,066	0.9	13.7	29.5	1.3	55.6	22.4	56.7
47. Greene	20,722	1.3	7.2	29.6	0.9	61.1	13.6	53.5
48. Gwinnett	983,526	14.1	23.8	31.3	0.9	30.3	8.9	2281.4
49. Habersham	48,757	2.3	16.3	4.2	1.0	75.7	13.8	174.8
50. Hall	217,267	2.8	29.4	8.2	0.9	58.4	11.7	553.4
51. Hancock	8,676	1.0	1.1	68.7	0.4	28.1	35.5	18.4
52. Houston	171,974	3.3	7.7	35.2	0.4	51.4	10.7	457.4
53. Irwin	9,120	0.9	7.4	25.1	0.5	66.1	19.1	25.7
54. Jasper	16,455	0.5	5.1	16.9	0.6	75.8	12.9	44.7
55. Jefferson	15,183	0.8	3.8	51.3	0.3	43.2	23.7	28.8
56. Johnson	9,282	0.5	1.5	34.7	0.3	61.9	27.3	30.6

County	2023 Population	% Asian , Not Hispanic	% Hispanic or Latino	% Black /African American, Not Hispanic	% American Indian	% White Alone, Not Hispanic	Population Living in Poverty	Population Per Sq. Mile
57. Jones	28,969	0.7	2.4	26.1	0.4	69.3	11.5	73.5
58. Lamar	20,401	0.8	3.7	27.1	0.4	66.6	13.0	109.7
59. Lanier	10,452	1.5	8.0	23.2	1.0	64.7	19.2	53.2
60. Laurens	49,941	1.1	3.5	37.7	0.4	56.3	21.4	61.9
61. Lee	33,872	2.7	3.5	26.1	0.4	66.1	10.3	95.1
62. Liberty	69,210	2.3	13.2	44.9	0.8	37.0	14.4	114.8
63. Lincoln	7,879	0.5	1.6	26.1	0.5	69.4	15.4	37.4
64. Long	19,594	1.2	13.2	29.5	1.0	52.8	14.2	48.9
65. Lowndes	120,712	2.0	7.3	38.1	0.5	50.9	15.4	242.8
66. Macon	11,817	1.7	4.8	59.5	0.6	33.4	23.8	29.5
67. Madison	32,191	2.3	7.6	10.6	0.5	78.0	12.2	114.0
68. McDuffie	21,799	0.6	3.6	40.9	0.5	53.3	17.7	84.7
69. McIntosh	11,501	0.7	2.7	30.9	0.7	63.8	17.0	26.7
70. Meriwether	20,931	0.8	3.2	36.2	0.8	57.9	16.6	41.8
71. Miller	5,747	0.7	3.5	28.4	0.5	66.0	22.9	20.4
72. Mitchell	21,114	0.9	5.5	46.5	0.7	46.0	22.7	41.2
73. Monroe	30,625	1.1	3.1	22.2	0.4	72.1	11.4	77.3
74. Montgomery	8,761	0.7	7.7	26.5	0.1	64.6	20.2	36.3
75. Murray	41,035	0.7	16.7	1.7	1.1	80.1	13.3	119.1
76. Muscogee	201,877	3.0	8.7	49.5	0.5	37.2	17.8	913.5
77. Newton	120,135	1.4	7.4	52.1	0.5	38.1	12.3	438.8
78. Oconee	44,182	4.8	6.0	5.0	0.3	82.8	6.0	239.7
79. Peach	28,805	1.1	9.4	44.7	0.5	43.3	18.4	191.7
80. Pickens	35,969	0.8	4.2	1.6	0.5	91.8	10.7	155.0
81. Pike	20,461	0.6	2.5	8.8	0.3	86.3	8.7	94.7
82. Polk	44,223	0.8	14.0	12.7	0.9	70.9	14.9	142.5
83. Pulaski	10,095	1.2	4.3	32.2	0.6	60.5	19.6	40.5
84. Putnam	23,129	0.7	7.0	26.1	0.5	65.3	13.3	67.1
85. Quitman	2,280	0.3	2.8	45.4	0.7	49.4	22.3	15.1
86. Randolph	6,078	0.6	2.5	60.3	0.2	35.8	27.4	14.2
87. Richmond	205,414	1.7	5.9	59.3	0.4	31.5	18.4	633.4
88. Rockdale	95,987	1.8	11.1	63.3	0.6	23.0	11.2	739.5
89. Schley	4,526	1.0	5.1	20.5	0.2	71.8	15.4	27.1
90. Screven	14,174	0.6	2.7	39.2	0.5	56.0	18.8	21.9
91. Seminole	9,092	0.8	3.2	32.7	0.3	62.1	23.2	38.3
92. Spalding	69,946	1.1	6.5	37.6	0.5	53.3	19.3	356.9
93. Stephens	27,228	0.9	4.2	10.7	0.6	81.3	13.7	152.2
94. Sumter	28,890	1.5	6.4	52.9	0.6	38.5	22.3	59.8
95. Talbot	5,718	0.4	3.6	53.6	0.8	41.1	20.8	14.6
96. Taliaferro	1,609	1.7	5.5	51.6	0.2	39.5	20.0	8.3
97. Tattnall	24,296	0.8	1.9	29.4	0.6	58.2	23.5	50.5
98. Taylor	7,758	12.0	2.9	35.9	0.4	58.7	22.5	20.6
99. Telfair	10,920	0.8	12.6	36.7	0.4	51.0	30.6	25.0
100. Toombs	27,040	0.9	12.2	27.3	0.9	58.4	21.1	74.3
101. Treutlan	6,341	0.6	2.8	31.4	0.4	63.4	217.0	31.8
102. Troup	70,742	2.4	4.8	36.9	0.5	54.1	17.8	170.9
103. Turner	8,909	0.9	5.0	39.8	0.7	53.5	25.5	31.2
104. Twiggs	7,691	0.4	2.2	39.8	0.5	55.4	21.2	21.4
105. Union	27,124	0.6	4.0	1.3	0.6	92.7	10.3	84.2
106. Upson	28,263	0.6	2.9	28.2	0.4	66.7	20.9	87.4
107. Walton	106,702	1.9	7.2	22.3	0.5	67.2	11.3	326.5
108. Ware	36,243	1.2	5.2	30.4	0.6	61.4	17.6	40.3
109. Warren	5,106	0.9	1.8	55.6	0.2	39.9	23.4	17.9
110. Washington	19,820	0.7	2.2	54.1	0.2	41.9	22.0	29.2
111. Wayne	31,373	1.4	6.4	20.1	0.7	70.4	17.8	48.9
112. Webster	2,337	0.7	3.0	43.5	0.8	50.8	18.1	11.1
113. Wheeler	7,081	0.4	4.8	36.8	0.2	57.2	31.1	24.0
114. White	29,026	0.6	3.9	2.3	0.6	91.0	12.1	120.6
115. Whitfield	103,687	1.8	37.5	4.5	1.6	55.7	12.9	356.3
116. Wilkes	9,518	1.2	5.1	40.0	0.3	51.9	18.6	20.3
117. Wilkinson	8,725	0.5	3.3	36.9	0.7	57.3	17.0	19.4
118. Worth	20,273	0.8	2.7	28.7	0.4	66.3	22.2	35.5

CHILD PASSENGER SAFETY TECHNICIANS

Child Passenger Safety Technicians

The GOHS will continue to support and fund agencies that educate the public on Child Passenger Safety (CPS). They will provide education to increase the number of Child Passenger Safety Technicians (CPST's) throughout the state and recertification training to retain CPST's. Child restraint use includes training parents and caregivers on all stages of restraint use from rear-facing only to booster seat to seat belt.

As in the past, this countermeasure continues to play a major role in establishing a well-functioning highway safety culture in which public/political attention is given to motor vehicle crashes, injuries, and fatalities relating to children. The overall availability of CPS technicians throughout a state is a consideration in both maintaining inspection stations and educating parents and caregivers. Both retaining current CPST's and training new CPST's at underserved locations may be an important part of maintaining the effectiveness of this countermeasure. The total number of certified technicians and instructors is fluid and changes, as classes are held continuously throughout the year. Currently, there are 1,206 certified technicians and 70 certified instructors for a total of 1,276 qualified personnel that can assist with car seat needs in their communities. The Child Occupant Safety Project (COSP) will hold the following classes throughout the FFY26 in order to **maintain or increase** the number of CPST's throughout the state of Georgia. Additional training is included to retain the number of CPST's and increase child passenger safety awareness.

The Department of Public Health- Child Occupant Safety Project (DPH) staff will continue to operate using a regional model for statewide outreach and education. Regional coordinators will attend local Emergency Medical Services Regional Councils, Emergency Medical Services-Children, and/or Regional Trauma Advisory Council Meetings, Family Connections Meetings, local traffic enforcement network meetings, and other local networking opportunities. Connections made during these meetings will be leveraged into **recruitment opportunities** for future CPST Courses. DPH is planning to have 24 CPST classes to **train** an average of 15 students per class in FY26.

For **retention**, DPH staff host 24 CEU classes throughout the state each year, providing multiple opportunities for technicians to attend in-person recertification sessions. In addition to these classes, DPH will also provide additional training to hospitals and special needs training to technicians. Regional coordinators will maintain a local list-serv to advertise local classes and community check events to ensure technicians have ample opportunities to gain their seat-checks and community events required to maintain their certification. The CPS coordinator at GOHS will maintain a statewide list-serv to support the work of the GOHS grantees.

CPST Courses by Region

	Dalton	Athens	Atlanta	Macon	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Whitfield	Barrow	Fulton	Peach	Bulloch	Stewart	Brooks	Wayne
Lead	Thomas Smith	TBD	NImata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Rural	Urban	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income / Minority	Low Income / Minority	Low Income	Low Income	Low Income / Minority	Low Income
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Haralson	White	Dekalb	Washington	Richmond	Muscogee	Lowndes	Toombs
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Urban	Rural	Urban	Urban	Rural	Rural
At Risk	Low Income	Low Income	Low Income / Minority	Low Income	Low Income	Low Income	Low Income	Low Income / Minority
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Gilmer	Greene	Clayton	Putman	McDuffie	Crisp	Decatur	Chatham
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Urban	Urban	Rural	Rural	Rural	Urban
At Risk	Low Income	Low Income	Low Income / Minority	Low Income / Minority	Low Income	Low Income	Low Income / Minority	Low Income

*All locations are tentative, pending data, training staff and room confirmation.

CPST CEU and/or Renewal Courses by Region

	Dalton	Athens	Atlanta	Macon	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Floyd (CEU)	Barrow (CEU)	Gwinnett (CEU)	Bibb (CEU)	Richmond (CEU)	Harris (CEU)	Lowndes (CEU)	Chatham (CEU)
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban	Rural	Urban	Urban
At Risk	Low Income	Low Income	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income	Low Income/ Minority	Low Income
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Cherokee (CEU)	Habersham (CEU)	Cobb (CEU)	Houston (CEU)	Bulloch (CEU)	Stewart (CEU)	Tift (CEU)	Liberty (CEU)
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Rural	Urban	Urban	Urban	Rural	Rural	Urban
At Risk	Low Income/Minority	Low Income	Low Income/ Minority	Low Income	Low Income / Minority	Low Income	Low Income	Low Income
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Whitfield (Renewal)	Hall (Renewal)	Dekalb (Renewal)	Laurens (Renewal)	McDuffie (Renewal)	Muscogee (Renewal)	Dougherty (Renewal)	Wayne (Renewal)
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Rural	Rural	Urban	Urban	Rural
At Risk	Low Income / Minority	Low Income / Minority	Low Income / Minority	Low Income	Low Income	Low Income	Low Income	Low Income

*All locations are tentative, pending data, training staff and room confirmation.

Keeping Kids Safe *(hospital courses)*

	Dalton	Athens	Atlanta	Macon	Augusta	Columbus	Valdosta	Jesup
Date	TBD	Quarterly	Quarterly	TBD	TBD	TBD	TBD	TBD
Location	Northside Cherokee	NGHS Gainesville	Wellstar Kennestone	Atrium Macon	Augusta University	Crisp Regional	South GA Medical	Savannah Memorial
Lead	Thomas Smith	TBD	Nimata Opata	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban	Rural	Urban	Urban
At Risk	Low income / Minority	Low income / Minority	Low income / Minority	Low income / Minority	Low income	Low income	Low income / Minority	Low income
Date	TBD	TBD		TBD	TBD		TBD	TBD
Location	Piedmont Cartersville	St Mary's		Piedmont Putnam	Piedmont Augusta		Phoebe Putney	Meadows Regional
Lead	Thomas Smith	TBD		Nikky De La Concha Nazario	Nadira Bolden		Cynthia Sharper	Carol Irvin
Population	Urban	Urban		Urban	Urban		Urban	Rural
At Risk	Low income / Minority	Low income / Minority		Low Income / Minority	Low income		Low income	Low income
Date		Biannually			TBD			TBD
Location		Braselton NGHS			Doctor's Hospital			Wayne Memorial
Lead		TBD			Nadira Bolden			Carol Irvin
Population		Urban			Urban			Rural
At Risk		Low income / Minority			Low income			Low income
Date		TBD						
Location		Piedmont Athens						
Lead		TBD						
Population		Urban						
At Risk		Low income / Minority						

*All locations are tentative, pending data, training staff and room confirmation.

In addition to COSP, the Atlanta Fire Rescue Department (AFRD) will hold classes that will maintain or increase the number of CPST's in the Metro-Atlanta, which are urban communities. These technicians will be available to provide education and hands-on support to low-income and/or minority communities. AFRD partners with other local governments, non-profit, and private businesses to educate families in Atlanta, GA, and the immediate surrounding areas. AFRD will partner with Amerigroup (a statewide Medicaid provider), Sheltering Arms (local Head Starts), and other organizations to ensure that all children are traveling safely. This is one of the ways that GOHS and its grantees address transportation needs through educational grant programming.

CPST Courses – Atlanta Fire Rescue						
Month	Year	Classes	Dates	Lead Instructor	Population	Risk Factors
October	2025	2	TBD	William Hutchinson	Urban	Low-income; minority
November	2025	1	TBD	William Hutchinson	Urban	Low-income; minority
December	2025	1	TBD	William Hutchinson	Urban	Low-income; minority
January	2026	2	TBD	William Hutchinson	Urban	Low-income; minority
February	2026	2	TBD	William Hutchinson	Urban	Low-income; minority
March	2026	2	TBD	William Hutchinson	Urban	Low-income; minority
April	2026	2	TBD	William Hutchinson	Urban	Low-income; minority
May	2026	1	TBD	William Hutchinson	Urban	Low-income; minority
June	2026	1	TBD	William Hutchinson	Urban	Low-income; minority
July	2026	1	TBD	William Hutchinson	Urban	Low-income; minority
August	2026	2	TBD	William Hutchinson	Urban	Low-income; minority
September	2026	2	TBD	William Hutchinson	Urban	Low-income; minority

Atlanta Fire Rescue Department (AFRD) will make determinations on the dates of classes based on the recruit classes being hired. AFRD reserves the right to remove classes or add additional classes throughout the grant year based on their hiring.

In compliance with the National Certification program, all CPST courses will end with a seat check event on the final day and are included in the total number of events.

Estimated total number of classes:

67

Estimated total number of technicians to be trained:

795

QUALIFYING CRITERIA FOR LOW RANGE STATE:

The rate of 3-point seat belt use for drivers and front right seat passengers is 88.8%, an increase of 1.2% from 2023.

Although the usage rate is increasing, Georgia continues to be a lower seat belt use rate State, as determined by NHTSA. Therefore, in accordance with 23 CFR 1300.21(e), In addition to High seat belt use rate criteria, GOHS will submit as part of its annual grant application documentation demonstrating that it meets at least three of the following additional criteria, in accordance with part 1 of appendix B to this part. Georgia believes that it qualifies by meeting the additional criteria listed: Occupant Protection Program Assessment, Occupant Protection Statute, Seat Belt Enforcement and High-Risk Population Countermeasure Programs.

OCCUPANT PROTECTION PROGRAM ASSESSMENT

Georgia recognizes the critical importance of occupant protection in reducing fatalities and serious injuries on our roadways. Despite our ongoing efforts to promote seatbelt use and other occupant protection measures, recent data indicates that there is still room for improvement. **From May 6-10, 2024, Georgia went through a comprehensive Occupant Protection Assessment**. A team of NHTSA experts provided a final Occupant Protection Assessment Report on July 2, 2024. The report identifies Georgia's strengths and challenges and provides recommendations for each of the following areas: Program Management; Legislation, and Policy; Law Enforcement; Communication; Occupant Protection for Children; Outreach; and Data and Evaluation.

Since the results of this assessment, GOHS and its partners have implemented the following recommendations from the 2024 assessment:

- Reconvened a Georgia Occupant Protection Task Team to develop a comprehensive, occupant protection strategic plan. (program management, legislation, communication, and occupant protection for children)
- Assigned a new occupant protection grant manager/planner, who also serves as the statewide CPS coordinator, and serves on the state CPS Advisory Board. (program management)
- Continued an unbelted fatal crash study for rural Laurens County. (program management)
- Continued certification of new CPST's. (occupant protection for children)

Other recommendations are being reviewed and implemented when possible.

Please see attachment (page 124) for the assessment final report.

GEORGIA PRIMARY ENFORCEMENT SEATBELT USE STATUTE

In accordance with 23 CFR 1300.21 (e)(1)- Georgia can provide legal citation demonstrating that Georgia has enacted and is enforcing occupant protection statutes that make violation of the requirement to be secured in a seat belt or child restraint a primary offence. This statute is listed below:

GA Code § 40-8-76.1 (2020)

a. As used in this Code section, the term "passenger vehicle" means every motor vehicle, including, but not limited to, pickup trucks, vans, and sport utility vehicles, designed to carry 15 passengers or fewer and used for the transportation of persons; provided, however, that such term shall not include motorcycles; motor driven cycles; or off-road vehicles or pickup trucks being used by an owner, driver, or occupant 18 years of age or older in connection with agricultural pursuits that are usual and normal to the user's farming operation; and provided, further, that such term shall not include motor vehicles designed to carry 11 to 15 passengers which were manufactured prior to July 1, 2015, and which, as of such date, did not have manufacturer installed seat safety belts.
b. Each occupant of the front seat of a passenger vehicle shall, while such passenger vehicle is being operated on a public road, street, or highway of this state, be restrained by a seat safety belt approved under Federal Motor Vehicle Safety Standard 208.
c. The requirement of subsection (b) of this Code section shall not apply to:
    1. A driver or passenger frequently stopping and leaving the vehicle or delivering property from the vehicle, if the speed of the vehicle between stops does not exceed 15 miles per hour;
    2. A driver or passenger possessing a written statement from a physician that such person is unable, for medical or physical reasons, to wear a seat safety belt;
    3. A driver or passenger possessing an official certificate or license endorsement issued by the appropriate agency in another state or country indicating that the driver is unable for medical, physical, or other valid reasons to wear a seat safety belt;
    4. A driver operating a passenger vehicle in reverse;
    5. A passenger vehicle with a model year prior to 1965;
    6. A passenger vehicle which is not required to be equipped with seat safety belts under federal law;
    7. A passenger vehicle operated by a rural letter carrier of the United States Postal Service while performing duties as a rural letter carrier;
    8. A passenger vehicle from which a person is delivering newspapers; or
    9. A passenger vehicle performing an emergency service.
d. The failure of an occupant of a motor vehicle to wear a seat safety belt in any seat of a motor vehicle which has a seat safety belt or belts shall not be considered evidence of negligence or causation, shall not otherwise be considered by the finder of fact on any question of liability of any person, corporation, or insurer, shall not be any basis for cancellation of coverage or increase in insurance rates, and shall not be evidence used to diminish any recovery for damages arising out of the ownership, maintenance, occupancy, or operation of a motor vehicle.
e. 1. Except as otherwise provided in paragraphs (2) and (3) of this subsection, a person failing to comply with the requirements of subsection (b) of this Code section shall not be guilty of any

criminal act and shall not be guilty of violating any ordinance. A violation of this Code section shall not be a moving traffic violation for purposes of Code Section 40-5-57.

2. A person failing to comply with the requirements of subsection (b) of this Code section shall be guilty of the offense of failure to wear a seat safety belt and, upon conviction thereof, may be fined not more than $15.00; but, the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition of the case of failure to wear a seat safety belt to the Department of Driver Services.

3. Each minor eight years of age or older who is an occupant of a passenger vehicle shall, while such passenger vehicle is being operated on a public road, street, or highway of this state, be restrained by a seat safety belt approved under Federal Motor Vehicle Safety Standard 208. In any case where a minor passenger eight years of age or older fails to comply with the requirements of this paragraph, the driver of the passenger vehicle shall be guilty of the offense of failure to secure a seat safety belt on a minor and, upon conviction thereof, may be fined not more than $25.00. The court imposing such a fine shall forward a record of the court disposition of the case of failure to secure a seat safety belt on a minor to the Department of Driver Services.

4. Probable cause for violation of this Code section shall be based solely upon a law enforcement officer's clear and unobstructed view of a person not restrained as required by this Code section. Noncompliance with the restraint requirements of this Code section shall not constitute probable cause for violation of any other Code section.

SEATBELT ENFORCEMENT

In accordance with 23 CFR 1300.21 (e)(3) Seat Belt enforcement- Georgia can demonstrate sustained enforcement throughout the fiscal year that will promote seat belt and child restraint enforcement. This has been provided in the list of sustained mobilizations that will be held throughout the FFY2026 year. These mobilizations involve law enforcement agencies throughout the state of Georgia, including those geographic areas where 70 percent of the combined unrestrained fatalities and serious injuries occurred. The Law Enforcement (LE) Networks consistently educate and push the sustained enforcement of the seatbelt and child restraint laws of Georgia and participation in the Click It or Ticket mobilizations during monthly meetings. Currently, there are 301 participating agencies in the LE Networks. These networks are broken down into sixteen (16) geographic regions that cover the entire state of Georgia. In conjunction with the LE Networks, the Georgia State Patrol (GSP) provides sustained enforcement focusing on seatbelts and child restraints on a statewide basis. GOHS will continue to review the data obtained from these enforcement initiatives and include them in community engagement events in order to illicit potential new grantees.

147 out of 159 Georgia counties have law enforcement agencies that participate in reoccurring efforts throughout the year to promote seat belt and child restraint use. These counties where this type of sustained enforcement occurs accounted for 95% of all unrestrained passenger vehicle occupant traffic fatalities between 2019-2023.

FY2026 PARTICIPATING AGENCIES IN COUNTIES WHERE 95% OF UNRESTRAINED FATALITIES OCCUR 2019-2023

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Appling	2	10	1	13
Atkinson	5	4	1	10
Bacon	1	5	--	6
Baldwin	19	14	2	35
Banks	10	9	--	19
Barrow	28	23	5	56
Bartow	40	29	7	76
Ben Hill	7	2	--	9
Berrien	3	9	1	13
Bibb	29	35	42	106
Bleckley	4	12	3	19
Brantley	6	4	--	10
Brooks	5	10	1	16
Bryan	7	14	--	21
Bulloch	29	26	7	62
Burke	12	15	2	29
Butts	17	12	1	30
Camden	9	14	--	23
Candler	9	4	1	14
Carroll	33	44	7	84
Catoosa	17	11	4	32
Charlton	3	4	--	7
Chatham	30	41	10	81
Chattooga	19	11	4	34
Cherokee	33	25	4	62
Clarke	22	17	3	42
Clay	6	1	--	7

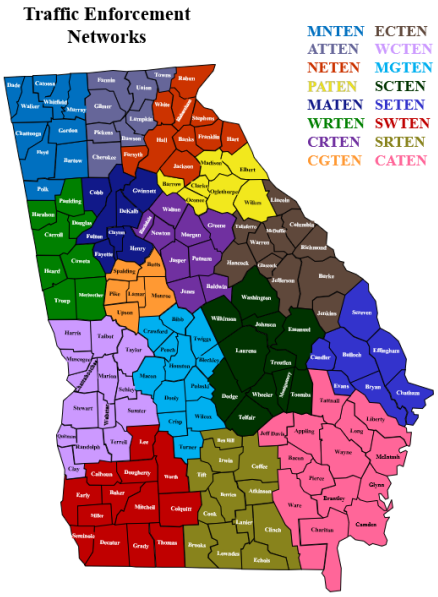
County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Clayton	57	59	22	138
Clinch	3	6	--	9
Cobb	90	80	11	181
Coffee	9	25	3	37
Columbia	11	18	3	32
Cook	6	14	2	22
Coweta	45	28	4	77
Crawford	2	2	1	5
Crisp	5	12	--	17
Dade	10	9	2	21
Dawson	8	7	--	15
Decatur	19	15	4	38
Dekalb	99	104	92	295
Dodge	11	11	1	23
Dooly	5	7	2	14
Dougherty	20	20	5	45
Douglas	33	25	9	67
Early	2	4	1	7
Effingham	22	8	2	32
Elbert	10	11	2	23
Emanuel	9	20	--	29
Evans	3	10	2	15
Fannin	9	9	--	18
Fayette	23	10	5	38
Floyd	33	21	10	64
Forsyth	28	21	1	50
Franklin	24	14	2	40

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Fulton	156	201	54	411
Gilmer	13	10	3	26
Glynn	23	24	3	50
Gordon	14	13	3	30
Grady	7	9	2	18
Greene	7	7	2	16
Gwinnett	73	67	37	177
Habersham	23	17	4	44
Hall	51	32	3	86
Hancock	5	11	1	17
Haralson	23	13	2	38
Harris	9	14	1	24
Hart	11	7	2	20
Heard	8	5	1	14
Henry	40	49	12	101
Houston	26	28	2	56
Irwin	2	10	1	13
Jackson	35	25	2	62
Jasper	5	5	3	13
Jeff Davis	5	9	--	14
Jefferson	6	10	1	17
Johnson	2	3	1	6
Lamar	7	6	--	13
Lanier	3	5	--	8
Lee	7	9	2	18
Liberty	31	20	1	52
Lincoln	4	4	1	9
Long	5	6	--	11
Lowndes	26	32	3	61
Lumpkin	15	8	--	23
Macon	7	7	2	16
Madison	12	11	--	23
Marion	1	7	1	9
McDuffie	8	7	--	15
McIntosh	10	8	--	18
Meriwether	15	12	1	28
Mitchell	5	12	--	17
Monroe	10	9	7	26
Montgomery	7	7	--	14
Morgan	5	8	2	15
Murray	21	14	--	35
Muscogee	21	28	7	56
Newton	33	26	9	68
Oconee	5	10	3	18
Oglethorpe	7	7	--	14
Peach	18	10	2	30
Pierce	5	5	--	10

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Pike	6	6	--	12
Polk	14	15	--	29
Pulaski	4	3	--	7
Putnam	7	16	3	26
Quitman	--	--	--	--
Rabun	17	10	1	28
Randolph	3	3	--	6
Richmond	52	54	4	110
Rockdale	23	16	7	46
Schley	1	4	--	5
Screven	3	7	3	13
Seminole	2	5	--	7
Spalding	21	14	1	36
Stephens	11	9	--	20
Stewart	4	2	3	9
Sumter	5	11	1	17
Talbot	3	6	1	10
Taliaferro	6	3	5	14
Tattnall	11	8	2	21
Taylor	2	4	1	7
Telfair	4	4	--	8
Terrell	3	10	--	13
Thomas	9	20	--	29
Tift	12	10	2	24
Toombs	10	15	--	25
Towns	10	5	--	15
Treutlen	3	--	1	4
Troup	25	25	9	59
Turner	1	4	--	5
Twiggs	7	6	--	13
Union	8	3	1	12
Upson	10	9	1	20
Walker	14	19	1	34
Walton	31	11	3	45
Ware	18	9	1	28
Warren	8	4	3	15
Washington	2	15	--	17
Wayne	2	17	--	19
Webster	2	2	3	7
Wheeler	7	6	--	13
White	17	7	--	24
Whitfield	33	17	1	51
Wilcox	4	9	1	14
Wilkes	4	6	--	10
Wilkinson	6	11	3	20
Worth	17	17	--	34

Sustained Seat Belt Enforcement

GOHS funds and supports law enforcement agencies to implement reoccurring initiatives and campaigns every year to promote seat belts and child restraint enforcement. These projects include the Traffic Enforcement Networks (pictured to the right) that cover law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 95% of Georgia's unrestrained PV occupant fatalities occurred.



HIGH RISK POPULATION COUNTERMEASURE PROGRAMS

As indicated in 23 CFR 1300.00 (e)(4), Georgia can demonstrate that it has implemented data-driven programs to improve seat belt and child restraint use in at least two at-risk populations. GOHS works with multiple partners in achieving this measure. In addition to working with the Youth and Young Adult programs to increase awareness of the importance of **teenagers** wearing their seatbelt, GOHS works with the DPH in increasing awareness of their occupant protection program, known as the Child Occupant Safety Project (COSP). This program is pivotal in reaching **rural communities**, specifically reaching parents/caregivers in a lower socioeconomic demographic.

GOHS will continue to coordinate Child Passenger Safety Week in September of 2026. In determining locations to host events, GOHS will look at data related to fatalities and serious injuries of children under eight, who were unrestrained at the time of the crash. In the past, this data has indicated that locations could be either urban or **rural locations**.

The Shepherd Center grantee is also focusing on **enhancing rural road safety** by using demographic data and collected survey data to plan a social norming campaign aimed at promoting seat belt use among rural Georgia residents. Social norming campaigns as shown to be effective in addressing risky driving behavior such as speeding and alcohol impaired driving. A targeting approach to normalizing seat belt use among rural residents will highlight the positive actions of the majority and promote accurate information in specific rural communities.

The additional coverage that traffic enforcement networks provide to rural communities and nighttime drivers address **both rural road users and unrestrained nighttime drivers.** The Georgia Traffic Enforcement Network (TEN) program host network meetings throughout the stated and are generally concluded with an enforcement component. These events are often held in the evening, resulting in

nighttime enforcement. While some counties are urban, most counties participating are **rural**. The TEN understand that in addition to speeding and distraction, the lack of seat belt use is a determining factor in survivability during a crash.

PLANNED PROJECTS

GAGOHS - Grantee			Project Number:	PM-2026-GA-00-37
Project Name & Description	**402PM: Paid Media** To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			
Countermeasure Strategy	• Sustained Seat Belt Enforcement • Communication Strategies for Low-Belt-Use Groups as Part of HVE			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 PM	$942,340.30	No	No
Eligible Use of Funds	To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			

GAGOHS – Grantee			Project Number:	OP-2026-GA-00-11
Project Name & Description	**402 Occupant Protection** To fund staff and activities for statewide Child Passenger Safety and Occupant Protection initiatives to encourage individuals to buckle the correct way every time they enter their vehicle.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations • Sustained Seatbelt Enforcement			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA SUP 402 OP	$126,276.75	No	No
Eligible Use of Funds	Project will fund personnel to conduct statewide occupant protection initiatives, including the annual Occupant Protection Safety Caravan and Seats Across the States.			

Atlanta Fire Rescue Department, City of			Project Number:	B2CPS_US-2026-GA-01-71
Project Name & Description	**Atlanta Fire Rescue Fitting Stations** Provide low-income families within the City of Atlanta and Metro Atlanta area with proper child safety seats. Train caregivers on correct child seat selection and installation. Educate caregivers on the laws governing Child passenger safety seat and seat belt usage in Georgia.			
Countermeasure Strategy	• Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations			
Organization Type	Local Fire Department – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405b B2CPS_US	$210,211.15	No	No
Eligible Use of Funds	Project will contract with the City of Atlanta to train first responders as child passenger safety technicians as well as provide child safety seats to low-income families within the Metro Atlanta area. Child safety seat checks will be available through inspection stations at local fire stations throughout the city.			

Cleveland Police Department			Project Number:	OP-2026-GA-00-29
Project Name & Description	**Cleveland Police Department GOHS Grant** The Cleveland Police Department is seeking funding to enhance the enforcement of traffic violations within the city limits of Cleveland, GA. Specifically, the enforcement of occupant safety violations.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Sustained Seat belt Enforcement			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$13,065.60	No	No
Eligible Use of Funds	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement of the seat belt and child restraint laws of Georgia.			

Kingsland Police Department			Project Number:	OP-2026-GA-01-80
Project Name & Description	**Kingsland Police Department Occupant Protection** The Kingsland Police Department's Occupant Protection Project aims to improve child passenger safety and occupant protection through education, high visibility enforcement, and car seat distribution within Kingsland, GA through various means of community involvement.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Short-Term, High-Visibility Child Passenger Safety Law Enforcement • Sustained Seat belt Enforcement • Child Restraint Inspection Stations			
Organization Type	Local Law Enforcement – City			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$28,454.62	No	No
Eligible Use of Funds	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement and education of the seat belt and child restraint laws of Georgia.			

Public Health, Georgia Department of			Project Number:	OP-2026-GA-00-12
Project Name & Description	**Child Occupant Safety Project** The Child Occupant Safety Project works to increase county capacity to provide child passenger safety resources by providing equipment, education, safety materials, and other resources, statewide through 8 regions.			
Countermeasure Strategy	• Programs for Increasing Child Restraint and Booster Seat Use • Child Restraint Inspection Stations			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 SUP OP	$1,844,197.05	No	No
Eligible Use of Funds	Project will fund personnel to educate the public on child passenger safety through 8 regional coordinators. DPH staff will conduct CPS technician courses across the state and participate in Click It or Ticket initiatives, including the annual Caravan week leading up to Seat Check Saturday.			

Emory University			Project Number:	OP-2026-GA-00-58
Project Name & Description	**FY26 Statewide Roadside Observational Seatbelt Survey** Emory University will conduct a statewide observational seatbelt use survey meeting NHTSA requirements. Data on child restraint use will also be collected at the same time as seatbelt use.			
Countermeasure Strategy	• Seatbelt Observational Survey			
Organization Type	University			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 SUP OP	$302,150.35	No	No
Eligible Use of Funds	Project will fund personnel to conduct the required annual seatbelt survey and child restraint use survey.			

Shepherd Center			Project Number:	OP-2026-GA-00-24
Project Name & Description	**A Continued Approach to Transforming Traffic Safety Culture** This renewal grant seeks to advance the ongoing integration of the Positive Cultural Framework priorities and the Safe System approach through an innovative, social norming seat belt campaign specifically tailored to rural Georgia. We aim to reduce unrestrained injuries and fatalities in Laurens County, GA by fostering a shift in traffic safety culture and ultimately empowering rural road users to reduce injuries and fatalities in their own community.			
Countermeasure Strategy	• Short-Term, High-Visibility Seat Belt Law Enforcement • Communication Strategies for Low-Belt-Use Groups as Part of HVE • Rural Drivers			
Organization Type	Rehabilitation Hospital			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 402 OP	$233,971.59	No	No
Eligible Use of Funds	Funding will be used to identify road safety champions, host stakeholder meetings (Rural Road Seat Belt Community Coalition), increase seat belt usage, create social norming media campaigns, create a PSA, radio spot, and maintain the Positive Cultural Framework website within the pilot project area.			

See section **2.9 Police Traffic Services** within the FFY2026 Annual Grant Application for a complete list of law enforcement projects being funded with an occupant protection component.

405(b) **OCCUPANT PROTECTION ATTACHMENT**

OCCUPANT PROTECTION PROGRAM ASSESSMENT

GEORGIA

Occupant Protection Program Assessment

May 6 – May 10, 2024

ASSESSMENT TEAM MEMBERS
Jennifer Booge
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INTRODUCTION

The mission of the Georgia Governor's Office of Highway Safety (GOHS) is to educate the public on safe driving behaviors; to implement highway safety campaigns and programs that reduce crashes and eliminate injuries and fatalities on Georgia roadways. This report presents the results of an assessment of the occupant protection component of the State's highway safety programming.

Georgia, in cooperation with the National Highway Traffic Safety Administration (NHTSA), initiated this comprehensive assessment of the occupant protection component of its highway safety program. This assessment is intended to guide the GOHS towards programmatic improvements intended to increase occupant restraint use and decrease injuries and fatalities statewide.

Georgia is the 24th largest State in the nation by area, consisting of 59,425 square miles. Located in the Southeastern region of the United States, Georgia is bordered by five states: Tennessee to the northwest, North Carolina to the north, South Carolina to the northeast, Florida to the south and Alabama to the west. It is the 8th most populous state in the country, with the U.S. Census Bureau estimating the population of Georgia to be 11,029,227 (July 1, 2023). Georgia ranks 18th in the nation in terms of population density with 185.2 people per square mile. It is divided into 159 counties, and Atlanta serves as the State capital. The Atlanta metropolitan area, with a population of more than 6.3 million people in 2023, is the 6th most populous metropolitan area in the U.S. and contains about 57 percent of Georgia's entire population. In addition to Atlanta, other major metropolitan areas in the State include Augusta, Savannah, Columbus, and Macon.

In 2022, there were 42,514 motor vehicle-related fatalities in traffic crashes across the United States. Although the observed daytime seat belt use rate for the U.S. overall in 2022 was 91.6 percent, 50 percent of passenger vehicle occupants killed in traffic crashes in 2022 were unrestrained. The lack of proper restraint use therefore remains a serious highway safety, public health, and societal issue. This is true in Georgia where in 2022, there were 518 unrestrained passenger vehicle occupant fatalities, which accounts for 53.9 percent of known unrestrained fatalities, which is above the national average.

Occupant protection is the foundation of a sound traffic safety program and increased seat belt use can provide reductions in fatalities and injuries. Using a seat belt properly is the single most effective thing people can do to protect themselves in a crash. NHTSA estimates that 648 lives were saved by seat belts in Georgia in 2017 (the latest data available). An additional 34 lives could have been saved if everyone in the State buckled up.

In 2023, the national seat belt use rate was 91.9 percent. Per Georgia's seat belt use survey, the seat belt use rate fell from 89.3 percent in 2022 to 87.6 percent in 2023. Georgia benefits from having a primary enforcement seat belt law which enables law enforcement officers to stop vehicles and issue citations if a driver or front seat passenger is not properly restrained.

Based on the fundamental elements of the *Uniform Guidelines for State Highway Safety Programs, Occupant Protection,* this assessment report identifies Georgia's strengths and challenges and provides recommendations for each of the following specific areas: Program Management; Legislation, Regulation, and Policy; Law Enforcement; Communication; Occupant Protection for Children; Outreach; and Data and Evaluation.

The key recommendations in this report are recommendations the Assessment Team found to be the most critical for improving the State's occupant protection program. While Georgia has multiple initiatives in place, there is always room for growth. All recommendations presented in this report are intended to help increase restraint use and save lives in Georgia.

ACKNOWLEDGEMENTS

The assessment team would like to acknowledge the dedication and hard work of all the statewide partners, advocates, and stakeholders who took the time to contribute their knowledge and expertise during the assessment.

The team would especially like to acknowledge and thank the Georgia Governor's Office of Highway Safety Director, Allen Poole, and his staff for their support and commitment to occupant protection in the State of Georgia. A special thanks to Eshon Poythress, Director of Planning and Programs, and her staff for their efforts in developing the assessment agenda, compiling briefing materials, and providing logistical support to the team.

This assessment benefited from the guidance of the National Highway Traffic Safety Administration headquarters and regional staff, Leah Scully and Judy Dancy, and support from their supervisors, Occupant Protection Division Chief Marietta Bowen and Deputy Regional Administrator Alex Cabral and Regional Administrator Carmen Hayes.

Special thanks also go to Belinda Oh for her assistance throughout the assessment process and in producing this report.

Each member of the team appreciates the opportunity to have served and hopes that consideration and implementation of the proposed recommendations will enable Georgia to continue to improve its occupant protection program.

Note:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the U.S. copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection (OP) program assessment is to provide Georgia with a review of its statewide OP program through identification of programmatic strengths, accomplishments, challenges, and recommendations for improvement. The assessment is a tool for OP program planning, development, and implementation purposes, and for making decisions about how to best prioritize programs and use available resources.

The technical assessment is intended to:

- Provide an opportunity for open, non-threatening dialogue between the Georgia Governor's Office of Highway Safety (GOHS) and its partners;
- Assist with long-range planning;
- Assist with resource allocation;
- Identify strengths, challenges and opportunities for improvement;
- Generate administrative and political support for program improvement; and
- Serve as a benchmark against which to measure future improvements.

All states, in cooperation with their political subdivisions, should have a comprehensive OP program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, enforcement, public information, education and outreach is necessary to achieve significant, lasting increases in seat belt and child restraint use, which will prevent fatalities and decrease the number and severity of injuries.

National Highway Traffic Safety Administration (NHTSA) headquarters and regional office staff facilitated this assessment. Working with the GOHS, NHTSA recommended a team of five individuals with demonstrated subject matter expertise in the areas of Program Management; Legislation, Regulation, and Policy; Law Enforcement; Communication; Occupant Protection for Children; Outreach; and Data and Evaluation. The assessment is based on the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection* (November 2006) which were developed by the U.S. Department of Transportation in collaboration with states to support highway safety programming. The assessment follows the guidelines, and each section of this report reflects this guiding document.

The assessment consisted of a thorough review of State-provided OP program briefing materials and interviews with State and community-level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel and GOHS staff. The team convened to review and analyze the information presented, noting the program's strengths and challenges, as well as recommendations for improvement. The recommendations provided are based on the unique characteristics of the State and what the assessment team members believe Georgia and its partners could do to improve the effectiveness and comprehensiveness of their OP activities. The conclusions drawn by the assessment team are based upon, and limited by, the facts and information provided in the briefing materials and by the various stakeholders who presented information to the assessment team.

The assessment report is a consensus report and belongs to Georgia. This is not a NHTSA document. The assessment team recognizes the commendable and committed work conducted throughout Georgia in the area of occupant protection. It is not the intent of this report to thoroughly document all the successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, this report focuses on areas that need improvement. The report should not be viewed as criticism. Rather, it is an opportunity to provide technical assistance and encourage improvement, which is consistent with the overall goals of traffic safety program assessments.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

PROGRAM MANAGEMENT

- Pursue a governor-issued Executive Order officially sanctioning a Georgia Occupant Protection Task Force to develop a formal, comprehensive, Occupant Protection Strategic Plan applying concepts from the *Uniform Guidelines for State Highway Safety Programs (Guideline No. 20)* and in accordance with the strategies contained within the State's Strategic Highway Safety Plan. A strategic plan should include specific action items, benchmarks, timelines, and performance measures.

- Redefine the duties of the Occupant Protection Grant Manager/Planner to function as a statewide coordinator for the entire occupant protection program. This statewide occupant protection program coordinator would serve as a subject matter expert to ensure effective and uniform program messaging while providing leadership, technical assistance, and uniform guidance in close collaboration with the Occupant Protection Task Force and the new Community Engagement Coordinator.

- Replicate the studies regarding Unbelted Fatal Crashes in rural Georgia being conducted in Stewart and Calhoun Counties by the Traffic Safety Research and Evaluation Group, as well as the Laurens County project, in other parts of the State to gain a broader understanding of the specific countermeasure strategies required to address the unique traffic safety issues in rural areas.

LEGISLATION/REGULATION AND POLICY

- Establish an executively sanctioned Occupant Protection Task Force comprised of diverse partners and stakeholders to develop a Strategic Occupant Protection Plan related to generating legislative strategies for strengthening the State's seat belt law.

LAW ENFORCEMENT

- Expand executive level collaboration with the Georgia Association of Chiefs of Police and Georgia Sheriffs' Association to establish traffic safety committees within their associations to:
    - Act as an advisory council,
    - Develop an action plan to rejuvenate sustained seat belt enforcement,
    - Serve as a forum for discussion, and
    - Provide recommendations to its members for the improvement of police traffic management and the promotion of traffic safety.

- Collaborate with the Georgia Association of Chiefs of Police, Georgia Sheriffs' Association, and the Georgia Department of Public Safety to develop and distribute a

traffic law enforcement guide for law enforcement executives to assist them in implementing the most up-to-date and evidence-based measures to:

- help deter risky driving behaviors that often result in crashes, injuries, and deaths;
- improve public acceptance of traffic law enforcement; and
- improve law enforcement professional competency.

COMMUNICATION

- Task a team, possibly a sub-committee of the Occupant Protection Task Team, to review the Governor's Office of Highway Safety website and provide additional content that is relevant to traffic safety advocates out in the field, and review resources and information relevant to the public, media, employers, and organizations.

- Develop a communication and outreach plan specifically focused on pickup drivers.

OCCUPANT PROTECTION FOR CHILDREN

- Utilize data from Georgia's Crash Outcome Data Evaluation System (CODES) fact sheets and the National Digital Car Seat Check Form to create data-driven messaging for state and regional child passenger safety outreach.

- Seek out champions in rural and underserved communities to complete the *National Child Passenger Safety Technician Certification Training* and maintain certification, creating an expanded network of community-based programming services in rural and underserved communities.

- Connect with all currently certified Child Passenger Safety Technicians to identify their level of engagement and get a better understanding of the outreach activities they provide. Use this information to gauge the level of local activity and identify areas of greatest need.

OUTREACH PROGRAM

- Partner with established programs that already exist in schools (e.g., Family Career and Community Leaders of America, Georgia Future Farmers of America, Students Against Destructive Decisions, Future Business Leaders of America, Seatbelts Are for Everyone) to promote peer-to-peer traffic safety messaging.

- Establish a database of traffic safety advocates so information can be shared easily by the Community Engagement Coordinator to update advocates about activities, information, policy changes, upcoming campaigns, or requests for assistance with events.

DATA AND EVALUATION

- Build into observational survey grant management a means of providing a reasonable and continuing level of confidence in the results. Require the survey subrecipient to prepare a memorandum identifying:
    - When a site re-sample is performed and the overall seat belt use rate increases or decreases;
    - When the sample and methodology are constant and the statewide seat belt use rate changes by a statistically significant amount;
    - When any element of the methodology or survey protocol changes; and
    - When no changes to the survey or rates occur, but rates shift significantly by road type.

The memorandum should identify counties where changes occurred and note any irregularities, situational, or environmental factors that might affect results.

- Develop and implement an annual or bi-annual Attitude and Awareness statewide survey of sufficient sample size to analyze results by geographic regions of the State, and by self-identified urban and rural places of residence. Include questions that point to rationale for seat belt use/non-use, perceptions of risk, perceptions of enforcement, tolerance for fine thresholds, message awareness, and communication preferences. Conduct comprehensive analysis and use results to guide communication, outreach, programming, and legislative activities.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Georgia Governor's Office of Highway Safety (GOHS) is an independent state agency that answers directly to the Governor's office. The Director of GOHS serves as the Governor's Highway Safety Representative, and his assistant serves as the Highway Safety Coordinator. The position of the GOHS within State government provides immediate access to the highest levels of the administration.

- The State's current Strategic Highway Safety Plan (SHSP) was established for 2022-2024 and was developed around the guiding principles of the U.S. Department of Transportation's Safe System Approach. Work is currently underway to publish an updated SHSP in the current year.

- Georgia's SHSP is governed by an Executive Leadership Board comprised of officials from various state agencies and organizations that represent the 4 E's of highway safety.

- Georgia's triennial Highway Safety Plan is directly aligned with the priorities and strategies contained within the State's SHSP and includes a wide variety of proven strategies along with new and innovative countermeasures.

- Occupant Protection (OP) is identified as one of nine specific Emphasis Areas (EA) within the current SHSP. Three strategies within this EA include two related to child passenger safety and one that supports high-visibility enforcement programs that combine communication, education, and outreach strategies.

- The GOHS hosts a biennial highway safety conference to engage community, corporate, law enforcement, education, and public health partners. The conference is designed to

share industry trends and engage communities to achieve the collective goals of reducing crashes, fatalities, and injuries on Georgia roadways. Workshop sessions include presentations on child passenger safety, legal updates, and data trends.

- The GOHS has contracted an epidemiologist to assist with traffic fatality and injury reporting for grant applications and compilation of the triennial Highway Safety Plan. The contracted epidemiologist has over 14 years of experience dealing with Georgia crash data and records.

- Even without federal technical support, Georgia continues to utilize the Crash Outcome Data Evaluation System (CODES) to analyze a variety of diverse data sets to gain a better understanding of specific types of crashes and the characteristics of driver and occupant behavior that resulted in the crashes. These data provide a more comprehensive view of crash injuries, patient outcomes, and subsequent opportunities for prevention.

- The Georgia CODES project is managed by the Georgia Department of Public Health and has been in operation for over 20 years. It is an outstanding example of highway safety partnerships within the State through its development of strong relationships with data owners, users, and stakeholders, as well as public health and safety agencies.

- The GOHS in collaboration with the CODES project and the Traffic Safety Research and Evaluation Group at the University of Georgia, produces an annual capsulized Traffic Safety Facts document that serves as an excellent informative snapshot of traffic fatalities and injuries within the State including those related to OP issues.

- The GOHS provides federal funds to subrecipients for OP programs that include education and training projects for increasing seat belt usage and increased use of properly installed child safety restraint systems. The GOHS recently hired a new Community Engagement Coordinator to assist in recruiting and collaborating with partners and stakeholders at the local level.

- Funding is also provided to law enforcement projects that implement highly visible and highly publicized law enforcement strategies to eliminate injuries and fatalities on Georgia roadways.

- The GOHS developed and implemented the Grants Management System (GMS) that went live in 2023. Priority programs include OP and combinations with other focus areas such as distracted and/or impaired driving.

- All applications follow a rigorous review workflow which includes electronic notifications to the subrecipient regarding each step in the process.

- All project proposals must include a variety of parameters including:
    - Problem Identification;
    - Program Assessment;
    - Project Objectives, Activities, and Evaluation;

- Milestone Chart and Media Plan;
- Resource Requirements and Statement of Self-Sufficiency; and
- Other General State and Federal Requirements

- The GOHS provides two Grant Applicant Workshops with one each in the northern and southern sections of the State to assist new subrecipients. Additionally, sample Objectives, Activities, and Evaluations are included within the Request For Proposal (RFP) packet.

- The GOHS has a comprehensive two-volume online Grant Management Manual that includes a general highway safety overview of the State along with information on applying for highway safety grants, and associated responsibilities, procedures, and reimbursement requirements.

- In addition to manuals and other online tools, the GOHS provides online recordings of grant management training that cover various aspects of the grant application process.

- In FFY 2023 over $2 million of Bipartisan Infrastructure Law (BIL) Section 402 and BIL Section 405b funds were expended by GOHS subrecipients for specific OP activities. This represented an expenditure rate of about 86.5 percent of funds awarded to the subrecipients.

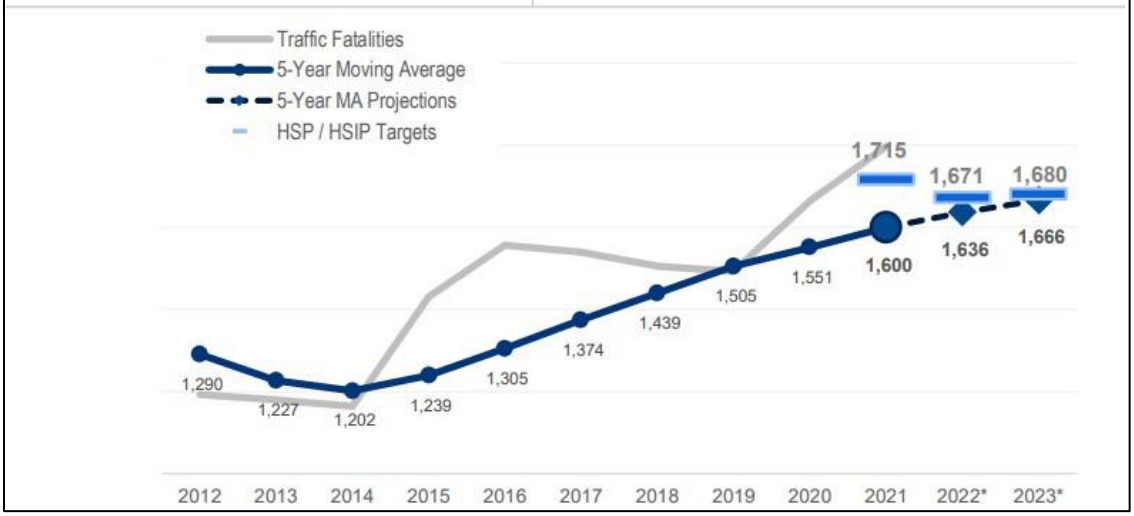
- In addition to considerable paid and earned media in six major media markets across Georgia, the GOHS partnered with several organizations at their events across the State, as well as with other states through joint messaging and enforcement efforts to promote seat belt usage.

- The GOHS supports two innovative projects dealing with the collection and integration of various highway safety data inputs, as well as safety culture measurements in rural counties where fatal crashes and unrestrained fatalities are overrepresented as a whole across the State.

1B. CHALLENGES

- Over the past eight years (2014-2022), highway fatalities, and the corresponding fatality rate, on roadways within the State have risen steadily. In 2022, the State experienced 1,829 traffic fatalities, the highest such number reported by the Fatality Analysis Reporting System (FARS) since 1994.

Traffic Safety Performance Measure		FFY23 HSP Target Assessment			
		Target Year(s)	Target Value	Projected Value	Progress Status
C-1 HSIP-1	Number of traffic fatalities (FARS)	5-year: 2019-2023	1,680	1,666	On Track



- During a similar eight-year period (2013-2021), the number of serious injuries caused by motor vehicle crashes has also increased by over 90 percent from 4,694 to 8,937.

- In 2021, for the first time in more than 10 years there were more unrestrained occupants fatally injured in crashes than those that were properly belted.

- Approximately 10 percent of fatally injured occupants were listed on police crash reports as "Unknown" for restraint use.

- The vast majority of Georgia's counties are rural (110 of 159), and in 2021, unrestrained occupants accounted for 49 percent of the fatal injuries in crashes within these rural counties as opposed to 40 percent in urban counties. Rural community leaders and law enforcement officials cite limited resources to address traffic safety issues both before and after a crash occurs.

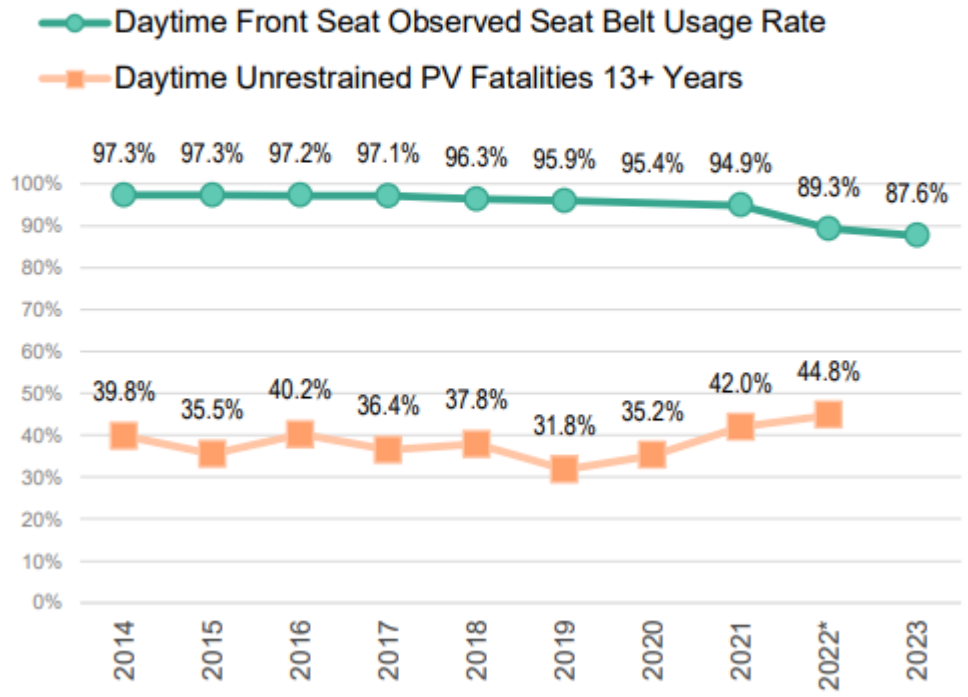
- There is an insufficient number of adult-based OP projects in local, rural communities providing education and outreach to complement enforcement efforts that may be taking place.

- The Strategic Highway Safety Plan's Occupant Protection Task Team does not have a chairperson and has not met recently to review strategies within the Occupant Protection Emphasis Area. Additionally, the Occupant Protection Task Team has not discussed or developed an Occupant Protection Strategic Plan within the parameters of the SHSP.

- The primary responsibility of the Program Manager responsible for oversight of the OP program is more of a grants manager than a program coordinator providing centralized guidance and insight for the State's overall OP program.

- Although Georgia once reported one of the country's highest observed seat belt use rates of 97.3 percent, this rate has steadily declined since 2015 and dropped to below 90 percent (87.6% *preliminary*) in 2023. This drop in the observed rate has been accompanied by a corresponding increase in unrestrained passenger vehicle occupant fatalities, from 385 in 2019 to 518 in 2022.

Figure 2. **Georgia Seat Belt Usage Rate and Daytime Front Seat Passenger Vehicle (PV) Occupant Fatalities Ages *13+ Years* by Restraint Use, 2014-2023**



Source: 2023 Seat Belt Observational Survey and *2022 TSREG Preliminary Fatality Data

- The State's Seat Belt Observational Survey conducted by the Injury Prevention Research Center at Emory does not include measurements for rear seat restraint use and is therefore unlinked to crash data related to unrestrained rear seat passengers who were fatally or seriously injured.

- Observed seat belt use in pickup trucks has declined over the six-year period of 2017-2023 from 95.5 percent to 80.0 percent, with properly restrained male occupants recorded at only 78.5 percent in 2023. Moreover, in 2021, 71 percent of passengers fatally injured in pickup trucks were unrestrained. There is no specific seat belt communication plan for this driver class.

- The State's wealth of comprehensive data sets, along with their associated analyses are under-utilized to their fullest extent specifically in guiding funding decisions, public communication, and project selection.

- The contracted Annual Evaluation Report, funded by the GOHS, is primarily designed to assess process and administrative metrics of subrecipient projects and does not provide management a 360-degree analysis of the effectiveness of projects within the OP program as a whole.

- Senior management of the Georgia GOHS has not fully leveraged its relationship with the Executive Board of the Georgia Association of Chiefs of Police or the Georgia Sheriffs' Association. Specific strategies for addressing law enforcement challenges relating to highway safety do not appear to have been recently postulated or proposed within these organizations.

- Given the State's population and geographic size, Georgia is underserved by the limited number of Level I trauma centers, especially in or near its vast rural areas. This hinders critical emergency medical response for those seriously injured in a crash.

1C. RECOMMENDATIONS

- **Pursue a governor-issued Executive Order officially sanctioning a Georgia Occupant Protection Task Force to develop a formal, comprehensive, Occupant Protection Strategic Plan applying concepts from the *Uniform Guidelines for State Highway Safety Programs (Guideline No. 20)* and in accordance with the strategies contained within the State's Strategic Highway Safety Plan. A strategic plan should include specific action items, benchmarks, timelines, and performance measures.**

- **Redefine the duties of the Occupant Protection Grant Manager/Planner to function as a statewide coordinator for the entire occupant protection program. This statewide occupant protection program coordinator would serve as a subject matter expert to ensure effective and uniform program messaging while providing leadership, technical assistance, and uniform guidance in close collaboration with the Occupant Protection Task Force and the new Community Engagement Coordinator.**

- **Replicate the studies regarding Unbelted Fatal Crashes in rural Georgia being conducted in Stewart and Calhoun Counties by the Traffic Safety Research and Evaluation Group, as well as the Laurens County project, in other parts of the State**

to gain a broader understanding of the specific countermeasure strategies required to address the unique traffic safety issues in rural areas.

- Advertise, market, and expand partnerships and grant opportunities in rural communities aimed at adult-based occupant protection education and outreach, other than enforcement-based activities, to combat the overrepresentation of unrestrained fatalities on rural roads and those involving pickup trucks.

- Expand executive level collaboration with the Georgia Association of Chiefs of Police and Georgia Sheriffs' Association to advocate for the development of a Traffic Safety Committee within the organizations comprised of law enforcement executives to explore and propose solutions for the traffic safety related enforcement challenges within the State.

- Maximize use of the contracted epidemiological services and the Traffic Safety Research and Evaluation Group report to assist in directing subsequent program funds to areas/demographics most impacted by low belt use and overrepresented unrestrained fatality rates.

2. LEGISLATION, REGULATION, AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*
- *Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in their states.*

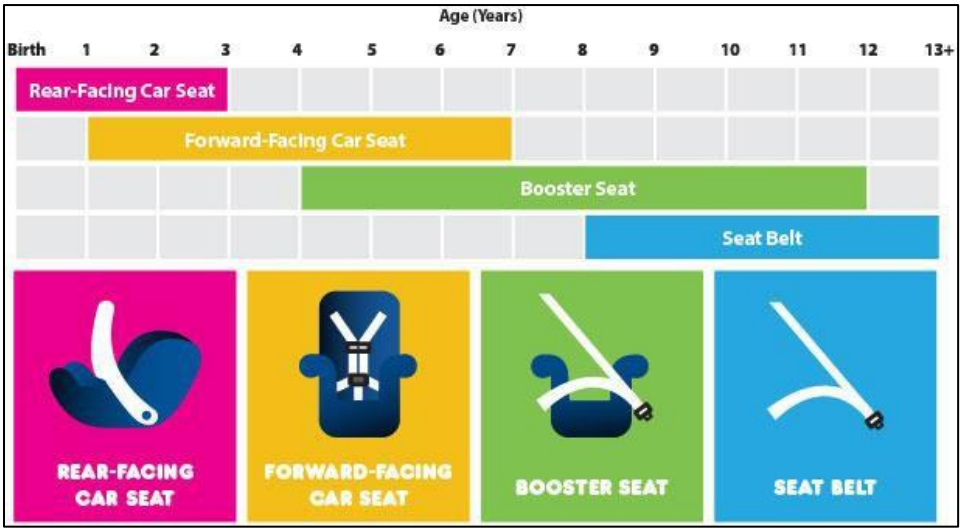
2A. STRENGTHS

- The Official Code of Georgia requires every front seat occupant of a passenger vehicle, to be restrained by a seat belt while the vehicle is being operated on a public road, street, or highway of the State, with some exceptions (§ 40-8-76.1).

- Violations of the seat belt law are considered "primary offenses," and probable cause for violation of the law is based solely upon a law enforcement officer's clear and unobstructed view of a person not restrained as required.

- The primary elements of Georgia's Child Passenger Safety Seat Law (§ 40-8-76), with some limited restrictions, requires children riding in a passenger vehicle under the age of eight to be restrained in a child passenger restraining system appropriate for the child's height and weight and approved by the U.S. Department of Transportation under provisions of Federal Motor Vehicle Safety Standard 213 (1983). Passenger vehicles are

defined as motor vehicles designed to carry 15 or fewer occupants, including pickup trucks. The following info-graphic provides an easy-to-understand visual depiction of recommended restraint systems within the context of the law.

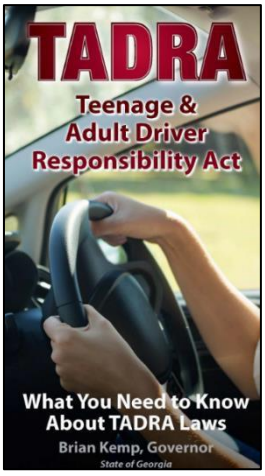


- A violation of Georgia's Child Passenger Safety Seat law will subject a driver to a $50 fine, in addition to a one-point assessment to a driver's license, for a first offense and a $100 fine, with two points, for any subsequent offense. Courts are required to forward a record of the disposition of such cases annually to the Department of Public Safety for data collection.

- The Georgia Department of Driver Services website has a safety page with a Frequently Asked Questions (FAQs) tab with significant information regarding licensing for young drivers.

- A bill recently passed by the legislature and signed by the Governor reinstated the fee attached to traffic fines to fund driver education scholarships for teen drivers who are required to take classroom and on-the-road training at approved providers.

- In 1997, the Georgia General Assembly enacted the Teenage and Adult Driver Responsibility Act, which established a three-stage process for young drivers age 15 to 18 obtaining a driver's license:
    - **<u>Step One</u>**: **Instructional Permit (Class CP)** granted to 15-year-olds upon successfully passing a written examination, and requiring a licensed 21 or older passenger while driving.
    - **<u>Step Two</u>**: **Provisional (Class D) License** granted to 16- and 17-year-olds who have held an Instructional Permit for 12 months and passed a driving test.
    - **<u>Step Three</u>**: **Full (Class C) License** granted to drivers age 18 and older who hold a Class D license and have incurred no major traffic violations during the previous 12 months.



- In 2007, the Georgia General Assembly enacted Joshua's Law establishing driver education requirements for Class D licensees including types of approved courses, acceptable methods of instruction, and required hours of supervised driving experience.

- All drivers holding a Provisional license are subject to the following:
    - A curfew that prohibits driving between midnight and 5AM (with no exceptions),
    - Limitations on the number of passengers and seating locations during two initial six-month periods,
    - Prohibition on texting and/or talking on cell phones or any other wireless device, and
    - Zero tolerance for drinking and driving.

- The Governor's Office of Highway Safety (GOHS) is actively engaged with several large military installations across the State providing information and education to military members, military civilians, and their families. For example, GOHS is invited to and participates in the annual Safety Day at the Fort Eisenhower (formally Fort Gordon) Army Installation. The GOHS uses a rollover simulator to demonstrate the importance of wearing a seat belt and the consequences of failing to buckle up and provides traffic safety training to military police charged with traffic enforcement on the post.

2B. CHALLENGES

- Violators of the State's seat belt law are subject to a fine of only $15 with no other penalty, fee, or surcharge. There is no sliding fine or penalty for subsequent offenses, nor are any points assigned to a driver's license for a violation.

- Restrictions for riding in the bed of a pickup truck apply only to passengers under the age of 18 in an uncovered bed on any interstate highway.

- Georgia's Child Passenger Safety Seat Law has components that diminish the law's ability to best protect children traveling on the State's roadways, including:
    - An exception for children between eight and 13 years of age to be properly restrained in the rear seat;
    - Exemptions for common and contract carriers, such as taxi cabs, shuttle vans, and limousines;
    - Exemptions for commercial vehicles operated by childcare centers; and
    - Exemptions for children weighing at least 40 pounds when the vehicle is not equipped with both lap and shoulder belts, or when one or more lap and shoulder belts are all being used to properly restrain other children.

- Georgia's Child Passenger Safety Seat Law has components that do not meet the recommendations of the American Academy of Pediatrics, including:
    - No requirement for rear facing car seats, and
    - Allowance for children over 4'9" to be restrained solely by a lap and shoulder belt.

- Georgia's seat belt law applies to passenger vehicles and pickup trucks; however, the law is silent regarding commercial vehicles. Although DPS has adopted through administrative rule making authority the Code of Federal Regulations (CFR) 49 CFR 392.16 - *Use of seat belts, that requires drivers operating a commercial motor vehicle to be properly restrained by the safety belt assembly*, there is no indication the Georgia Legislature has adopted the federal code for use of seat belts by commercial vehicle drivers. Such code would allow Georgia law enforcement officers to enforce seat belt violations by commercial vehicle drivers.

- Georgia state law forbids insurance rates to be increased or cancelled for an occupant's failure to wear a seat belt; nor shall such evidence be used to diminish the recovery of civil damages arising out of incidents related to the operation of a motor vehicle.

- The GOHS has not conducted a comprehensive statewide driver attitude and awareness survey.

- There is currently minimal proactive engagement with the State's corporate entities and its insurance industry for implementing/expanding innovative safety programs or potential incentives for drivers who wear their seat belt.

- Georgia's Grant Terms & Conditions require subrecipients to have a written seat belt policy that only encourages rather than requires employees to use seat belts.

- No regular presentation is made to the State legislature or its various committees on the current status and economic impact of highway fatalities on the State's roadways and their specific causes.

- There is limited outreach to the State's multitude of major corporate employers.

2C. RECOMMENDATIONS

- **Establish an executively sanctioned Occupant Protection Task Force comprised of diverse partners and stakeholders to develop a Strategic Occupant Protection Plan related to generating legislative strategies for strengthening the State's seat belt law.**

- Educate the Georgia Legislature regarding the enhanced lifesaving capabilities of an amended Georgia Seat Belt Law that:
    - Requires seat belt use in all available seating positions,
    - Increases the fine for a violation to make it consistent with fines for other traffic laws, and
    - Requires all vehicle occupants to wear a seat belt in a properly adjusted and securely fastened manner.

- Amend subrecipient grant conditions to include compulsory seat belt use by employees in agency policies. Require such seat belt policies to be submitted with all grant applications and monitor compliance.

- Partner with major corporations across the State to enhance driver safety of their employees and their families. Explore potential community outreach efforts through their respective retail operations.

- Collaborate with the Network of Employers for Traffic Safety to identify strategies for working with the State's employers and organizations to adopt seat belt policies for their employees to reduce traffic crashes and their related effects both on- and off-the-job.

- Develop and distribute a statewide driver attitude and awareness survey structured to better gauge drivers' seat belt use habits and their understanding and support for enacting stronger occupant protection laws and associated fines.

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- The Georgia Governor's Office of Highway Safety (GOHS) personnel have a professional and dedicated approach to traffic safety.

- The GOHS has excellent working relationships with many Georgia law enforcement agencies.

- The Georgia Department of Public Safety (DPS) has an organized, comprehensive, statewide traffic law enforcement program with a demonstrated commitment to training, public information, and enforcement of seat belt and child passenger safety (CPS) laws.

- DPS uses agency traffic law enforcement intelligence data for setting performance expectations and refining tactics.

- Georgia law enforcement agencies use one uniform crash report to report collisions through an electronic format. This collision reporting system facilitates reporting of occupant protection system information including seat belt and child safety seat use or

non-use, restraint type, and airbag presence and deployment. The electronic crash reporting system is used by 95 to 99 percent of law enforcement agencies.

- The GOHS facilitates the Governor's Challenge that is designed to highlight outstanding achievements in highway safety enforcement and education. It recognizes law enforcement agencies for the approach and effectiveness of their overall highway safety programs. Agencies are evaluated not just for enforcement initiatives, but for innovative problem-solving in their communities, using public information activities, and creating departmental policies that support their traffic enforcement campaign efforts.

- Georgia has adopted a "Striving Towards Zero Deaths" strategy as a framework for overall planning of their traffic safety mission for their Strategic Highway Safety Plan. This strategy has been endorsed by the American Association of State Highway and Transportation Officials, Governors Highway Safety Association, International Association of Chiefs of Police, National Association of County Engineers, and others, as a platform of consistency to prioritize a traffic safety culture and unify law enforcement agencies to a single vision.

- The GOHS uses the *Click It or Ticket* enforcement message during enforcement periods to help create heightened awareness for using seat belts. Outside of enforcement periods, the GOHS uses "Buckle Up Georgia," a social norming message, to convey the importance of seat belt use.

- The GOHS has experienced, respected, and dedicated law enforcement liaisons (LEL) that oversee, coordinate, and promote grant-funded traffic law enforcement activities within the State. The LELs work in cooperation with state and local law enforcement agencies organized into 16 regional Traffic Enforcement Networks (TEN) around the State. The regional networks are open to all sworn law enforcement officers and prosecutors to enhance traffic enforcement activities through networking and training.

- The LELs maintain a traffic law enforcement progress tracking system for grant-funded activity including seat belt mobilizations. These progress reports are used to review the activity and follow up with law enforcement agencies as needed.

- Georgia law enforcement agencies use a variety of strategies for enforcing seat belt laws, e.g., nighttime, combined traffic (seat belt-distracted driving) violations, stationary, safety checkpoints, saturation, and high-visibility enforcement.

- The annual statewide seat belt observational survey is used to obtain the State's use rate. Data are provided to stakeholders in the form of fact sheets. This information is a useful tool for problem identification and can assist with the development of traffic law enforcement intervention strategies, deployment of staff, and evaluation of seat belt enforcement activity.

- Many law enforcement agencies have written policies that require officers to wear seat

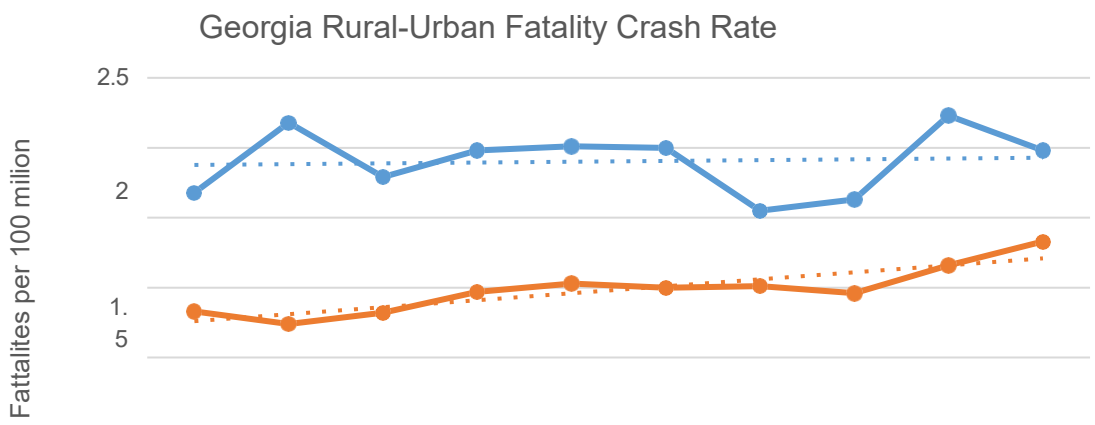
belts.

- The LELs promote and help coordinate "Below 100" training to law enforcement agencies. One of the objectives of the training is to emphasize the importance of officers wearing seat belts to help eliminate preventable line-of-duty deaths and serious injuries.

- All GOHS grant funding for traffic law enforcement requires that law enforcement agencies perform seat belt enforcement.

3B. CHALLENGES

- Geographically, the majority of Georgia is rural in nature. Georgia's rural road fatality crash rate is higher than urban roads. Historically, rural roads have tended to have higher collision death rates despite fewer travelled miles.[1]



	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Rural	1.68	2.18	1.79	1.98	2.01	2	1.55	1.63	2.23	1.98
Urban	0.83	0.74	0.82	0.97	1.03	1	1.01	0.96	1.16	1.33

Source: Georgia Office of Highway Safety – Traffic Data webpage

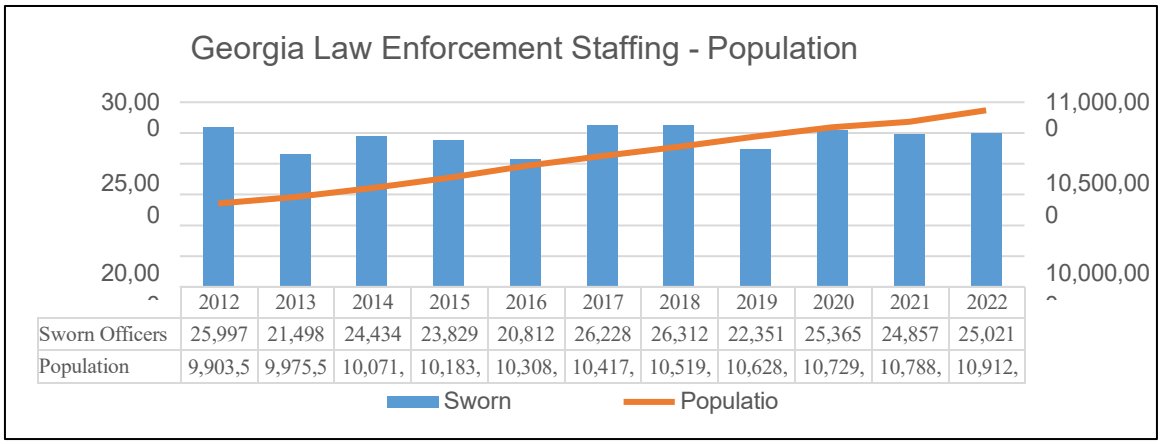
- Georgia has 1,038 law enforcement agencies (includes 159 county sheriff's offices) which 94 percent of the municipal law enforcement and 37 percent of sheriff's offices meet the International Association of Chiefs of Police (IACP) definition of a small law enforcement agency that have 50 or fewer full time sworn officers. Small law enforcement agencies have competing priorities and concerns regarding staffing, funding, and calls for service for officers' time which inhibit proactive seat belt enforcement.

- Neither the Georgia Association of Chiefs of Police (GACP) nor the Georgia Sheriffs' Association (GSA) have a traffic safety committee as part of their organizations to

[1] According to a 2008 data published by NHTSA, the United States rural fatality rate was 2.11 while the urban fatality rate was 0.81. For the nation, rural fatalities accounted for 56% of the traffic fatalities.

provide recommendations and guidance to its members for the improvement of police traffic management and the promotion of traffic safety.

- Georgia's population growth has increased 10.2 percent since 2012. Georgia law enforcement staffing overall has decreased four percent since 2012.



Source: Georgia Uniform Crime Reports, provided by the Georgia Bureau of Investigations and USA Facts - Georgia.

- There is a perception that outside of grant-funded Thunder Task Force and H.E.A.T. Teams enforcement initiatives, occupant protection enforcement is not an emphasis for law enforcement agencies compared to other duties, resulting in inconsistent enforcement of seat belt and CPS laws.

- There does not appear to be regular or consistent CPS training information updating officers to support identification of violations and enforcement of CPS laws.

- Georgia lacks an attitude and awareness survey to assess respondents' perceptions regarding the probability of being stopped and cited for a seat belt violation. This inhibits the GOHS and law enforcement agencies' ability to measure the general deterrence factor of seat belt enforcement strategies supporting evidence-based enforcement.

- The Georgia seat belt law lacks comprehensiveness to mitigate risk or prevent and reduce injuries and significant consequences. The combination of the circumstances below creates the perception that seat belt enforcement is not a public safety priority.
    - There is no seat belt requirement for all seating positions.
    - The penalty for a seat belt violation is only $15. Studies have shown higher fines are associated with higher seat belt use and fines between $60 and $100 are likely most effective.[2]

[2] A 2010 National Highway Traffic Safety Administration study showed that increasing the fine for a seat belt violation from $25 to $60 would likely result in a three to four percentage point increase in the observed seat belt use rate. Additionally, the study found seat belt fines between $60 and $100 are likely most effective to modify behavior.

- The seat belt law lacks language that vehicle occupants shall wear a seat belt in a properly adjusted and securely fastened manner.

- Georgia's seat belt law applies to passenger vehicles and pickup trucks; however, the law is silent regarding commercial vehicles. Although DPS has adopted through administrative rule making authority the Code of Federal Regulations (CFR) 49 CFR 392.16 - *Use of seat belts, that requires drivers operating a commercial motor vehicle to be properly restrained by the safety belt assembly*, there is no indication the Georgia Legislature has adopted the federal code for use of seat belts by commercial vehicle drivers. Such code would allow Georgia law enforcement officers to enforce seat belt violations by commercial vehicle drivers.

- Georgia has a non-unified court system where local courts are autonomous. These courts account for most traffic adjudications within the State. As a result, courts use proprietary Case Management Software, and data are not regularly shared with other courts in the State. Therefore, Georgia lacks a centralized citation and adjudication repository. The lack of access to citation and adjudication data makes it difficult to assess intensity for an overall seat belt enforcement strategy.

- The seat belt violator profile is not being used for problem identification and media messaging. There is a need to disseminate information on Georgia-specific seat belt violator characteristics to assist law enforcement agencies to identify dangerous drivers (e.g., type of behavior, criminality, crash risk, non-compliant personalities) and to develop intervention plans and implement appropriate countermeasures.

- There was no indication of an official endorsement statement from the GACP or GSA regarding the importance of strict seat belt enforcement. The level of support Georgia law enforcement executives provide in prioritizing occupant protection enforcement is unclear. Studies have found that the value law enforcement executive leadership placed on traffic enforcement tended to align with the priority that officers demonstrated. Essentially, when officers perceived their leadership and supervisors supported traffic law enforcement, the officers were motivated to perform the activity.[3]

- Georgia's Grant Terms & Conditions require law enforcement subrecipients to have a written seat belt policy that only encourages rather than requires personnel to use seat belts.

3C. RECOMMENDATIONS

- **Expand executive level collaboration with the Georgia Association of Chiefs of Police and Georgia Sheriffs' Association to establish traffic safety committees within their associations to:**
    - **Act as an advisory council,**
    - **Develop an action plan to rejuvenate sustained seat belt enforcement,**

[3] See High-Visibility Enforcement: Assessing Change and Identifying Opportunities [Traffic Tech] (bts.gov).

- **Serve as a forum for discussion, and**
- **Provide recommendations to its members for the improvement of police traffic management and the promotion of traffic safety.**

- Identify traffic safety champions within the Georgia Association of Chiefs of Police and Georgia Sheriffs' Association for the organizations to endorse a strict seat belt enforcement resolution.

- **Collaborate with the Georgia Association of Chiefs of Police, Georgia Sheriffs' Association, and the Georgia Department of Public Safety to develop and distribute a traffic law enforcement guide for law enforcement executives to assist them in implementing the most up-to-date and evidence-based measures to:**
  - **help deter risky driving behaviors that often result in crashes, injuries, and deaths;**
  - **improve public acceptance of traffic law enforcement; and**
  - **improve law enforcement professional competency.**

- Work with stakeholders to advocate for adoption of 49 Code of Federal Regulations 392.16 - *Use of seat belts, that requires drivers operating a commercial motor vehicle to be properly restrained by the safety belt assembly.*

- Develop a Georgia-specific in-depth profile of the personality (behavioral risk assessment) of seat belt violators and share with criminal justice professionals, traffic safety professionals, advocates, media, and policymakers.

- Develop and administer an attitude and awareness survey to determine the perceptions regarding seat belt enforcement and to identify populations for special emphasis.

- Require law enforcement agencies to have a written mandatory seat belt use policy for its personnel as a condition to receive grant funding.

- Create a centralized resource for law enforcement agencies that provides quick access to key components of child passenger restraint information to better equip law enforcement officers to recognize proper use of car seats and booster seats.

4. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

4A. STRENGTHS

- The Georgia Governor's Office of Highway Safety (GOHS) and its media buyer use a plan for broadcast television, cable television, radio, podcasts, and digital streaming platforms for placement and delivery of messaging.

- The GOHS has an experienced communications director and communications specialist.

- The Strategic Highway Safety Plan has established an Occupant Protection Task Team whose responsibility is to promote and review occupant protection (OP) programs and

update GOHS staff on traffic safety efforts across the State.

- The GOHS began a new venture for community outreach with messaging on the importance of wearing your seat belt. NASCAR driver Ross Chastain will participate in community events to promote seat belt use.

- The GOHS has hired a Community Engagement Coordinator to develop and maintain effective communication channels with the community, utilizing various mediums such as social media, newsletters, websites, and traditional media outlets to disseminate information and receive input from the public.

- The GOHS partners with the Georgia Public Broadcasting's high school football game of the week to promote seat belt use to reach students and parents with seat belt messaging.

- The Georgia Highway Safety Conference included social media as a topic presented to attendees.

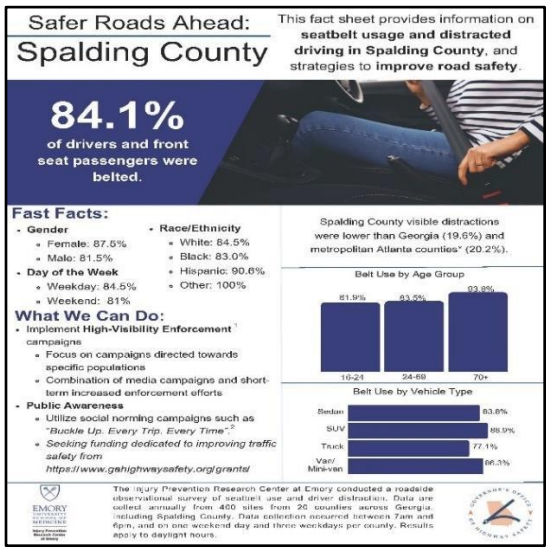
- The GOHS capitalizes on the national Child Passenger Safety Week to hold their own Child Passenger Safety Week Caravan with events and car seat checks.

- The GOHS partners with various military bases in the State to participate in their annual Safety Days and child passenger safety events.

- The GOHS data and evaluation team develops the *Georgia Traffic Safety Facts* which is a series of publications collaboratively developed by the Crash Outcome Data Evaluation System (CODES) and Traffic Records Coordinating Committee (TRCC) and combines information from all traffic records information systems to paint a comprehensive picture of traffic safety issues on Georgia roadways. This information is shared and used statewide and with local communication efforts.

- The Injury Prevention Research Center at Emory reviews the data from the Statewide Observational Survey of Seat Belts and Child Safety and develops fact sheets for counties

on seat belt use and strategies to improve road safety.



4B. CHALLENGES

- The GOHS website lacks a variety of essential resources for stakeholders/partners to use in their traffic safety work. Various materials available on the website are outdated and the online store access has shipping and availability issues.

- Communication staff have a process for updating internal staff on current and future marketing and messaging. Traffic safety advocates around the State are not aways aware of current messaging being delivered and cannot capitalize on sharing the messaging in their communities.

- Information was shared that low seat belt use rates can be attributed to the culture of the State (i.e., independent, individual rights oriented). Changing Georgia's traffic safety culture, especially with regard to behavior, is challenging.

- The GOHS and communication programming have experienced several years of high seat belt use but after their recent decline, a review of current messaging, resources, target areas, and placement has not been completed.

- Seventy-one percent of the State's pickup drivers are unrestrained.

4C. RECOMMENDATIONS

- **Task a team, possibly a sub-committee of the Occupant Protection Task Team, to review the Governor's Office of Highway Safety website and provide additional content that is relevant to traffic safety advocates out in the field, and review resources and information relevant to the public, media, employers, and organizations.**

- Evaluate the need for branding campaigns with a common message (e.g., Buckle Up Georgia, Destination Zero Deaths, the Governor's Office of Highway Safety logo) which can act as an overall theme for the State's various traffic safety initiatives. Branding can improve collaboration, strengthen the program, and improve message recognition both online and with resource materials.

- **Develop a communication and outreach plan specifically focused on pickup drivers.**

5. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

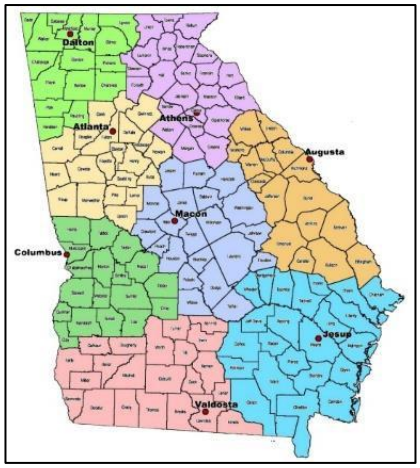
5A. STRENGTHS

- The Georgia Governor's Office of Highway Safety (GOHS) has a full-time child passenger safety (CPS) grant manager who oversees the Georgia Occupant Protection for Children Program and monitors state-funded CPS grants.

- Georgia's Child Passenger Safety Seat law requires that all children eight years of age and under must be properly restrained in an appropriate child passenger safety seat or booster seat in the back seat of a motor vehicle. Additionally, there is a primary seat belt law in place for children and teens aged eight to 18.

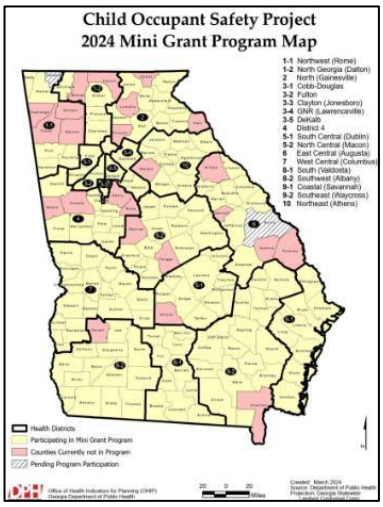
- The GOHS fully supports CPS programming efforts including training, resources, activities, and support services throughout the State. Outreach is provided to:
    - CPS Technicians and Instructors,
    - families,
    - minority groups,
    - law enforcement,
    - healthcare providers,
    - schools, and
    - local agencies and injury prevention programs.

- The GOHS contracts with the Georgia Department of Public Health's (DPH) Office of Injury Prevention to organize statewide CPS efforts. The DPH Program Manager supervises eight regional CPS coordinators. These coordinators are responsible for planning activities and providing outreach throughout each of their regions.



- Annual in-person updates take place in each of the eight CPS regions. These events include Continuing Education Units (CEUs) and seat sign offs for recertification. These in-person events ensure that CPS Technicians stay up-to-date and well-prepared to serve their communities.

- The DPH Program Manager supports three Program Specialists who are responsible for administering the Child Occupant Safety Project (COSP) Mini Grant Program and a statewide special needs car seat program.



- The COSP Mini Grant Program supports car seat inspection stations located throughout the State serving both urban and rural areas. Mini Grant Program recipients collaborate with local community partners to provide child passenger safety education and services to parents and caregivers. COSP car seat distribution programs are in 139 of the State's 159 counties. The COSP distributes 250-300 car seats and booster seats to eligible families per month. All COSP car seat distribution programs are required to use the National Digital Car Seat Check Form (NDCF) to record car seat check data.

- The GOHS encourages the use of the NDCF. The GOHS and DPH regularly review NDCF data. These data are used to monitor trends and patterns of non-use and misuse of car seats, booster seats, and seat belts for children.

- The GOHS utilizes data collected by Crash Outcome Data Evaluation System (CODES) to identify counties that have higher incidences of child fatalities and/or serious injuries for children eight and under and coordinates outreach efforts throughout those areas during Child Passenger Safety Week.

- The GOHS partnered with the Injury Prevention Research Center at Emory to conduct child restraint observational surveys at 400 sites spread across 20 counties between May and August 2023.

- In 2022, the GOHS in partnership with DPH and Safe Kids Georgia, established a Child Occupant Safety Advisory Board. The Board has representation from a variety of programs across the State creating a cohesive network of injury prevention professionals. The mission of the Board is to provide program direction and technical guidance to communities and organizations within Georgia and to maintain the quality and integrity of the National Standardized Child Passenger Safety Training Program. Quarterly meetings provide an opportunity to share resources, coordinate programming efforts, and support outreach activities throughout the State.

- CPS messaging, event promotion, and outreach opportunities are shared on partner websites and social media platforms providing local level information about fitting stations and resources.

- According to Safe Kids Worldwide, Georgia currently has over 1,300 certified CPS Technicians and 75 CPS Instructors located in approximately 130 of the State's 159 counties. Additionally, there are 19 CPS Technician Proxies available to counter the attrition rate.

Child Passenger Safety Technicians	
CRS Manufacturer	30
Highway Safety	2
Hospital/Medical	106
Law Enforcement	456
Non-Profit	41
Other	55
Retail	8
Public Health	145
Rescue/EMS	409
Safe Kids	22
School/University	17
Self Employed	13
Vehicle Manufacturer	1

Tech Proxies by Profession	
Hospital/Medical	4
Law Enforcement	3
Other	1
Public Health	2
Rescue/EMS	7
Safe Kids	1
Self Employed	1

- The GOHS encourages law enforcement to obtain CPS Technician certification. Currently, law enforcement personnel account for 35 percent of the total number of certified CPS Technicians in the State.

- Currently, four Law Enforcement Liaisons are certified CPS Technicians and one is a certified CPS Instructor.

- Safe Kids Georgia maintains a strong presence across the State with an active network of 31 Safe Kids coalitions. These coalitions work to promote child safety and prevent unintentional injuries. Local coalitions are supported by the Safe Kids Georgia Program Coordinator, who provides essential training, resources, and ongoing assistance throughout the State.

- The GOHS contracts with the Atlanta Fire Department to deliver comprehensive car seat education, conduct car seat check events, and distribute car seats across the Atlanta metro area. All Atlanta firefighters at each of the 35 fire stations are mandated to complete CPS Technician training. Atlanta's first responders are well-equipped to educate families, inspect and distribute car seats, and promote child passenger safety. Additionally, the program manager provides support to rural hospitals by providing car seats to families in need.

- Programs throughout the State provide direct services in diverse and at-risk communities. These services include:
    - Traffic safety materials in a variety of languages,
    - CPS education,
    - Car seat distribution, and
    - Access to translators.

- Georgia's Operation Save the Child, also known as the offender program, provides alternatives for first offenders who have been convicted of a child restraint violation who may not be able to pay a fine. The offender program is provided through the Department of Public Safety (DPS) in Chattooga, Floyd, and Bartow Counties as well as the cities of Duluth and Hinesville and through the Barrow County Sheriff's Office.

5B. CHALLENGES

- Georgia has the 5th highest number of child traffic fatalities of all 50 states and Puerto Rico. Additionally, the child restraint use in Georgia was 85.3 percent for children less than eight years of age, which is lower than the 2022 national estimate of 93.3 percent (Boyle 2023) for this same group.

- Georgia's Child Passenger Safety Seat Law has components that diminish the law's ability to best protect children traveling on the State's roadways, including:
    - An exception for children between eight and 13 years of age to be properly restrained in the rear seat;
    - Exemptions for common and contract carriers, such as taxi cabs, shuttle vans, and

limousines;

- Exemptions for commercial vehicles operated by childcare centers; and
- Exemptions for children weighing at least 40 pounds when the vehicle is not equipped with both lap and shoulder belts, or when one or more lap and shoulder belts are all being used to properly restrain other children.

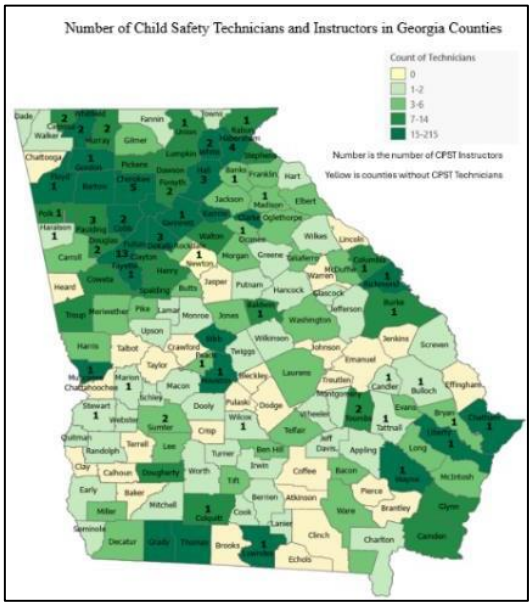
- The child restraint observational survey data are collected alongside the adult seat belt survey. This combination can pose significant challenges and may lead to crucial child restraint use and misuse data being overlooked.

- While the COSP Mini Grant Program utilizes the National Digital Car Seat Check Form to collect and report car seat inspection data, there is a lack of statewide car seat inspection data from all programs throughout Georgia.

- The GOHS and DPH websites lack a comprehensive CPS page with an interactive experience for caregivers and partners. Additionally, they offer limited state-produced resources for caregivers regarding CPS laws, safety tips, and access to state and local resources.

- Currently, the GOHS does not have established partnerships with larger birthing hospitals in metropolitan areas that serve low-income families to provide resources and child restraints for families who demonstrate financial need.

- There are approximately 28 counties that do not currently have any certified CPS Technicians and 44 counties with only one or two CPS Technicians. A lack of coverage may make it difficult to provide coordinated outreach. Note: These numbers are based on the county the CPS Technicians list on their Safe Kids certification profile and may not reflect the county in which the CPS Technicians provide services.



- It was reported that the Georgia Child Occupant Safety Advisory Board does not have representation from southern areas of the State. Much of the southern region of the State appears to be lacking in CPS services and resources.

- Except for law enforcement officers that complete the *National Child Passenger Safety Technician Certification Training*, there are inconsistencies in the CPS training provided to law enforcement officers. Without standardized training and resources, law enforcement officers are not adequately equipped with the tools necessary to identify if children are properly secured in vehicles as outlined by Georgia law.

- There is a lack of State-prepared resources and messaging that focuses on at-risk families and those with English as a second language. Culturally appropriate materials and multilingual resources are essential to ensure that these families receive information that meet their unique needs.

- There are no statewide coordinated efforts to provide booster seat education to caregivers or school aged programs for children ages eight to 12. Additionally, there are no statewide efforts to provide CPS training to childcare and foster care providers, or grandparents.

- Safe Kids Worldwide reports a 44 percent CPS Technician recertification rate in Georgia which is lower than the national average of 52 percent.

- Due to budget cuts in 2021, the DPS (Georgia State Patrol) no longer pays the recertification fees for troopers which resulted in a loss of 500-600 certified CPS Technicians.

5C. RECOMMENDATIONS

- Adopt statewide use of the National Digital Car Seat Check Form for all certified Child Passenger Safety Technicians to improve data collection and analysis to be used to drive outreach and messaging.

- Implement a stand-alone child passenger observational roadside survey. Review the findings to better understand patterns of use and misuse of car seats, booster seats, and seat belts among child passengers.

- Conduct an attitude and awareness survey for parents and caregivers to better understand their perceptions of risk, knowledge of correct use, and best practice of car seats, booster seats, and seat belts for children.

- Develop and implement strategies to enhance statewide child passenger safety programming efforts beyond car seat distribution focusing on:
    - childcare providers,
    - foster care providers,
    - grandparents, and

- caregivers.

- Create and grow a comprehensive statewide school-based traffic safety program for children Pre-K through 8th grade and offer grant opportunities to support school-based programs.

- Implement the use of standardized child passenger safety materials to train all new and current law enforcement officers. These materials should focus on the proper use of car seats, booster seats, and seat belts for children and equip officers with the knowledge needed during traffic stops and when completing crash reports (e.g., Car Seat Basics for Law Enforcement at carseateducation.org).

- Enhance the State-funded child passenger safety websites and social media channels to provide a dynamic, interactive experience for caregivers with State-produced messaging and branding. Incorporate links to current State and local resources and provide opportunities for programs to promote their activities and events.

- **Utilize data from Georgia's Crash Outcome Data Evaluation System (CODES) fact sheets and the National Digital Car Seat Check Form to create data-driven messaging for state and regional child passenger safety outreach.**

- Create and maintain a resource website and social media channel for Child Passenger Safety Technicians to promote trainings opportunities, recertification events, seat sign off opportunities and resources to support their efforts.

- **Seek out champions in rural and underserved communities to complete the *National Child Passenger Safety Technician Certification Training* and maintain certification, creating an expanded network of community-based programming services in rural and underserved communities.**

- **Connect with all currently certified Child Passenger Safety Technicians to identify their level of engagement and get a better understanding of the outreach activities they provide. Use this information to gauge the level of local activity and identify areas of greatest need.**

- Connect with expired Child Passenger Safety Technicians to identify barriers for recertification and address these challenges to improve retention rates.

6. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools, and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets.
Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics;*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students; and*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, "Increasing Seat Belt Use in the United States" as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

6A. STRENGTHS

- The Governor's Office of Highway Safety (GOHS) partners with the Department of Public Health's (DPH) Child Occupant Safety Project (COSP) to hold the Georgia Child Passenger Safety Week Caravan and assist agencies in participating with local car seat check events throughout the State.

- The COSP manages Georgia's child passenger safety program through eight regional coordinators and two program specialists.

- The GOHS marked the 23rd anniversary of the Georgia Governor's Challenge which is an awards program recognizing statewide law enforcement agencies in nine different categories based on department size, as well as in several other specialty categories.

- The GOHS holds a biennial Georgia Highway Safety Conference to engage community, corporate, law enforcement, education, and public health to share industry trends and engage communities to achieve collective goals of reducing crashes, fatalities, and serious injuries on Georgia roadways.

- The GOHS has 14 Emphasis Area Task Teams charged with reviewing and updating members with the status of occupant protection in their communities.

- The Georgia Traffic Safety Facts subcommittee produced 11 factsheets and 6 quick facts in 2023. They have produced one issue brief annually for a total of 3. All documents are used by the Emphasis Area Task Teams and presented at GOHS meetings.

- The GOHS partners with the Georgia Public Broadcasting's high school football game of the week to promote seat belt use.

- The GOHS recently hired a Community Engagement Coordinator to connect and discover ways to bring seat belt messaging to the public.

- DPH, a GOHS subrecipient, maintains the 55+ Program connecting with the senior population in the State.

- Students Against Destructive Decisions (SADD) has recruited 54 high school chapters hosting occupant protection events around the State.

- The Law Enforcement Liaison program provides education and enforcement resources across the State including Rollover Simulator and Seat Belt Convincer Programs.

- The 51 Unit Commanders of the Georgia Department of Public Safety are required to engage in education with the public monthly.

- GOHS enforcement subrecipients are required to provide education activities as a milestone for completion of their grants.

- The GOHS and the COSP provide messaging and materials in multiple languages.

6B. CHALLENGES

- Information was shared that low seat belt use rates can be attributed to the culture of the State (i.e., independent, individual rights oriented). Changing Georgia's traffic safety culture, especially with regard to behavior, is challenging.

- Although there is programming for young drivers, there is no organized traffic safety educational effort for elementary, middle school, or college age students.

- Traffic safety activities and education are occurring all over the State but there is no communication network to share the efforts and results.

- There is little integration of occupant protection into health programs and private sector employers.

- The GOHS has not published the results of the Statewide Use of Safety Belt Restraints.

- The GOHS has experienced several years of high seat belt use but after their recent decline, a review of existing programming, resources, and target areas has not been completed.

6C. RECOMMENDATIONS

- Work with local champions and traffic safety advocates to develop and promote standardized and comprehensive programs and resources that focuses on grade school children, high schools, colleges, universities, and all identified low belt use populations. Ensure the programs include:

- implementation instructions to ensure the program is delivered effectively,
- use of motor vehicle crash survivors and victims to share personal stories,
- peer-to-peer education and/or mentor programs to reach younger audiences,
- program evaluation tools,
- regular educational activities,
- efforts to obtain earned media through state and local outlets, and
- seat belt use policies that include penalties for violating the policy.

- **Partner with established programs that already exist in schools (e.g., Family Career and Community Leaders of America, Georgia Future Farmers of America, Students Against Destructive Decisions, Future Business Leaders of America, Seatbelts Are for Everyone) to promote peer-to-peer traffic safety messaging.**

- Expand business outreach by supporting more comprehensive employee programs which might include:
  - e-newsletter,
  - sample seat belt policies and guidelines for reducing motor vehicle crashes,
  - a video library,
  - costs and injury data that supports the need to promote the use of safety restraints, and
  - award programs for employers that reach a 90 percent seat belt use rate among employees.

- **Establish a database of traffic safety advocates so information can be shared easily by the Community Engagement Coordinator to update advocates about activities, information, policy changes, upcoming campaigns, or requests for assistance with events.**

7. DATA AND EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Crash Outcome Data Evaluation System (CODES) in Georgia was established in 2000 and is managed by the Injury Prevention Program of the Georgia Department of Health. The Georgia Governor's Office of Highway Safety (GOHS) supports the program through traffic records improvement grants. A CODES data group meets weekly to examine factors related to crashes, injuries, hospitalizations, and financial costs of crashes in Georgia. These meetings are attended by a good representation of state agency professionals, including epidemiologists and data owners.

- The CODES data group produces Georgia Traffic Safety Facts, which are detailed emphasis area documents, including occupant protection, that inform traffic safety professionals on traffic safety issues and resources in Georgia. Additional in-depth study of crashes, related behavior and outcomes has produced three Issue Briefs, with more anticipated in the future. Resources also include one-page, easy-to-understand Quick Facts summaries. Georgia Traffic Safety Facts, Issue Briefs, Quick Facts, and the CODES data group assistance with development of traffic safety performance measures are a tremendous asset to the GOHS. It was evident that materials produced through

CODES and used for program implementation decisions are valuable to safety partners in the State.

- The GOHS, through the Injury Prevention Research Center at Emory, conducts a statewide observational survey of seat belt and child safety seat use annually. The survey sample of sites was redrawn in 2023 and is approved by the National Highway Traffic Safety Administration (NHTSA) as compliant with Uniform Criteria guidelines. In 2023, 25,792 vehicles were observed and the statewide seat belt use rate was estimated at 87.6 percent.

- Traffic safety partners are familiar with the seat belt observational survey results. The partners find Quick Facts sheets easily accessible, useful for problem identification, and beneficial as a performance measure in their programs.

- The annual seat belt observational survey includes data collection beyond seat belt use by drivers and front seat outboard passengers. The survey includes:
    - demographic variables - age, gender, race/ethnicity;
    - vehicle type - sedan, SUV, pickup, van/minivan; and
    - geographic strata - Atlanta Metropolitan Statistical Area (MSA), other MSAs in the State, and counties not contained in an MSA in Georgia.

The resulting comprehensive data provide the GOHS with a profile of the seat belt non- user population at the state and county level where the survey is conducted.

- The GOHS estimates that over 99 percent of Georgia's crash reports are submitted electronically.

- The Georgia Occupant Protection (OP) program is monitored and evaluated throughout the year by the Traffic Safety Research and Evaluation Group at the University of Georgia. This independent evaluation is intended to track progress and milestone achievement.

- The OP program is supported by an attitude and awareness survey focused on safety culture among residents in rural zip codes of Georgia. A more OP-focused statewide survey is in progress.

7B. CHALLENGES

- Crash and injury data, as well as summaries, are available for use by traffic safety partners. At ground level, there is a reliance on data for program activity. However, at the strategic level, the use of data as a cornerstone for policy and program direction is not as evident.

- The GOHS and the traffic safety community in Georgia has operated under the premise that the seat belt use rate during much of the last decade was in the mid to upper 90s percentages. New data reveal seat belt use rates below 90 percent over the previous two

years. The downturn presents several challenges to confront. In addition to the immediate challenge of how to address the lower seat belt use and how to understand the factors associated with current use compared to past use, there are the underlying questions of how to assure seat belt use data are reliable and accurate.

- Georgia conducts a child passenger safety survey in conjunction with the statewide, NHTSA-compliant seat belt survey. This methodology is limiting because:
    - Moving traffic is challenging from which to collect rear seat occupant data.
    - The sample for the seat belt observational survey is drawn using probability methods with road segments as a sampling unit, which does not maximize the opportunity for observation of small children.
    - Data are collected from 20 of the 159 Georgia counties and other counties may have greater priority in a purposive sample methodology.
    - Attention to the back seat detracts from the primary task of collecting seat belt use data for front seat occupants.

- Seat belt observational survey data are reported by geographic strata with broad classifications - Atlanta MSA, Non-Atlanta MSAs, and non-MSAs. Data are collected on sampled road types of Primary (limited access), Secondary (arterial), and Local roads, but not reported according to road type. Broad interpretation of rural versus urban area seat belt use can be masked by varying rates of use by road type, leading to partially informed conclusions. For example, a rural road in an MSA county or a local road in a rural county can have different rates from other road types in the same county.

- The courts in Georgia operate independently so conviction data are difficult to obtain. Repeat child passenger safety seat law violators are not able to be tracked.

- The total number of seat belt and child restraint citations per year is not being tracked by the GOHS.

- Reports on the cost of crashes and relationship of injury to seat belt use and non-use were not available and do not appear to be generated for the State.

- The OP program is currently operating without benefit of a statewide survey of attitudes and awareness of Georgia road users regarding occupant protection issues. Mention was made of the $15 fine as having little deterrent value. A variety of reasons were shared for lack of compliance. A quantitative measure of public sentiment is lacking for programming, communication, and legislative initiatives.

- Seat belt use among law enforcement officers appears to be inconsistent. Written policies requiring seat belt use were not confirmed across the board. Seat belt use by local citizenry and attitudes toward OP enforcement are influenced by law enforcement seat belt use, particularly in small towns and rural areas. There are no data to determine individual compliance with the seat belt law among law enforcement.

7C. RECOMMENDATIONS

- Calculate and make available the estimated cost of crashes, specifically providing the relation of injury to seat belt use and non-use. Use this type of data for educating policymakers, legislators, stakeholders, and the public regarding the economic costs of a low seat belt use rate.

- **Build into observational survey grant management a means of providing a reasonable and continuing level of confidence in the results. Require the survey subrecipient to prepare a memorandum identifying:**
    - **When a site re-sample is performed and the overall seat belt use rate increases or decreases;**
    - **When the sample and methodology are constant and the statewide seat belt use rate changes by a statistically significant amount;**
    - **When any element of the methodology or survey protocol changes; and**
    - **When no changes to the survey or rates occur, but rates shift significantly by road type.**

The memorandum should identify counties where changes occurred and note any irregularities, situational, or environmental factors that might affect results.

- Conduct a child restraint observational survey with a sampling methodology that maximizes opportunity for accurate and sufficient data to portray child restraint use in the State and/or in high priority interest areas of the State.

- Add a variable to the statewide seat belt survey data collection for law enforcement in marked vehicles and uniformed officers in unmarked vehicles.

- **Develop and implement an annual or bi-annual Attitude and Awareness statewide survey of sufficient sample size to analyze results by geographic regions of the State, and by self-identified urban and rural places of residence. Include questions that point to rationale for seat belt use/non-use, perceptions of risk, perceptions of enforcement, tolerance for fine thresholds, message awareness, and communication preferences. Conduct comprehensive analysis and use results to guide communication, outreach, programming, and legislative activities.**

- Place data at the top of the occupant protection program planning agenda. Use the State's excellent data resources to strategize beyond performance measure goals. Incorporate key performance indicators into occupant protection grants to monitor progress toward preferred outcomes. Add indicators of success to the University of Georgia evaluation grant as a measure of program effectiveness.

ASSESSMENT AGENDA

Georgia Tech Hotel & Conference Center May 6-10, 2024

Day 1 – Monday			
	Start Time	**End Time**	**Total Time**
Welcome Allen Poole, Governor's Office of Highway Safety (GOHS) Jimmy Sumner, GOHS	8:30 a.m. (eastern)	9:25 a.m. (eastern)	55 minutes
BREAK	9:25 a.m. (eastern)	9:30 a.m. (eastern)	5 minutes
Interview 1 **Program Management** Kelly Sizemore, GOHS	9:30 a.m. (eastern)	10:30 a.m. (eastern)	60 minutes
BREAK	10:30 a.m. (eastern)	10:50 a.m. (eastern)	20 minutes
Interview 2 **Legislation, Regulation, and Policy** Robert Hydrick, GOHS	10:50 a.m. (eastern)	12:00 p.m. (eastern)	70 minutes
Lunch/Report Writing	12:00 p.m. (eastern)	1:20 p.m. (eastern)	80 minutes
Interview 3 **Data and Evaluation** Tanya Renaud, GOHS Denise Yeager, Dept. of Public Health (DPH) Shenee Bryan, GOHS Epidemiologist (*virtual*)	1:20 p.m. (eastern)	2:30 p.m. (eastern)	70 minutes
Interview 3 Continued **Data and Evaluation** Dr. Jonathan Rupp, The Injury Prevention Research Center at Emory	2:30 p.m. (eastern)	3:20 p.m. (eastern)	50 minutes
BREAK	3:20 p.m. (eastern)	3:35 p.m. (eastern)	15 minutes
SHSO Debrief/Questions from the day Eshon Poythress, GOHS Kelly Sizemore, GOHS	3:35 p.m. (eastern)	4:00 p.m. (eastern)	25 minutes
Interview 4 Enforcement Dwayne Orrick, Georgia Police Chiefs (*virtual*)	4:00 p.m. (eastern)	4:35 p.m. (eastern)	35 minutes
Interview 5 Enforcement Captain Luther Hires, Charlton County Sheriff's Office (*phone*)	4:35 p.m. (eastern)	5:00 p.m. (eastern)	25 minutes
Assessment Team Debrief	5:00 p.m. (eastern)	5:40 p.m. (eastern)	40 minutes
Assessment Team Independent Writing	5:40 p.m. (eastern)	N/A	

Day 2 – Tuesday			
	Start Time	**End Time**	**Total Time**
Interview 6 **Communications** Robert Hydrick, GOHS Angel Upshaw, GOHS	9:00 a.m. (eastern)	10:10 a.m. (eastern)	70 minutes
BREAK	10:10 a.m. (eastern)	10:35 a.m. (eastern)	25 minutes
Interview 7 Outreach Emma Harrington, Shepherd Center Kelly Sizemore, GOHS	10:35 a.m. (eastern)	11:55 a.m. (eastern)	80 minutes
Lunch/Report Writing	12:00 p.m. (eastern)	1:00 p.m. (eastern)	60 minutes
Interview 8 Enforcement **(Session I)** Roger Hayes, GOHS Emerson Lundy, GOHS (LEL)	1:00 p.m. (eastern)	2:15 p.m. (eastern)	75 minutes
Interview 9 **Strategic Highway Safety Plan (SHSP)** Jared Eaves, GOHS	2:20 p.m. (eastern)	2:35 p.m. (eastern)	15 Minutes
BREAK	2:35 p.m. (eastern)	2:50 p.m. (eastern)	15 minutes
Interview 10 **Child Passenger Safety (Session I)** Traci Reece, Dept. of Public Health/Office of Injury Prevention Lin Snowe, Safe Kids GA Allison Craig, Dept. of Public Health Jaleiah Harmon, Dept. of Public Health	2:50 p.m. (eastern)	4:05 p.m. (eastern)	70 minutes
Interview 11 **Child Passenger Safety** Katherine Tate (KC), Dunwoody PD *(phone)*	4:05 p.m. (eastern)	4:20 p.m. (eastern)	15 minutes
SHSO Debrief/Questions from the day Eshon Poythress, GOHS Kelly Sizemore, GOHS	4:20 p.m. (eastern)	4:50 p.m. (eastern)	30 minutes
Assessment Team Debrief	4:50 p.m. (eastern)	5:45 p.m. (eastern)	55 minutes
Assessment Team Independent Writing	4:45 p.m. (eastern)	N/A	

Day 3 – Wednesday			
	Start Time	**End Time**	**Total Time**
Interview 12 **Enforcement** Maurice Raines, Dept of Public Safety (DPS)	9:00 a.m. (eastern)	9:50 a.m. (eastern)	50 minutes
BREAK	9:50 a.m. (eastern)	10:15 a.m. (eastern)	25 minutes
Interview 13 **Child Passenger Safety (Session II)** Eshon Poythress, GOHS Kelly Sizemore, GOHS	10:15 a.m. (eastern)	10:45 a.m. (eastern)	60 minutes
SHSO Debrief/Questions from the Day Eshon Poythress, GOHS Kelly Sizemore, GOHS	10:45 a.m. (eastern)	11:20 a.m. (eastern)	35 minutes
Assessment Team Debrief	11:30 a.m. (eastern)	12:00 p.m. (eastern)	30 minutes
Lunch/Assessment Team Independent Writing	12:00 p.m. (eastern)	N/A	

Day 4 – Thursday			
Assessment Team Report Review	All Day		

Day 5 - Friday			
Assessment Team Report Out to State, NHTSA, and others invited by State	9:00 a.m. (eastern)	10:30 a.m. (eastern)	90 minutes

ASSESSMENT TEAM CREDENTIALS

JENNIFER BOOGE

buckleupforlife@gmail.com

Jennifer Booge earned a Bachelor of Science degree in Community Health Education from Moorhead State University dedicating over 20 years to supporting traffic safety initiatives on a local and national level. She received her Child Passenger Safety Technician certification in 1999 and Instructor certification in 2001.

Jennifer spent nearly 20 years coordinating child passenger safety efforts throughout Minnesota and has worked collaboratively with Native American injury prevention programs throughout the Midwest for the past 24 years. Through her work, she has provided outreach, resources, and training support while working collaboratively with community partners to build capacity and strengthen tribal child passenger safety programs and instructor development.

In 2018, Jennifer accepted a position as field training coordinator for the National Digital Car Seat Check Form managed by the National Safety Council. In July 2021, Jennifer became a Program Manager for the Mobility Safety Roadway Practice area with the National Safety Council. She coordinates training and provides support to Technicians, state coordinators, vehicle and car seat manufacturers, and Indian Health Services representatives through her work with National Digital Car Seat Check Form. Additionally, Jennifer works with the Check To Protect vehicle recall program encouraging all drivers to check for and repair open safety recalls.

Jennifer has presented at numerous state and national conferences and has held a variety of positions on local and national curriculum development committees including the national Child Passenger Safety Technician Certification course, National Highway Traffic Safety Administration Child Safety Restraints Systems on School Buses curriculum, and Head Start transportation training. Additionally, she has served on the occupant protection for children planning committee for the Lifesavers conference since 2011 and serves on several child restraint manufacturer safety councils.

Jennifer was an acting member of the National Child Passenger Board from 2009 to 2015 representing diversity and served as chairperson in 2015. She was the recipient of the National Child Passenger Safety Instructor of the Year award in 2019. Jennifer is passionate about her work in traffic safety and enjoys working with diverse communities to help children and families live safer and healthier lives.

GLENN CRAMER

gmcramer1@comcast.net

Glenn Cramer is a traffic safety consultant who has provided law enforcement outreach primarily in the Pacific Northwest. He works closely with state and local law enforcement agencies assisting in the development of effective traffic law enforcement strategies to support highway safety priorities. Glenn was contracted by the National Highway Traffic Safety Administration Region 10 to provide law enforcement outreach in the Pacific Northwest. He also provides traffic safety instruction to highway safety professionals through the Transportation Safety Institute. He has provided consulting services to 25 states and one territory as a member of assessment teams to review states' traffic safety programs and provide recommendations for improvement.

After 32 years of service, Glenn retired from the Washington State Patrol (WSP) as the Deputy Chief, commanding the Field Operations Bureau and overseeing 1,200 employees responsible for traffic law enforcement, collision investigation, and ferry and homeland security. Glenn also served as the Assistant Chief commanding the Technical Services Bureau with oversight of the Information Technology Division, Electronic Services Division (Telecommunications), Criminal Records Division, and the Facilities/Fleet Division.

While serving as the Deputy Chief, he worked closely with researchers at Washington State University to develop procedures to analyze data collected from over two million traffic stops made by WSP troopers to examine whether biased policing practices had occurred. As a captain with the WSP he commanded the Office of Government and Media Relations, representing the Chief of the WSP on legislative matters where he coordinated the development and support of legislation to further the WSP's public safety mission. He was also in charge of developing the WSP's public information programs, where he helped coordinate, plan, and implement the WSP's media and community outreach during the implementation of the traffic stop data collection. A piece of legislation he helped write was Revised Code of Washington (RCW) 43.101.410- *Racial profiling—Policies—Training—Complaint review process—Data collection and reporting.*

As a traffic safety consultant, Glenn has authored articles for professional organizations promoting procedural justice training for law enforcement agencies and has spoken at Jackson State University, a public historically black research university, regarding the value of law enforcement agencies collecting and analyzing traffic stop data.

Glenn's community involvement has included serving as the president of the board of directors overseeing a nonprofit organization dedicated to engaging and mobilizing families, schools, and the community to advance the health, safety, and success of youth in Thurston and Mason Counties (Washington State). The organization operated with a $1.3 million budget and 44 employees.

Additionally, he served as a Commissioner of Thurston County (Washington) Civil Service Commission - selected by Thurston County Commissioners to provide oversight of the Thurston County Sheriff's Office's hiring, retention, and promotional process.

THOMAS J. GIANNI

tjhighway@charter.net

Thomas (Tom) Gianni retired in 2018 as the Director of the Maryland Highway Safety Office. A 25-year veteran police officer, Tom retired in 2003 as a lieutenant from the Mt. Lebanon (Pennsylvania) Police Department, a suburb of Pittsburgh. He served as Commanding Officer of both the Traffic Services Unit and the department's Tactical Negotiations Team. Upon his retirement he accepted a position with the Maryland Highway Safety Office as their law enforcement coordinator, a position he held for seven years until becoming Deputy Director and ultimately Director in December 2011.

Tom is a graduate of the University of Pittsburgh, the Pennsylvania State Police Academy, and Northwestern University's School of Police Staff & Command. In addition to co-authoring several articles for the International Association of Chiefs of Police's Police Chief Magazine, he has given presentations across the country on a variety of highway safety topics. Tom is a lifetime member of the Maryland Chiefs of Police & Sheriff's Associations and a former member of the Executive Board of the Governors Highway Safety Association. He remains an active highway safety instructor for both law enforcement and safety professionals, and additionally conducts leadership seminars regarding the Gettysburg Campaign. Tom is a lifelong motorcyclist and has provided testimony to the Maryland Legislature on motorcycle safety issues as well as occupant protection, impaired driving, and bicycle safety.

NORRAINE WINGFIELD

Nwingfield705@outlook.com

Norraine Wingfield is a traffic safety consultant aiding in the areas of traffic safety including occupant protection, child passenger safety, older drivers, and impaired driving. She is a Bachelor of Science graduate from the University of Kansas and is both a certified Child Passenger Safety Instructor and AARP Smart Driver Instructor. She is a former board member of the National Child Passenger Safety Board and the National AARP Driver Safety Advisory Committee. She retired as Director of the Kansas Traffic Safety Resource Office and the Oklahoma and Missouri SAFE programs with oversite of a $1 million plus budget.

Norraine currently contracts with the University of Kansas and the Kansas Department of Transportation to manage their Occupant Protection, Impaired Driving and Older Driver Emphasis Area Teams. She also assists the National Highway Traffic Safety Administration (NHTSA) with Occupant Protection and Impaired Driving State Assessments and development of the Occupant Protection Assessment Advisory. She has participated in 14 NHTSA Occupant Protection Assessments and has contributed as a panel member for the Transportation Research Board RFP/Grant.

Norraine has been a speaker for various traffic safety topics at Lifesavers; Kids in Motion; Governors Highway Safety Association; and Nebraska, Michigan, and Missouri Transportation Conferences and has assisted in the development of the following nationally recognized programs: Child Passenger Safety Instructor Development Course, local community programs, SAFE- Seat belts Are for Everyone, Booster to Belts, and Safety Break!

KATIE WOMACK

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Katie Womack is a Senior Research Scientist at the Texas A&M Transportation Institute (TTI) and manager of the Behavioral Research Program at the TTI Center for Transportation Safety. She is a career member of the Institute's full-time staff, having been there since graduate school. Katie's educational background includes a Master's degree in Sociology from Texas A&M University, and B.A. degrees in Sociology and Psychology from Texas A&M University--Commerce. She is a member of the Texas A&M Institutional Review Board (IRB), which reviews all research involving human subjects.

Katie's primary areas of interest are in survey research and traffic safety research. She has been the principal investigator or co-principal investigator on numerous research studies; including over 145 Texas Department of Transportation (TxDOT) funded projects, in addition to multiple National Highway Traffic Safety Administration (NHTSA) and other government and non-profit agency funded projects.

Occupant restraint surveys and studies have been a focal point of Katie's work for more than 30 years. She is currently responsible for observational surveys to assess the safety belt and child restraint use rates for the state of Texas. Katie has been a certified Child Passenger Safety Technician (CPST) since 1998. She conducts annual attitudinal surveys on traffic safety topics for Texas. She has served as the Data and Evaluation panel member on NHTSA Occupant Protection Assessment teams in 16 state

405(c) TRAFFIC RECORDS

Qualification criteria. To qualify for a grant under this section in a fiscal year, a state shall submit as part of its annual grant application the documents listed within this application, in accordance with part 2 of appendix B.

The full application, including the Traffic Records Strategic Plan, for the 405(c) is included below.

See Appendix B for signed assurances.

GOVERNOR'S OFFICE OF HIGHWAY SAFETY

FFY 2025-2027 GEORGIA TRAFFIC RECORDS STRATEGIC PLAN

Prepared by:

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Approved By:
Georgia Traffic Records Coordinating Committee and CODES Board, July 29, 2025

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EXECUTIVE SUMMARY

Georgia's Traffic Records Program is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science- based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

The Georgia Traffic Records Coordinating Committee (TRCC) was created for the purpose of developing and implementing effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state traffic safety data needed to identify priorities for federal, state, and local highway and traffic safety programs; evaluate the effectiveness of such efforts; link state data systems, including traffic records and systems that contain medical, roadway, and demographic data; improve the compatibility and interoperability of state data systems with national data systems and the data systems of other states; and to enhance the agency's ability to observe and analyze state trends in crash occurrences, rates, outcomes, and circumstances.

The Governor's Office of Highway Safety (GOHS) completed the 2024 Traffic Records Self-Assessment on April 3, 2024. The Georgia TRCC continues to utilize the Traffic Safety Information System funding, received FFY 2006 - FFY 2024 from the National Highway Traffic Safety Administration (NHTSA) under Section 405(c), to allocate funds for traffic records projects activities directly related to the problem identification, performance targets, and countermeasure strategies for Georgia traffic records improvements as well as to advance the TRCC's mission to maximize the overall quality of traffic safety data and analysis based on state traffic records data across all six core data systems. Georgia's TRCC continues to support current traffic records projects, identify new projects, and establish performance measures for each core data system to address the recommendations provided in the 2024 Traffic Records Self-Assessment.

The Georgia Traffic Records Strategic Plan highlights the progress made, describes the traffic records projects and activities that will continue to improve the core data systems, and is a part of the request for continued NHTSA funding for FFY 2025-2027. This plan is a living document and will require regular review. Any updates needed to the strategic plan are completed by the Technical Committee of the TRCC and presented to the Traffic Records Executive Committee for final approval. The FFY 2025-2027 Traffic Records Strategic Plan was approved by the Traffic Records Executive Committee on July 23, 2024 and the FFY2026 Update was approved on July 16, 2025.

TRAFFIC RECORDS SYSTEM OVERVIEW

The Georgia traffic records system informs the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on Georgia's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness. An effective traffic records system can identify and assess factors that result in traffic fatalities and injuries, evaluate the effectiveness of prevention and intervention measures, and guide the deployment and utilization of enforcement and educational programs.

Georgia’s traffic records data is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, evidence- based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

Georgia's traffic records system is the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure it is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Georgia's Traffic Records Program strives to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. Georgia traffic records provide the foundation for traffic safety programming and will continue to fund projects through the Georgia Traffic Records Coordinating Committee (TRCC) that are appropriately prioritized, data-driven, and evaluated for effectiveness.

TRAFFIC RECORDS SYSTEM COMPONENTS

Georgia's traffic records system consists of data about Georgia's roadway transportation network and the people and vehicles that use it. This data is critical to effective safety programming, operational management, and strategic planning. Georgia's traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems— Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance—as well as the organizations and people responsible for them.

Crash

The Georgia Department of Transportation (GDOT) is the agency responsible for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by LexisNexis. GEARS serves as a portal into the State of Georgia's repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database; however, the methods of input vary. Crashes are entered electronically through the State user interface, transmitted via third party vendors, or submitted via paper reports. Currently, over 99% of the state's crash reports are transmitted electronically.

Roadway

The Georgia Department of Transportation (GDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS) using Esri's Roads and Highways software to integrate data from multiple linear referencing system networks to get a comprehensive view of Georgia roadways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.

Driver

The Georgia Department of Driver Services (DDS) has the custodial responsibility for the driver data system. The driver system maintains commercially licensed driver data as well as critical information including driver's personal information, license type and endorsements, including all issuance dates, status, conviction history, and driver training. Georgia's driver

data system receives input from process flow documents from other data systems, including the reporting of citations from the Georgia Electronic Citation Processing System (GECPS).

Citation & Adjudication

The State of Georgia has a non-unified court system where local courts are autonomous. Georgia's decentralized court system includes around 1,100 courts at all levels with traffic jurisdiction. As a result, courts use proprietary case management systems that are, for the most part, not interoperable with other courts in the State. These courts account for most traffic adjudications within the State. Each local court bears responsibility to securely and accurately transmit traffic case conviction data electronically to the Georgia Department of Driver Services (DDS). Georgia's driver data system receives data from other systems, including the reporting of citations and their dispositions through the Georgia Electronic Conviction Processing System (GECPS) interface. The Judicial Council of Georgia/Administrative Office of the Courts (AOC) does not provide a case management system for the traffic courts, nor does it currently maintain a centralized database for traffic case data. S.B. 272 (2023) granted the AOC the responsibility for implementation and continued maintenance of uniform standards for case management, data collection and transmission. Upon implementation, the AOC, with the Criminal Case Data Exchange Board, will regularly review and update uniform standards for the software used to collect and transmit criminal history data between local and state criminal justice agencies. Requirements for court applications will include mandatory data elements and acceptable entries for each element drawn from standardized tables. These requirements will be integrated into the software to ensure that data transmissions are complete, accurate, and accessible to the appropriate parties. The AOC will train and educate court staff on streamlining prosecution of traffic citations, improve tracking of citations and convictions to the GECPS system, decreasing errors, and contributing to data collection toward the state's goals of decreasing crashes, injuries, and fatalities. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable.

Vehicle

The Georgia Department of Revenue (DOR) Motor Vehicle Division has custodial responsibility for the State vehicle records. Georgia's vehicle system — Driver Record and Integrated Vehicle Enterprise System (DRIVES) — is an inventory of data that enables the titling and registration of each vehicle under the State's jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways. Vehicle information includes identification and ownership data for vehicles registered in Georgia. Information on vehicle make, model, year of manufacture, body type (extracted from VIN), and adverse vehicle history (title brands) is maintained.

Injury Surveillance

The Georgia Department of Public Health (DPH) is responsible for the Injury Surveillance System (ISS). Georgia's comprehensive Injury Surveillance System (ISS) has data readily available from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. These datasets enable a wide variety of stakeholders to both efficiently and effectively evaluate and prioritize motor vehicle crash related needs, such as issues related to data quality and reliable application to address patient severity, costs, and outcomes. The ISS is supported through 3 databases: (a) the State's Georgia Emergency Medical Services Information System (GEMSIS) Elite database system as Georgia's pre-hospital care reporting system, (b) the Online Analytical Statistical Information System (OASIS) that enables public and professional access to DPH's data warehouse of the latest Hospital Discharge, ER Visit, and Death data, and a formal Trauma Registry maintained for all designated trauma center data and records. These records are uploaded into the CDC data query program WISQARS.

TRAFFIC RECORDS SYSTEM DATA ATTRIBUTES

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

Timeliness

Timeliness reflects the span of time between the occurrence of some event and the entry of information from the event into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.

Accuracy

Accuracy reflects the number of errors in information in the records entered in a database. Error means the recorded value for some data element of interest is incorrect. Error does not mean that the information is missing from the records. Erroneous information in a database cannot always be detected.

Completeness

Completeness reflects both the number of records that are missing from the database (e.g. events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database.

Uniformity

Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard.

Integration

Integration reflects the ability of records in a database to be linked to a set of records in another of the six core databases—or components thereof—using common or unique identifiers.

Accessibility

Accessibility reflects the ability of legitimate users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction.

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

- Mission and Vision

The mission of the Georgia Traffic Records Coordinating Committee (TRCC) is to provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall traffic records system that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature.

Georgia's TRCC strives to create a traffic records system that is technically state-of-the- art and fully integrated. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

The TRCC is governed by the principals and guidelines outlined within the Georgia TRCC Charter. This foundational document describes the powers and duties of the committee as specified in enabling state legislation. This authorization empowers each member to officially participate in the state's TRCC and leverage resources, streamline processes, integrate systems, and focus on strategic investments.

Note: The Georgia TRCC Charter is included in the Appendices.

- Structure, Composition, and Function

TRCC Executive & Technical Committees

Georgia's TRCC consist of two committees — the Technical Committee and the Executive Committee. Both committees are comprised of a multidisciplinary membership that includes data owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations. The Executive Committee specifically consists of the chief executive officers (commissioners, directors, administrators, etc.) of those federal, state, and local member agencies that are responsible for major components of the Georgia Traffic Records System or their designated agent. All federal, state, and local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.

The Executive Committee members hold positions within their agencies that enable them to establish policy, direct resources within their areas of responsibility, and set the vision and mission for the TRCC. The Executive Committee reviews and approves actions proposed by the Technical Committee and assists with identifying/providing resources. The Chairman of the Executive Committee is the Director of the Governor's Office of Highway Safety, Allen Poole. The TRCC Executive Committee convenes at least twice a year whenever there is business to be conducted.

The Technical Committee is responsible – as defined by the Executive Committee – for the oversight and coordination of the state's traffic records system. The Technical Committee performs all planning, conducts all investigations, and prepares all project plans necessary to realize the mission and vision of the TRCC. The Chairman of the Technical Committee is CODES Manager, Denise Yeager, with the Georgia Department of Public Health. The Georgia Traffic Records Coordinator is Tia Hammond with the Georgia Governor's Office of Highway Safety. The TRCC Technical Committee meets at least six times a year and whenever there is business to be conducted.

Additionally, this committee meets in conjunction with CODES (Crash Outcome Data Evaluation System). CODES provides data integration and data accuracy to the TRCC by engaging data owners, developing a data linkage plan, accessing data quality, preparing data, performing data linkage, evaluating linkage results, re- calibrating methods, selecting linked records, and conducting analysis of the traffic records data.

Together, the two tiers of the TRCC are responsible for developing strategies, coordinating implementation, and tracking progress of programs and projects detailed in the TRCC's strategic plan.

Note: The Georgia TRCC meeting dates and Georgia TRCC Executive and Technical Committee membership by name, title, home organization and the core safety database represented are included in the Appendices.

TRCC Subcommittees

An additional common structural feature of Georgia's TRCC are subcommittees — both permanent and ad-hoc. Permanent subcommittees are established by Georgia's TRCC to address issues, such as data integration, which are specific to a subset of the membership and will remain as issues for the foreseeable future. For FFY 2020 and onward, the TRCC Technical Committee created a subcommittee to develop data fact sheets for the Strategic Highway Safety Plan emphasis areas to inform traffic safety professionals and the public on traffic safety issues and resources in Georgia. Ad-hoc committees are often established to bring together subject matter experts charged with making recommendations to the full TRCC on an issue that would otherwise occupy too much time to be practically managed in the usual TRCC meeting context. Prior year ad-hoc committees addressed an update to the serious injury definition (FFY 2020), as well as issue briefs examining SVI and pedestrian safety (FFY2022), Covid – 19 traffic safety (FFY2022), rural road safety (FFY2023) and alcohol impaired driving (FFY2024).

TRAFFIC RECORDS ASSESSMENT

Georgia conducted a Traffic Records Self-Assessment which was completed and distributed to the Georgia TRCC April 3, 2024. Recommendations from the result of the 2024 Georgia Traffic Records Assessment are listed below:

2024 RECOMMENDATION

- Strategic Planning Recommendations

    1. Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Crash Recommendations

    2. Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    3. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    4. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Driver Recommendations

    5. Improve the data elements for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

    6. Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Vehicle Recommendations

    7. Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    8. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Roadway Recommendations

    9. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Citation/Adjudication Recommendations

    10. Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    11. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    12. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    13. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Injury Surveillance Recommendations

    14. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

    15. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Data Use & Integration Recommendations

    16. Improve the traffic records systems' capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

APPENDICES

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Appendix 1: Georgia TRCC Charter

GEORGIA'S TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) CHARTER

1. *TRAFFIC RECORDS DEFINITION*

Traffic Records are those records and databases residing in all agencies and jurisdictions that are or could be useful in identifying Highway Safety problems, formulating programs to mitigate these problems, and evaluating the results of these programs. These Traffic Records are not necessarily under the control of TRCC members, nor are they necessarily targets of the TRCC's improvement projects. These Traffic Records include, but are not limited to:

a. Primary Databases, which contain data directly bearing on crashes, causes, and consequences:
   - Crash Reports
   - Fatal Accident Reporting System (FARS)
   - EMS Patient Care Reports
   - Hospital In-Patient Discharge Reports
   - Trauma Registry
   - Traffic Citations
   - Motor Carrier Safety Inspection Reports
   - Driver Records
   - Death Certificate Records
   - Injury Surveillance (DPH/OEMS)

b. Supporting Databases, which provide location specific, context, or other supporting data:
   - Road Characteristics File, describing relevant parameters of roads.
   - Statewide and jurisdiction specific road maps, including both geometric parameters and standard names and route designations for all roads.
   - Vehicle Title and Registration Records

These various Traffic Record types will be referred to hereafter as Traffic Record Systems (or information systems) if referring to the processes of collecting, communicating, storing, and analyzing the data; or as a record or database if referring to the data itself.

2. *RATIONALE FOR A TRCC*

The individual records of the Traffic Record databases identified above originate from local or state agencies, and statewide databases are maintained by a state agency or, in some cases, are non- existent. Responsibility for the various components (collection, storage, etc.) of many of these Traffic Record Systems, at both the state and local level, is spread among many agencies with very different primary functions or missions.

For these various Traffic Record databases to be useful in addressing highway safety problems, the exchange of data between agencies, and integration of data between various information systems must be both possible and efficient. Since these information systems were independently developed over the last several decades, data sharing is barely, if at all, possible, and is certainly not efficient.

Each of the agencies involved with these Traffic Record Systems has their own missions and priorities. Communication between the involved agencies is typically limited to those subjects of direct mutual interest. For this reason, and because each agency is funded and held responsible only for its own mission, cooperation between agencies is also usually limited to known mutual interests. These agencies typically have limited knowledge of each other's organization, operations, information systems, and data needs.

The solution, assuming willing partners, is a forum in which each agency involved with Traffic Records can periodically meet to discuss their missions, organizations, operational processes, information system activities, data products, data needs, etc. The overall objective of these exchanges is to find ways for the agencies to work more synergistically, i.e., to accomplish their missions more effectively and efficiently than is possible if each acts strictly on its own.

This is especially critical for those Traffic Record Systems whose components and users are spread across many local and state agencies, e.g., Crash Reports, Traffic Citations, and EMS Run Records. The TRCC is the forum for accomplishing this inter-agency communication and developing a team approach to improving highway safety information.

3. *BACKGROUND*

Traffic Records Coordinating Committees, or their equivalents with other names, exist in many states. In 1997, the Transportation Efficiency Act for the 21st Century (TEA-21) and implementing Federal regulations established a program to encourage the formation of TRCCs in all States, this is usually referred to as Section 411. Section 411 allowed grants to States that would establish multidisciplinary (agencies with all involved functions) TRCCs and commit them to the goal of improving the State's traffic record systems. An audit of the State's traffic record systems was conducted to identify areas that needed improvement, and a strategic plan was required to define how the State would go about improving its traffic record systems. The Section 411 grants were available for a maximum of six years, expiring in federal FY 2003.Georgia received three years of Section 411 grants for its TRCC.

Georgia had a TRCC during the years 2000 through 2003. While that TRCC made significant progress in some areas, it was not able to produce a comprehensive and coordinated program for improving Georgia's Traffic Records. Many of the TRCC's problems can be directly attributed to the lack of a charter, formal structure, or procedural rules. This situation resulted in an inability to formulate recommendations, present these recommendations to member agencies' management, and obtain member approval and funding for the recommendations. This TRCC was effectively disbanded in early 2003.

In 2005, a reconstituted TRCC was established. If this TRCC is to be effective, its mission, structure, and procedures must be formalized. In addition, the methods by which the committee will influence its members must be determined, and approaches to funding and implementing recommended programs must be defined. These are the purposes of this document.

4. *TRCC MISSION*

The mission of the TRCC is as follows:

"The Traffic Records Coordinating Committee will provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall Traffic Records System that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature."

5. *TRAFFIC RECORDS VISION*

This vision statement describes the desired state of Georgia's Traffic Records at some unspecified point in the future. Member agencies are not committed to a specific timeline for the achievement of this vision.

Georgia's Traffic Record Systems should be technically state-of-the-art and fully integrated with each other. To support this objective:

- Relevant records of events (crashes, citations, etc.), vehicles, roadways, and individuals (with appropriate protection of privacy rights) within all systems should be capable of being linked to provide a more complete picture of events, circumstances, causes, and consequences.
- The data within all systems should be consistent, compatible, integrated, and similar data items should be comparable.
- Each of Georgia's Traffic Record Systems should produce complete, accurate, and timely reports. For most of the Primary Databases, achievement of this objective requires:
- Reports should be prepared electronically, potentially at the location of the event being reported, and error detection and correction should be performed at the time of report preparation.
- Reports should be processed and electronically communicated as soon as possible after collection to both local and statewide databases as appropriate.
- Reports should be entered into the appropriate databases, local and state, as soon as possible after receipt.
- Individual reports should be available to legitimate and authorized users as soon as possible after entry into the appropriate databases.

Georgia's Traffic Record Systems should allow users to quickly identify emerging highway safety problems and issues, as well as quantify trends in highway safety statistics. Mitigation strategies can be developed and implemented in a time frame appropriate for both urgent problems and undesirable trends. Follow-up evaluations can be conducted to determine the effectiveness of mitigation strategies. This objective would be implemented by automated and manually activated analysis tools that can:

- Access all Traffic Records Systems,
- Identify associated records across all Traffic Records Systems,
- Integrate data from all associated records and databases, and
- Produce comprehensive and easily understood reports/views of the events, causes, and consequences associated with specific emerging problems or statistical trends.

6. *TRCC STRUCTURE, FUNCTION AND COMPOSITION*

6.1. TRCC Structure and Composition- the State traffic records coordinating committee:

1. Is chartered
2. Meets at least three times annually.
3. Has a multidisciplinary membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency

medical services, injury control, driver licensing, and motor carrier agencies and organizations; and at least one member represents each of the following core safety databases:

A. Crash
B. Citation or adjudication
C. Driver
D. Emergency medical services or injury surveillance system
E. Roadway
F. Vehicle
G. Has a designated TRCC coordinator.

6.2. TRCC Functions- The traffic records coordinating committee shall-

1. Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented.
2. Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

6.3. TRCC Functions- The traffic records coordinating committee shall-

1. Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented.
2. Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

The TRCC shall consist of two committees, which shall be referred to as the Executive Committee and the Technical Committee. The responsibilities, membership, officers, and procedures of each are addressed hereafter.

6.3.1. Executive Committee

6.3.1.1. Executive Committee Membership

The Executive Committee shall consist of the chief executive officers (Commissioners, Directors, Administrators, etc.) of those Federal, State and Local member agencies that are responsible for major components of the Traffic Records System, or their designated agent. Designated agents must have direct access to and be able to speak for the chief executive officer, at least after consultation, on any issue before the Executive Committee. Members of the Executive Committee shall include, but not be limited to, the following agencies:

- Governor's Office of Highway Safety
- Department of Transportation
- Department of Driver Services
- Department of Public Health
- Department of Revenue
- Department of Public Safety
- Georgia Association of Chiefs of Police
- Georgia Sheriffs Association
- Administrative Office of the Courts
- Prosecuting Attorneys' Council
- National Highway Traffic Safety Administration
- Federal Highway Administration (non-voting member)
- Federal Motor Carrier Safety Administration

6.3.1.2. Executive Committee Responsibilities

The Executive Committee shall perform all executive functions necessary to realize the TRCC's mission and vision. In particular, the Executive Committee shall consider recommendations of the Technical Committee, decide whether the recommendations shall be implemented, and if the decision is to implement, assist with identifying/providing resources. In addition, the Executive Committee may unilaterally promulgate changes it deems necessary to improve the Technical Committee, including its membership, responsibilities, officers, and procedures. The Executive Committee shall review and approve any changes to the Traffic Records Strategic Plan.

6.3.1.3. Executive Committee Officers

The officers of the Executive Committee shall consist of the Chairman and the Traffic Records Coordinator (hereafter referred to as the coordinator). The permanent chairman of the Executive Committee shall be the Director of the Governor's Office of Highway Safety. The chairman shall be responsible for calling meetings of the Committee and setting the agenda. The coordinator shall be responsible for making meeting arrangements, preparing and publishing minutes, and coordinating all interactions between the Executive and Technical Committees.

6.3.1.4. Executive Committee Procedures

The Executive Committee shall meet at least quarterly and whenever necessary to consider recommendations from the Technical Committee or to conduct other necessary committee business. The Executive Committee shall establish any formal procedures it deems necessary to accomplish its responsibilities. The Executive Committee shall approve annually the membership of the TRCC, the selected TRCC Coordinator, and any changes to the Strategic Plan.

6.3.2. Technical Committee

6.3.2.1. Technical Committee Membership

All Federal, State and Local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.
The Federal agencies eligible for membership include, but are not limited to:

- National Highway Traffic Safety Administration
- Federal Highway Administration
- Federal Motor Carrier Safety Administration

The state agencies eligible for membership include, but are not limited to:

- Governor's Office of Highway Safety
- Department of Driver Services
- Department of Transportation
- Department of Public Safet
- Department of Public Health
- Department of Revenue
- Administrative Office of the Courts
- Prosecuting Attorneys' Council
- Georgia Bureau of Investigation
- Georgia Brain and Spinal Injury Trust Fund Commission

The categories of local agencies eligible for membership include, but are not limited to:

- Police Departments and Sheriff Offices
- EMS Providers
- Road/Street and Traffic Engineering

Data Users eligible for membership include, but are not limited to:

- University researchers,
- Highway safety advocacy groups

The actual membership is based on voluntary participation. However, the TRCC must strive to have a membership of all listed Federal and State agencies and a representative number of local agencies in the listed categories. A desirable number of local agencies would be roughly equal to the number of State Agencies.

The Technical Committee shall consist of those managers, or their representatives, responsible for traffic records systems components that exist within each member agency or for which the member has oversight responsibility. In general, the members of the Technical Committee should be technically oriented, from their agency's perspective, and able to actively contribute to the work of the committee. Specific categories for members of the Technical Committee are as follows:

- Representatives, who are the formal representatives of their agency or organization to the Technical Committee, who are expected to attend all meetings and participate in all consensus building efforts.
- Voting Representatives are the representatives of those member agencies who may vote on recommendations before the Technical Committee, and who are responsible for coordinating their agency's position and casting their agency's vote(s).
- Member agency employees, who may participate in any and all meetings and discussions as desired by their Representative.
- Guests, who are not employees of any member agency, but have been invited by a member agency, the Chairman, or the Coordinator. Guests may participate in meetings and discussions as desired by the member agency inviting them.

A Representative and one or more alternates shall be selected by each member agency. In the absence of an official designation, the senior (position) individual of the agency at any meeting is assumed to be the Representative of that agency. The Representative of each state and local member agency, or an alternate if the Representative is absent, is the Voting Representative.

6.3.2.2. Technical Committee Responsibilities

The Technical Committee shall perform all planning, conduct all investigations, and prepare all project plans necessary to realize the mission and vision of the TRCC. Specifically required products of these activities are detailed in section 7.E of this document. Other products may be produced as necessary to fulfil these responsibilities.

6.3.2.3. Technical Committee Officers

The Technical Committee shall have the following officers:

- A Chairman that is responsible for calling meetings, preparing, and distributing an agenda, guiding the meetings in accordance with the agenda, assuring that minutes are kept, and otherwise assuring that the committee's business is conducted in accordance with established procedures.
- A Traffic Records Coordinator (or Coordinator), who must be technically competent in all aspects of Traffic Records Systems, and who is responsible for preparing the strategic plan, planning for annual technical objectives, preparing agenda items dealing with technical issues, and otherwise guiding the committee in achieving its mission.

The Chairman and Coordinator are selected in accordance with Technical Committee

procedures outlined in the following section. These may be a single individual or two separate individuals.

7. *TECHNICAL COMMITTEE PROCEDURES*

These procedures address the most common needs of the Technical Committee, i.e., selection of the Chairman and Coordinator, conduct of meetings, making decisions on issues before the committee, making recommendations for improving Traffic Records System components under the members' control, and adopting new or modified procedures.

7.1. Selection of the Chairman

The chairman of the Technical Committee shall be selected from the following options, as recommended by vote of the Voting Representatives and approved by the Executive Committee: The Coordinator may serve as the Chairman, or Member agencies may appoint one of their Representatives to serve as chairman on a rotating basis.

If, after the initial selection, a change is desired, the Voting Representatives may decide annually which option to select for the upcoming federal fiscal year (October through September). If the rotating Chairmanship is selected, the rotation sequence among member agencies must be determined at that time and cannot be revoked until the rotation is completed except by unanimous agreement among the rotating member Representatives.

7.2. Conduct of Technical Committee Meetings

Technical Committee meetings shall be held at least quarterly and whenever there is business to be conducted. The time and place of the next meeting shall be established at the end of each meeting. The meetings should be held on a standard day of the month and time of day to the degree possible.

Minutes shall be prepared and distributed to all members within two weeks after a meeting. The minutes shall contain a list of all attendees, indicating the agency represented. The minutes shall document all major issues discussed, the key points of the discussion, any actions taken, any decisions made, and recommendations formed with respect to the issues. The minutes of each meeting shall be formally reviewed, corrected, and approved at the next meeting.

Technical Committee meetings shall be conducted in accordance with Robert's Rules of Order.

Decisions shall be made by consensus of all present member Representatives, when possible, unless specified otherwise in these procedures. If consensus cannot be reached for formal recommendations to the Executive Committee, decisions shall be made by vote of the Voting Representatives. No formal recommendations may be made, or votes taken unless a quorum is present. A quorum is defined to be 50% of current Voting Representatives or an authorized alternate. All official decisions are by a simple majority of the vote unless otherwise explicitly required in written procedures for the business at hand.

The Chairman and Coordinator have no vote on business matters before the

Technical Committee, except in the case of a tie. The Chairman shall cast the tie- breaking vote on non-technical and Technical Committee procedure matters. The Coordinator shall cast the tie-breaking vote on technical matters. Each state member and local member category has the number of votes assigned elsewhere in this document.

7.3. Number of Votes Assigned Member Agencies

For the purposes of voting on issues before the Technical Committee, the following member Agencies, or categories of member agencies, are assigned the number of votes indicated.

- Governor' s Office of Highway Safety - 1 vote
- Department of Driver Services - 1 vote
- Department of Transportation - 1 vote
- Department of Public Health, Injury Prevention - 1 vote
- Department of Public Health, Office of EMS and Trauma - 1 vote
- Department of Public Health, Office of Health Indicators for Planning - 1 vote
- Department of Public Safety - 1 vote
- Police Departments - 1 vote
- Sheriff Offices - 1 vote
- Administrative Office of the Courts - 1 vote
- Prosecuting Attorneys' Council - 1 vote
- Local Traffic/Road Engineering Agencies - 1 vote
- Local EMS Providers - 1 vote

Each voting member, or category of members, may vote on any issue before the Technical Committee. Members of the categories (Local Enforcement, Traffic Engineering, EMS Providers, etc.) must decide among themselves how to cast their votes. There must be at least two members of the category present or having provided written voting instructions in order to cast two votes. If only a single member agency of the category is present, and no written voting instructions are available from absent member(s), only one vote may be cast. If the issue to be voted upon has no direct impact on an agency, they may not be permitted to vote. Those cases will be determined by the Chairman on an issue-by-issue basis.

Voting/non-voting status and the assigned number of votes for each member/category may be changed as with any other Technical Committee procedure, i.e., any member, the Chairman, or the Coordinator may propose a change, the recommendation must be approved by the current voting members, and the Executive Committee must approve the change.

7.4. Subcommittees

From time to time, subcommittees will be required to conduct the more detailed aspects of the Technical Committee's business. Establishment of a subcommittee shall require the approval of the member Representatives. After approval, the individuals to serve on these subcommittees will be selected jointly by the Chairman and Coordinator. The Chairman shall have final authority if the subcommittee will

address a non-technical matter. The Coordinator shall have final authority if the subcommittee addresses a technical matter. To the degree feasible and appropriate, all categories of member agencies should be represented on subcommittees.

7.5. Traffic Record System/Component Recommendations

The Technical Committee shall recommend a long-range Strategic Plan and year-to- year specific improvement projects for the State's Traffic Record Systems; both aimed at achieving the vision set forth herein. In many, if not most cases, the specific projects involve multiple agencies and multiple components of at least one Traffic Records System. In all cases, one or more member agencies must agree to the recommended project and find a way to implement the improvement.

The primary Technical Committee recommendations to member agencies shall take the form of a single long-range Strategic Plan and an Annual Plan each year identifying specific projects to be addressed that year.

The Strategic Plan is developed once, approved by the Technical Committee's Voting Representatives, and updated annually along with the Annual Plan.

Once a complete and approved Strategic Plan is in place, the procedure for accomplishing this objective is:

- In November of each year, the Coordinator prepares an update to the Strategic Plan (if needed), a draft Annual Plan for the upcoming year, and a report of progress and status for the current year's activities. These items are submitted to the Technical Committee at its November meeting. Funding requirements for each proposed program and suggested responsibility shall be included in the draft Annual Plan.
- During the November-December time frame, each Voting Representative shall present the draft Annual Plan to their agency's management and determine the agency's position on those elements directly affecting the agency. Primary and alternate funding possibilities shall specifically be addressed in these discussions. The Coordinator should be involved in these discussions when beneficial.
- The Technical Committee shall deliberate the content of the Annual Plan at its December meeting. Results of internal agency discussions shall be presented. Finally, the Technical Committee shall determine changes to be made to the Annual Plan.

The Coordinator shall make the required changes and provide to all member Representatives as quickly as possible. The Technical Committee shall vote on the Plan at its January meeting. The approved Plan shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for support of the program.

During the course of the year, if either the Technical Committee or a member agency feels the need for additional recommendations, a similar process shall be followed, i.e.:

- The requested recommendation shall be presented to the Technical Committee by the Chairman, Coordinator, or member Representative who has identified the need.
- The Coordinator, working in concert with the originator, shall investigate and develop necessary documents, plans, etc. needed to formalize the recommendation.

- The recommendation shall be presented internally to each member agency by the agency's Representative to develop a position, identify funding needs and possible sources, etc., as appropriate. The originator and/or Coordinator should be involved as beneficial.
- The Technical Committee shall deliberate the recommendation at its next meeting, receive input from all member Representatives, and determine necessary changes.
- After making all required changes, the Coordinator shall distribute the recommendation to all member Representatives as soon as possible. The Technical Committee shall decide on the recommendation at the next Technical Committee meeting.
- Approved Recommendations shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for approval and support.

When time is critically short, the above process can be shortened through the use of e- mail for distribution of documents, and votes by either or both the Technical and Executive Committee may be conducted via e-mail.

8. *CERTIFICATION AND SIGNATURE*

I hereby certify that this is the current TRCC Charter, as approved by the TRCC Executive Committee.

Date: 07/30/2024

Director Allen Poole, Chair
Georgia Traffic Records Executive Committee

Appendix 2: Georgia TRCC Members

Georgia Traffic Records Executive Committee	
Georgia Governor's Office of Highway Safety Strategic Planning	**Allen Poole**, Director, **Chair** **Maurice Raines,** Deputy Director, **Vice-Chair**
Georgia Department of Transportation Core Data System(s): Crash & Roadway	**Russell McMurry**, Commissioner
Georgia Department of Driver Services Core Data System: Driver	**Angelique McClendon**, Commissioner
Georgia Department of Public Health Core Data System: Injury Surveillance	**Lisa Dawson**, Director of Injury Prevention
Prosecuting Attorneys' Council of Georgia Core Data System: Adjudication	**Peter J. Skandalakis**, Executive Director
Georgia Department of Revenue Core Data System: Vehicle	**Frances Watson,** Assistant Deputy Commissioner
Georgia Department of Public Safety Core Data System(s): Crash & Citation	**Col. William Hitchens III**, Commissioner
Georgia Association of Chief Police Core Data System(s): Crash & Citation	**A.A. "Butch" Ayers**, Executive Director
Georgia Sheriffs Association Core Data System(s): Crash & Citation	**J. Terry Norris**, Executive Director
Administrative Office of the Courts (AOC) Core Data System: Citation & Adjudication	**Darron J. Enns**, Esq., Policy Analyst
Georgia Hospital Association (GHA)	**Caylee Noggle,** President and CEO
National Highway Traffic Safety Administration (NHTSA)	**Alex Cabral**, NHTSA Region 4, Regional Administrator
Federal Highway Administration (FHWA)	**Sabrina David**, Georgia Division Administrator
Federal Motor Carrier Safety Administration (FMCSA)	**Danny McPeters**, Georgia Division Administrator

Georgia Traffic Records Technical Committee	
Georgia Governor's Office of Highway Safety **Strategic Planning**	**Tia Hammond**, Georgia Traffic Records Coordinator **Tanya Renaud**, Strategic Planning Operations Manager **Roger Hayes**, Director, Law Enforcement Services **Emerson Lundy,** Law Enforcement Liaison **Shenee Bryan**, Contracted Epidemiologist
Georgia Department of Transportation **Core Data System(s): Crash & Roadway**	**Dave Adams**, State Safety Program Manager **Brian Vann**, Assistant State Safety Data Manager **Ron Knezevich**, State Safety Engineering Supervisor **Kevin Liske,** LEL/ FARS Supervisor
Georgia Department of Driver Services **Core Data System: Driver**	**Jean Borsh,** IT Team Lead **Binal Patel,** Traffic Data Analysis Epidemiologist **Kila Johnson,** GECPS Program Manager **Mechelle Cooper**, GECPS, Court Auditor
Georgia Department of Public Health **Core Data System: Injury Surveillance and Data Linkage**	**Office of EMS and Trauma** **Michael Johnson,** Director, GA Office of EMS & Trauma **Tina Wright,** GEMSIS System Administrator **Marie Probst,** State Trauma Registrar **Dipti Patel,** EMS Data Manager **Danlin Luo**, Trauma Epidemiologist **Ashton Harris**, EMS Epidemiologist **Office of Health Indicators for Planning (OHIP)** **David Austin,** Director of Data Quality & Analysis Team **Injury Prevention Program** **Denise Yeager**, CODES Manager and Lead/Data Evaluation **Patricia Daniel**, CODES Program Consultant **Ibrahim Suleiman**, CODES Program Consultant **Sanam Chaudhary**, CODES Quality Assurance Specialist **Phillip Hudson,** Biostatistician **DeAndre Cain,** Principal Investigator and Program Manager CDC CORE SIPP **Steve Davidson,** Program Consultant

Georgia Traffic Records Technical Committee Continued	
Georgia Department of Revenue **Core Data System: Vehicle**	**Ram Godthi**, Senior Manager, Motor Vehicle Application Development & Support
Injury Prevention Research Center at Emory (IPRCE) **Core Data System: Injury Surveillance**	**Dr. Jonathan Rupp**, IPRCE Executive Associate Director
Judicial Council of Georgia / Administrative Office of the Courts **Core Data System: Citation & Adjudication**	**Amber Range,** Systems Analyst
Consultants- Lexis Nexis	**Bob Dallas**, Consultant **Daniel Hunt,** Consulting Manager (GEARS)
University of Georgia- Traffic Safety Research and Evaluation Group	**Heather Padilla**, Director **Lila Ralston,** Project Coordinator
Federal Highway Administration (FHWA)	**Greg Morris,** Safety, ITS, and Traffic Management Engineer

Appendix 3: Georgia TRCC Meetings

Georgia Traffic Records FFY2024 Schedule	
Executive Committee	**Technical Committee**
• December 9, 2024 • July 30, 2025	• November 13, 2024 • January 8, 2025 • March 12, 2025 • May 14, 2025 • July 16, 2025 • September 10, 2025

Appendix 4: FFY2025 Traffic Records Projects

These projects will address the 2024 Traffic Records Assessment recommendations in progress.

	Project Title	Status	Lead Agency	405c TR Funded
	Georgia Traffic Records Program	In Process	GOHS	Yes
Project Description	This project uses NHTSA Section 405(c) funds to fund the GOHS GA Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Project Objective	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Office of EMS and Trauma (OEMST) developed the Georgia Emergency Medical Services Information System (GEMSIS) as Georgia's pre-hospital care reporting system. This project uses NHTSA Section 405c funds to maintain the Georgia Emergency Medical Services Information System (GEMSIS) in NEMSIS v3.4.0 and NEMSIS v3.5.0, maintain GEMSIS Datamart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data.			
Project Objective	To improve the accuracy of EMS patient care reports via GEMSIS Elite training and to link EMS data on patients with critical injuries in motor vehicle crashes with GDOTs crash database or crash reports via deterministic data linking of crash, EMS, and trauma registry reports using the system of care armbands.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	GECPS Outreach	In Process	Georgia Department of Driver Services	Yes
Project Description	This project provides a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication as			

	well as trains and educates courts on the Georgia Electronic Conviction Processing System (GECPS) for this purpose. This project continues to support Georgia courts and law enforcement by continuing to provide additional functionality/enhancements to the GECPS system for electronic submission of conviction processing.
Project Objective	Reduce error rates by identifying and targeting courts that require additional training and technical assistance by studying errors and by attending to court support requests.
Traffic Records System Components	

	Project Title	**Status**	**Lead Agency**	**405c TR Funded**
	Support for CODES Crash Data Linkage	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Crash Outcome Data Evaluation System (CODES) project uses probabilistic techniques to link crash data, injury surveillance data and other traffic records data. This project creates linked data for analysis by Georgia's highway safety partners to improve the accuracy and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria. This provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes.			
Project Objective	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to link crash data and other injury surveillance data as well as to promote the creation and use of integrated datasets.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Numetric	In Process	Georgia Department of Transportation	No
Project Description	Georgia is developing tools through AASHTOWare Safety/ Numetric to improve the analysis of the state's crash database. This software data analytics application provides graphical, tabular, and spatial tools to explore crash data in a GIS interface to pinpoint the root causes of crashes and identify the best countermeasures. Additionally, network screening is offered to rank segments, curves, and intersections by the attributes that matter most to Georgia traffic safety stakeholders as well as access to workbooks with customizable static reports, dashboards, and analytics tools.			
Project Objective	To improve the user experience and advance the state's ability to analyze data and identify appropriate countermeasures as well as enable our law enforcement liaisons to work with individual law enforcement agencies to improve the timeliness, accuracy, and completeness of their crash reports.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	DRIVES	In Process	Georgia Department of Revenue Georgia Department of Driver Services	No
Project Description	The Georgia Department of Revenue (DOR) and the Department of Driver Services have implemented a joint modernization system, known as Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to transform the way Georgia provides driver licensing, vehicle registration, and titling system services.			
Project Objective	To ensure consistent customer data and improve the accuracy of driver information between the two agencies that support driver functions.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	Georgia Association Chiefs of Police	Yes
Project Description	The GACP will provide select law enforcement agencies with computer hardware (mobile data units) needed to submit crash reports electronically to the state through the GEARS system. This project will also provide funds for the mounting of these units into patrol vehicles.			

Project Objective	To improve crash reporting accuracy by law enforcement agencies through electronic crash reporting that will validate, detect, and prevent errors at the point of data entry. Improve the timeliness of crash reports submitted to GEARS by replacing paper records with electronic records.
Traffic Records System Components	

	Project Title	**Status**	**Lead Agency**	**405c TR Funded**
	OASIS	In Process	Georgia Department of Public Health	Yes
Project Description	The Online Analytical Statistical Information System (OASIS), DPH's query system, provides online access to data visualizations. Data services to partners are supported using the departmental data warehouse with stewardship of the latest Hospital Discharge, ER Visit, Death, and Population. Value- additions included data quality controls, calculated variables such as injury severity scores, and geography variables. Updates will include injury severity cross-validations and population changes due to Census 2020.			
Project Objective	To improve the accessibility, completeness, and quality of Georgia's traffic records system by enhancing the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data.			
Traffic Records System Components				

	Project Title	**Status**	**Lead Agency**	**405c TR Funded**
	Crash Report Quality Oversight Training Program	In Progress	Georgia Public Safety Training Center	Yes
Project Description	Developing a training program designed to improve efficiency, quantity & quality of crash report data collection, as well as mitigating post-secondary crashes due to delays in gathering data during active crash investigations.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through a combination of on-line training, creating a block of instruction within existing training, creating an additional training course utilizing aerial mapping technology & training offered through the TEN's.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	eADAP/ DRIVES Integration	Pre-Award	Georgia Department of Driver Services	Yes
Project Description	Will integrate the Georgia Department of Driver Services' Alcohol and Drug Awareness Program (eADAP) portal into the Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System) system.			
Project Objective	To improve student and instructor accessibility as well as course record management timeliness, accuracy, and uniformity by fully integrating eADAP functionality with DRIVES by the end of the grant year.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Traffic Analysis Epidemiologist	In Progress	Georgia Department of Driver Services	Yes
Project Description	Support the Traffic Data Analysis Epidemiologist dedicated to analyzing and interpreting data from the Department of Driver Services databases to identify problems, recommend solutions and prepare responses for highway safety program development and implementation. This position provides data and epidemiological analytic assistance to support highway safety, injury prevention activities at the federal, state, and local levels.			
Project Objective	To improve the accessibility, completeness, and quality of Georgia's traffic records system by developing a data dictionary, producing noncommercial datasets, and conducting data pulls for license and conviction data for linkages with other traffic records stakeholders.			
Traffic Records System Components				

Appendix 5: Traffic Records FFY24-FFY26 Performance Measures

Georgia uses data system performance measures to assess the quality and effectiveness of state traffic records systems. These measures address six core traffic data systems and evaluate measurable progress in the six attributes year over year. Future target years are projected using 2022 as the baseline and reflect data system goals. Future years are displayed in grey to denote projected numbers and percentages. Current actual target years of 2023 and 2024 are calculated using the previous data that incurred 2 years prior. Green indicates baseline was met or improved. Red indicates baseline was not met or improved.

Crash							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline**	**2023**	**2024**	**2025**	**2026**
Timeliness	C-T-1: Percent of crash report submissions received on time.	Percent of reports loaded into the database within 72 hours of the crash date/time	**61.90%**	74.20%	72.20%	>90%	>90%
Completeness	C-C-1: Percent of Reports Received Electronically	Number of reports received electronically/ total number of reports.	**99.22%**	99.56%	99.71%	>99.71%	>99.71%
Uniformity	C-U-1: Percent of Reports Received Electronically into GEARS	Number of reports received electronically/ total number of reports.	**99.22%**	99.56%	99.71%	>99.71%	>99.71%
Integration ***Linkage Based on prior year dataset**	C-I-1: Percent of transported reported crash records linked to ED only records	Number of crash records linked to an ED record/ total number of transported reported crash records	**41%***	48.8%*	46%*	>41%	>41%
	C-I-2: Percent of transported reported crash records linked to hospital discharge records	Number of crash records linked to hospital discharge records/ total number of transported reported crash records	**65%***	73%*	79.7%*	>65%	>65%
	C-I-3: Percent of transported reported crash records linked to EMS records	Number of crash records linked to EMS records/ total number of transported reported crash	**45%***	53%*	68%*	>45%	>45%

Driver							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Integration	D-I-1: Total number of crash and driver integration projects	Number of CODES data linkage projects linking crash and driver	**1**	1	1	1	1

Vehicle							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Accuracy	V-A-1: Percent of vehicle records with suspected errors	Identified vehicle records that a back to be verified due to suspected error/ total vehicle records submitted.	**<1%**	<1%	<1%	<1%	<1%
Integration	V-I-1: Percent of motorcycle records linked to a crash records	Number of motorcycle records linked to a crash records/ total number motorcycle crash records.	**N/A**	(0) during development	0	>50%	>50%

Citation and Adjudication							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Timeliness	C&A-T-1: Average percent of convictions reported through GECPS late (>10 days)	Total number convictions reported to GECPS 11 days or more/ Total number of convictions reported through GECPS.	**18.45%**	15.77%	17.30%	<18.45%	<18.45%
Accuracy	C&A-A-1: Maintain an error rate for citations below the GOHS established 5% minimum.	Error Rate is reported in the Error Resolution Summary Report. It is based on total citations sent in by each court for the month and the percentage that was returned in error.	**2.81%**	2.68%	2.93%	<5%	<5%
Integration	C&A-I-1: Percent of crash citations with a DUI code linked to a DDS conviction.	Percent of crash citations with a DUI code linked to DDS conviction.	**N/A**	(0) During Development	63.20%	N/A	N/A
Accessibility	C&A-X-1: Average number of convictions reported monthly to GECPS that are posted on the Public DDS Traffic Convictions Report site.	Average total convictions submitted to GECPS are reported monthly. They are shared publicly online, monthly, in the DDS	**41,985**	55,494	56,457	>41,985	>41,985
	C&A-X-2: Average number of FTA's received monthly	Average total FTA 's submitted to GECPS from courts.	**14,800**	20,478	21,174	>14,800	>14,800

Injury Surveillance -ED/ Hospital							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Timeliness	I(E/H)-T-1: Decrease time to supply annual ED/hospital data to internal partners	Months difference between last day of a quarter and the date of data supply to CODES after receiving it from GHA	**1 year**	4 months	3 months	3 months	3 months
Completeness	I(E/H)-C-1: Number of Social Vulnerability Index (SVI) interfaces on 2020 Geographies	Number of locations w/ SVI	**N/A**	In process	3	3	3
Integration ***linkage based on prior year dataset**	I(E/H)-I-1: Total (percent) of ED/hospital records linked to hospital records	Number of MV ED/hospital records linked to MV EMS and crash records/total number of ED/hospital records	**28.80%**	33.30%	37%	>29%	>29%
Accessibility	I(E/H)-X-1: Number of new classifiers in the updated OASIS interface	Number of new classifiers for hospitalizations/ER visits due to MV crashes by vehicle type and person (pedestrian etc.), roadway type including off-road, and intent	**(0) during developm ent**	(0) during development	6 (calculated)	6 (on interface)	9

Injury Surveillance -EMS							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Timeliness	I(E)-T-1: The median or mean number of hours from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database. *See EMS System note below*	5 points are deducted from data submitted into GEMSIS Elite if the back in service time is more than 36 hours after the call started. Rule ID: 3825 = Unit Back in Service (eTimes.13) is more than 36 hours after Unit Notified by Dispatch (eTimes.03)	**95.39**	183.14	155.64	<95.39	<95.39
Accuracy	I(E)-A-1: Percent of EMS patient care reports with no errors in critical data elements.	Validation score is used to assess the accuracy, completeness, and uniformity of the data that is entered in GEMSIS Elite. GEMSIS Elite consists of validation rules which are business logic rules and a point value is assigned to each validation rule	**98.59%**	99.03%	98.67%	>98.59%	>98.59%
Completeness	I(E)-C-1: Percent of EMS patient care reports with no missing critical data elements.		**98.59%**	99.03%	98.67%	>98.59%	>98.59%
	I(E)-C-2: Percent of EMS patient care reports with no missing data elements.		**98.59%**	99.03%	98.67%	>98.59%	>98.59%
	I(E)-C-3: Percent of unknowns or blanks in critical data elements for which unknown is not an acceptable value.		**98.59%**	99.03%	98.67%	>98.59%	>98.59%
Uniformity	I(E)-U-1: Percent of records on the State EMS data file that are compliant with National Emergency Medical Service Information System (NEMSIS)	The uniformity of the data submitted to GEMSIS Elite is determined by ensuring that the times listed on patient care reports are in a logical sequence based on the element definition.	**98.59%**	99.03%	98.67%	>98.59%	>98.59%
	I(E)-U-2: The number of records on the State EMS data file that are NEMSIS compliant.		**98.59%**	99.03%	98.67%	>98.59%	>98.59%
Integration	I(E)-I-1: Percent of appropriate records in the EMS file that are linked to another system or file.	Records in GEMSIS Elite that are linked to other EMS systems such as Georgia Patient Registry, Hospital Hub and biospatial/ total records.	**98.59%**	99.03%	98.67%	>98.59%	>98.59%

EMS System Note: At the start of CY2023, submission times increased as EMS Agencies faced challenges such as workforce shortages, longer patient offload times, higher call volumes, and the transition to the NEMSIS v3.5.0 data standard. This transition introduced significant changes to data elements, values, and validation rules, requiring updates to GEMSIS Elite and various third-party ePCR vendor systems. Many EMS Agencies experienced configuration issues within their vendor system that delayed fixes and led to backlogged data submissions throughout 2023. In CY2024, two new Schematron files with updated validation rules were released, but many vendors failed to implement them promptly, causing further delays. As a result, we now maintain regular communication with ePCR vendors and EMS Agencies to monitor monthly record counts and submission times to prevent future backlogs. The Timeliness performance is measured by the time between when a unit returns to service (eTimes.13) and when the incident is entered into GEMSIS Elite. Large backlogs during CY2023 and CY2024 negatively impacted submission times, as some of the large EMS Agencies submitted records months late while waiting for vendor compliance with state validation rules.

Injury Surveillance - Trauma							
Attribute	Performance Measure	Method of Calculation	Baseline 2022	2023	2024	2025	2026
			(2020 V5 Data)	(2021 Data)	(2022 Data)	(2023 Data)	(2024 Data)
Timeliness	I(T)-T-1: The median number of days from (a) the date the patient was discharged to (b) the date the trauma record was entered and closed.	Calculate the days from (a) the date the patient was discharged from a hospital or discharged from ED (if patients left ED and did not go to hospital floor) to (b) the date the trauma record was entered and closed.	**44**	36	40	<44	<44
	I(T)-T-2:The percentage of trauma record closure rate within 60 days of discharge date.	The percentage of trauma record closure rate within 60 days of discharge date.	**72.20%**	95.00%	91.80%	>91.80%	>91.80%
Accuracy	I(T)-A-1: The percentage of trauma records with no errors in the ICD-10 E-Code data element.	The percentage of trauma records that with the ICD-10 E- Code match the ICD-10-Ecodes listed by National Trauma Data Bank (NTDB).	**99.30%**	99.40%	99.40%	>99.40%	>99.40%
Completeness	I(T)-C-1: The percentage of trauma records with no missing data in the EMS Dispatch date and time and the ED Arrival date and time data elements (S group).	The percentage of trauma records with no missing data in the EMS Dispatch date and time and the ED Arrival date and time data elements (S group).	**91.00%**	93.00%	93.30%	>91.00%	>93.30%
	I(T)-C-2: The percentage of trauma records with no missing data in the Referring Hospital arrival date and time data elements (R group) (CY2022-present).	The percentage of trauma records with no missing data in the Referring Hospital arrival date and time data elements (R group) (CY2022-present).	**66.10%**	53.70%	52.20%	>66.10%	>66.10%

Injury Surveillance - Trauma Continued							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
			(2020 V5 Data)	**(2021 Data)**	**(2022 Data)**	**(2023 Data)**	**(2024 Data)**
Completeness continued	I(T)-C-3: The percentage of trauma records with no missing data in the Injury Severity Score Total data element.	The percentage of trauma records with no missing data in the Injury Severity Score Total data element.	**99.80%**	99.90%	99.60%	99.80%	99.80%
Uniformity	I(T)-U-1: The number of trauma compliant data elements imported into the trauma registry or obtained via linkage to other database.	The number of trauma compliant data elements imported into the trauma registry or obtained via linkage to other database.	**0**	0	0	0	>0
Integration	T-I-1: The percentage of appropriate records in the trauma registry data base that are linked to another system or file (Trauma data linked with Hospital Discharge data).	T-I-1: The percentage of appropriate records in the trauma registry data base that are linked to another system or file. Trauma data has been linked with Hospital Discharge data and the percent of linked number is the number linked divide by total trauma number.	***60.7%**	N/A*	N/A*	N/A*	N/A*
			*** Based on 2018 hospital data. The Armband Project planned for linking EMS data and Trauma data. The test will start from one hospital. For 2023 and 2024 CODES does not have access to the trauma data, updated measures will be added when the data is available.**				
Accessibility	T-X-1: To measure accessibility of the trauma registry data. Data requests must be submitted to the DPH Privacy Officer and DPH Data Coordinator through the Public Health Information Portal (PHIP). DPH Policy # CO-12007 Data Request and website: https://dph.georgia.gov/phip-data-request ."	T-X-1: To measure accessibility of the trauma registry data. Data requests must be submitted to the DPH Privacy Officer and DPH Data Coordinator through the Public Health Information Portal (PHIP). DPH Policy # CO-12007 Data Request and website: https://dph.georgia.gov/phip-data-request . The number of data request filled through PHIP divide by total data requested number through PHIP."	**100%**	100%	100%	100%	100%

Mortality:Child Fatality Review (Ages <18)							
Attribute	**Performance Measure**	**Method of Calculation**	**Baseline 2022**	**2023**	**2024**	**2025**	**2026**
Integration	M-I-1: Percent of child fatality review (CFR) data linked with crash data	CFR data linked to crash data/ total number of MV CFR cases.	80%	86%	N/A *data unavailable at time of TRCC review	>80%	>80%

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Appendix 6: Updates to FFY 2024 Traffic Records Assessment Recommendations

Strategic Planning	**1. Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory**	The TRCC Working Group has recognized the rapid evolution of new vehicle platforms such as fully autonomous vehicles, electric bikes, miniature vehicles and are evaluating the impact on our various systems as well as the best coding practices
Crash	**2. Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**	Georgia has launched a web and application-based crash reporting instruction guide. It replaces the old, printed PDF version and allow offices to quickly access guidance using a mobile sevice. https://crashmanual.dot.ga.gov/
	3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Georgia has updated the crash data thru 2024 in the Numetric / AASHTOware Safety Software. We have also added new applications Crash Diagraming and Crash Tree Diagramming. We continue to expand our user membership with more than 400 unique users accessing our crash data monthly.
	4. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Georgia has reached out to the software vendors investigating the quality controls that each vendor is providing to law enforcement. We have also shared our rules and validation logic.

Driver	**5. Improve the data elements for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory**	In FY2024, the Georgia Department of Driver Services initiated a grant to fund a Traffic Data Analysis Epidemiologist. Part of this grant's objective is to develop data elements that facilitate application analysis. One example of a data element improvement by the epidemiologist is the virtual road test indicator button. This data element permits evaluation of virtual road test versus non-virtual road test.
	6. Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory	The DDS and Department of Revenue (DOR) have modernized the vehicle registration, titling, and driver license system. In January 2021, the DDS deployed their business systems to DRIVES (Driver Record and Integrated Vehicle Enterprise System). A new application for federal funding year 2026 has been submitted to integrate eADAP program into DRIVES system. The integration is anticipated to occur during the 2026 funding cycle.
Vehicle	**7. Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory**	
	8. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory	
Roadway	**9. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory**	Georgia has updated the road centerline, route and intersection data and will have the updates applied to our crash mapping and display applications by the end of the fiscal year.

Citation/ Adjudication	**10. Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.**	The State of Georgia has a non-unified court system where local courts are autonomous. Georgia's decentralized court system includes around 1,100 courts at all levels with traffic jurisdiction. As a result, courts use proprietary case management systems that are, for the most part, not interoperable with other courts in the State. These courts account for most traffic adjudications within the State. Each local court bears responsibility to securely and accurately transmit traffic case conviction data electronically to the Georgia Department of Driver Services (DDS). Georgia's driver data system receives data from other systems, including the reporting of citations and their dispositions through the Georgia Electronic Conviction Processing System (GECPS) interface. The Judicial Council of Georgia/Administrative Office of the Courts (AOC) does not provide a case management system for the traffic courts, nor does it currently maintain a centralized database for traffic case data. Recently enacted and signed S.B. 272 (2023) granted the AOC the responsibility for implementation and continued maintenance of uniform standards for case management, data collection and transmission. The AOC, with the Criminal Case Data Exchange Board, will regularly review and update uniform standards for the software used to collect and transmit criminal history data between local and state criminal justice agencies. Requirements for court applications will include mandatory data elements and acceptable entries for each element drawn from standardized tables. These requirements will be integrated into the software to ensure that data transmissions are complete, accurate, and accessible to the appropriate parties. The AOC will train and educate court staff on streamlining prosecution of traffic citations, improve tracking of citations and convictions to the GECPS system, decreasing errors, and contributing to data collection toward the state's goals of decreasing crashes, injuries, and fatalities.
	11. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory	
	12. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory	
	13. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment	

Injury Surveillance	**14. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory**	Crash records data received for 2023 was reviewed. OEMST and the GDOT team met to discuss next steps for improving the collection of armband numbers recorded by law enforcement agencies. It was determined that OEMST needs to provide additional training to address this issue.
	15. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory	Improving the quality of addresses in Hospital Discharge/ER Visits where the facility address is used as the residential address.
Data Use & Integration	**16. Improve the traffic records systems' capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory**	The CODES program is continuing to integrate the EMS, ED, and Hospital data with the Crash data. CODES and DDS have integrated crash data with driver license and conviction data for those drivers with possible drug or alcohol use in a crash, currently analyzing the linked data. CODES continues to link the Child Fatality Review data with the crash data.

Section 405c Quantitative Progress Report

State: GA Date: 7.25.2025 Submitted by Denise Yeager, CODES Manager

Regional Reviewer:

System to be Impacted	**X CRASH X DRIVER ___VEHICLE ___ROADWAY ___CITATION/ADJUDICATION ___EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**___ACCURACY ___TIMELINESS ___COMPLETENESS ___ACCESSIBILITY ___UNIFORMITY X___INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Increase the percentage of in-State drivers involved in a crash linked with the driver license file from 0% in 2023 to 5.4% in 2024. This increase includes the 5-year data period from 2017-2021. These linked files only include drivers involved in a crash with suspected impairment. There was a total of 189,862 drivers that were linked to crashes between 2017-2021.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates.** **GA-2025-DPH-007 Support for Georgia Crash Outcome Data Evaluation Systems (CODES) Data Linkage** - integration and analysis published in *Georgia Traffic Safety Facts Issue Brief: Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes, September 2024.*
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** CODES and the Georgia Department of Driver Services (DDS) conducted a deterministic linkage using the 2 out of 3 method using the variables: driver license number, date of birth, and first and last name. For this project, the only crash files sent t DDS for integration were those in-State drivers where there was a possibility of suspected impairment involved in the crash. Prior to this integration, only a small study was conducted with DDS, DPH (CODES), and GOHS. Following the achieved integration from this project, CODES and DDS are in discussion to create an ongoing MOU to annually link the crash file for in-State drivers to the driver file. The anticipated goal is to have the crash file integrate with the driver file for in-State drivers involved in a crash.

Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** CODES integrated drivers suspected of impairment involved in a crash to the driver file that included their license and conviction record. CODES selected the in-State drivers that did not have a driver condition of no impairment. The variables included in the linkage were: driver license number, date of birth, and first/ last name. These were cleaned by CODES personnel and those files were sent to DDS for linkage using the 2 out of 3 method. These results were sent back to CODES and of those that linked CODES received selected driver and conviction variables. The measure is calculated by the number of driver files from DDS with a positive match divided by the total of instate drivers involved in a crash (2017-20221). The data exchange began in September 2023 upon signing of the MOU between DDS and DPH (CODES) and clean up of the integration took place in May 2024. Full analysis of the integrated data took place in June-September 2024, with final results of the integration completed and published in September 2024. In the *Georgia Traffic Safety Facts Issue Brief: Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes.*

Date and Baseline Value for the Measure	*Number of in-State drivers linked to driver file: 0* *Percentage of in-State drivers involved in a crash linked with the driver license file September 2023: 0%*
Date and Current Value for the Measure	*Number of in-State drivers linked to driver file: 189,862 (2017-2021)* *Percentage of in-State drivers involved in a crash linked with the driver license file September 2024: 5.4%*
Regional Reviewer's Conclusion	**Check one** **___Measurable performance improvement *has* been documented** **___Measurable performance improvement has *not* been documented** **Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Project Timeline

Month(s), year	Activity	Percent of in-State drivers involved in a crash Fully Integrated	Number of in-State drivers linked to driver file
Pre-Sep-23	Select crash driver files possible suspected of impairment and clean the driver linking variables for data years 2017-2021	0%	0
Sep-23	MOU Signed and data exchange between DDS and DPH begins	0%	0
May-24	Cleaning of Integrated Data	0%	0
June-September 2024	Full Analysis of integrated data	0%	0
Sep-24	Final results of the integration completed and published in the *Georgia Traffic Safety Facts Issue Brief: Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes*	**5.4%** **(2017-2021)**	**189,862** **(2017-2021)**

Yearly Data

Data Year	GA Drivers involved in a Crash	DDS Drivers link with crash	% crash and driver linkage
2017	729,582	45,436	6.2%
2018	764,550	30,908	4.0%
2019	746,984	25,445	3.4%
2020	592,431	38,443	6.5%
2021	700,645	49,630	7.1%
Total 2017-2021	**3,534,192**	**189,862**	**5.4%**

405(d) IMPAIRED DRIVING (DRUG & ALCOHOL)

According to the FY26 Grant Classification and Eligibility spreadsheet, there were an estimated 0.37 alcohol-impaired driving fatalities per 100M VMT in Georgia in 2020-2022. *As such, Georgia is categorized as "mid-range" state* for the second year in a row. Countermeasures and strategies to address drug- and alcohol-impaired driving are continuing. According to FARS, the alcohol-impaired driving fatalities per 100 million VMT decreased from **0.39** in 2022 to **0.34** in 2023.

The full application, including the impaired driving plan, for the 405(d) is included below. Georgia will continue to follow the impaired driving plan submitted in the FFY2025 Annual Grant Application.

See Appendix B for signed assurances.

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2023 Impaired Driving Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of impaired-related fatalities. To access the full report, visit: https://www.gahighwaysafety.org/georgia-traffic-safety-facts/

Drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. In 2023, there were 433 traffic fatalities that involved at least one alcohol-impaired driver—a 15% decrease from the 509 alcohol-impaired fatalities in 2022. These alcohol-impaired fatalities represented 27% of all traffic fatalities that occurred on Georgia roadways in 2023—compared to 30% nationwide.

In 2023, 10% of all drivers in fatal crashes were suspected of drug-involvement or had positive drug test results. Drug-related fatalities represented 14% of all traffic related fatalities in 2023. The increase of drugged driving and related traffic fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.

Alcohol Impaired- and/or Drug-Related Fatalities by Type, 2019-2023*

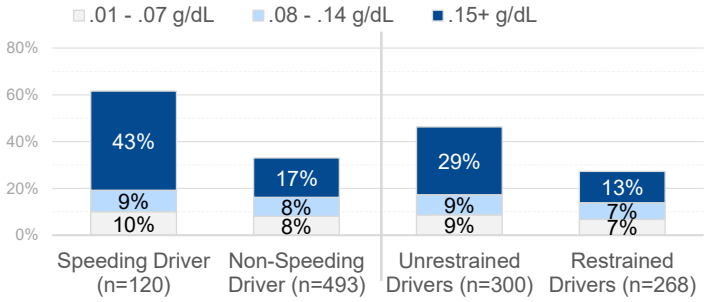
Measure Type	2019	2020	2021	2022	2023
Alcohol-Impaired Driving Fatalities	355	371	470	509	433
Annual % Change	▽ *-6%*	▲ *5%*	▲ *27%*	▲ *8%*	▽ *-15%*
Drug-Related Fatalities	273	508	337	331	208
Annual % Change	▽ *-18%*	▲ *86%*	▽ *-34%*	▽ *-2%*	▽ *-37%*
All Traffic-Related Fatalities	1,492	1,658	1,809	1,796	1,615
Annual % Change	▽ *-1%*	▲ *11%*	▲ *9%*	▽ *-1%*	▽ *-10%*

* Risking-driving-related fatalities include all persons involved in the fatal crash including risky drivers, passengers, occupants in other vehicles, and non-motorists. *** The increase of reported drug-impaired drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Source: FARS 2019–2023.

Alcohol is known to reduce decision making functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability.

In 2023, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 3.2 times more likely to be speeding and 2.3 times more likely to be unrestrained or un-helmeted. Fifty-two percent of speeding drivers and 38% of unrestrained drivers with known BAC were impaired (.08+ g/dL).

Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status, 2023*



*Percent calculated across drivers with known BAC. In Georgia, drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher.
Source: FARS 2023

Police officers can document the condition of drivers involved in motor vehicle traffic crashes on the Georgia crash report. Through administration of tests and observations, law enforcement can confirm if alcohol and/or drugs were involved or if the driver is suspected of driving under the influence. In 2023, the number of serious injuries that involved confirmed and suspected alcohol impaired and/or drugged drivers decreased by 23%— from 992 serious injuries in 2022 to 809 in 2023.

Suspected Serious Injuries Involving Alcohol-Impaired and/or Drugged Drivers and Annual Percentage Change by Police Reported Driver Condition, 2020-2023*

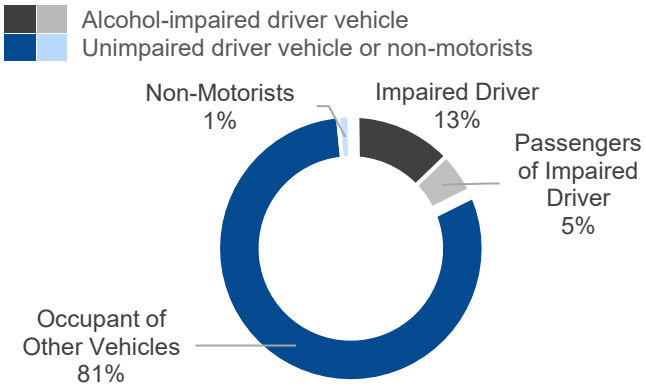
Driver Condition**	2020	2021	2022	2023
Confirmed alcohol impairment and/or drug use	401	552	430	332
Annual % Change	▲ *6%*	▲ *38%*	▽ *-22%*	▽ *-23%*
Suspected alcohol impairment and/or drug use	454	675	562	477
Annual % Change	▲ *5%*	▲ *49%*	▽ *-17%*	▽ *-15%*
Confirmed and suspected alcohol impairment and/or drug use	855	1,227	992	809
Annual % Change	▲ *5%*	▲ *44%*	▽ *-19%*	▽ *-18%*

*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more specified definition for serious injury. **Confirmed cases can include drivers that used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected.
Source: CODES 2020-2023

In 2023, 53% of all alcohol-related fatal crashes involved more than one vehicle. When an alcohol-impaired driver was involved in a multi-vehicle crash, most of the fatalities and serious injuries were among occupants of the other vehicle or non-motorists. Figure 2 shows the estimated percentage of fatalities and serious injuries involving at least one alcohol-impaired driver by person type in 2023.

- 18% were in the impaired driver's vehicle (represented by dark and light yellow in Figure 2).
  - 13% were the impaired drivers themselves.
  - 5% were passengers of the impaired driver.
- 82% were occupants of other vehicles or non-motorists (represented by dark and light blue in Figure 2).
  - 81% were occupants of other vehicles that were *not* operated by the impaired driver.
  - 1% were non-motorists (i.e., pedestrians or bicyclists).

Estimated Percent of Persons Fatally or Seriously Injured in Multi-Vehicle Crashes Involving Alcohol-Impaired Drivers by Person Type, 2023



BAC are imputed for drivers involved in fatal crashes at the crash level and will result in large standard error when reported on the person-level. Please review the "Data Definitions and Considerations" and the FARS Analytical Reference Guide for documentation. Percent totals may not equal 100% due to rounding.
Source: CODES 2023

According to the 2021 High School Youth Risk Behavior Surveillance System, 15% of Georgia high school students rode with a driver who had been drinking alcohol one or more times during the 30 days before the survey.

Based on most recent data available at the time of reporting.

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

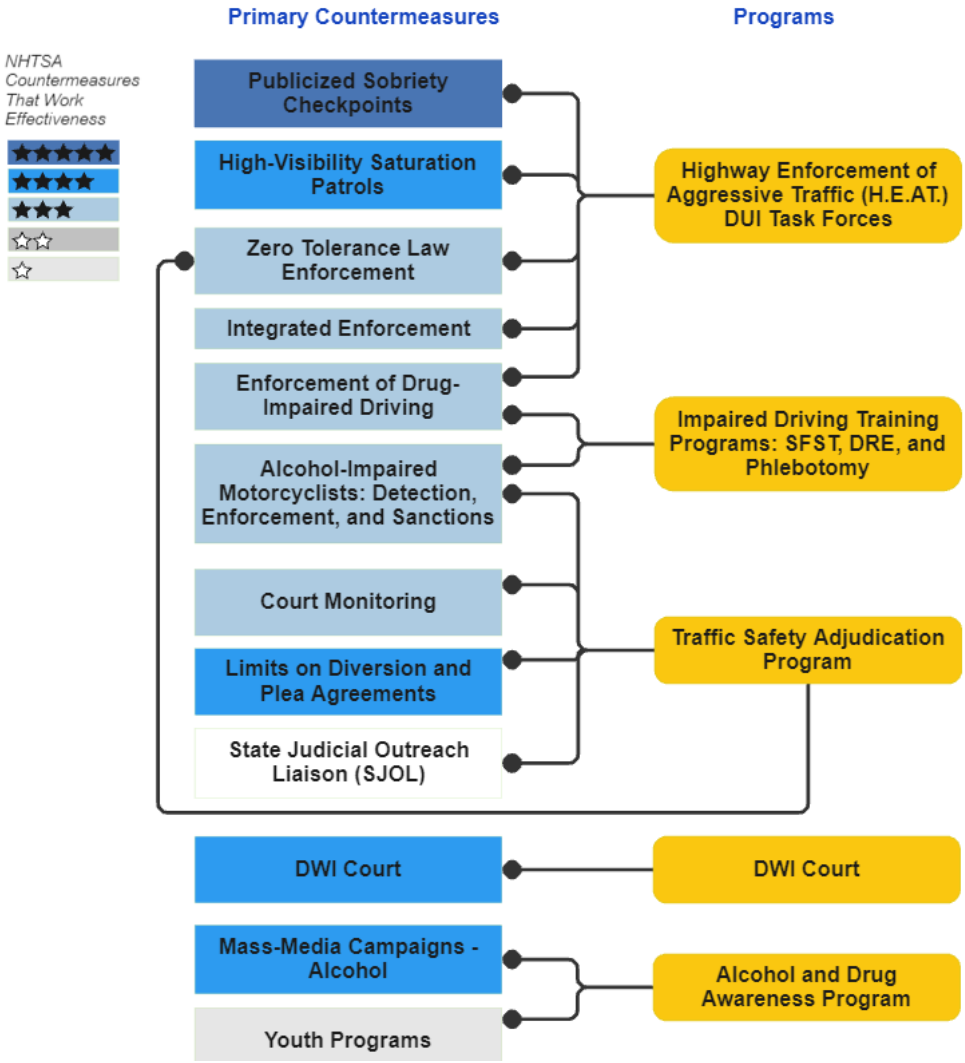
Core Outcome Measures		Baseline 2017-2021	Target 2020-2024
C-1*	To maintain or reduce traffic fatalities to **1,600*** (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to **7,109*** (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to **5.711*** (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to **1.28*** (2020-2024 rolling average) by 2024.	1.28	1.28*
C-5	To maintain or reduce alcohol-related fatalities to **371** (2020-2024 rolling average) by 2024.	371	*371*
C-9*	To maintain or reduce the number of young drivers involved in fatal crashes to **198*** (2020-2024 rolling average) by 2024.	198	198*

* Target value meets §1300.11(3)(i) code for *constant* or *improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "*maintain the baseline*" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Traffic Safety Performance Measure		FFY24 HSP Target Assessment: Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2021-2024)	Progress Status	Annual Fatalities 2022	2023	2024 (prelim)	Proposed Vision Zero (in 80 years) Annual Targets (FFY25)
C-1 HSIP-1	Number of traffic fatalities	1,600	1,674 8,139	1,671 8,259	● Not on Track	1,796 *-13*	1,615 *-181*	1,473 *-139*	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
C-2 HSIP-2	Number of serious injuries in traffic crashes	7,109	6.538	6.690	● Not on Track	8,660 *-277*	8,171 *-489*	7,920 *-251*	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
HSIP-3	Serious Injuries per 100M VMT	5.711	1,674 8,139	1,671 8,259	● Not on Track	6.699 *- 0.706*	6.476 *- 0.223*	6.293 *- 0.183*	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
C-3 HSIP-4	Fatalities per 100M VMT	1.25	6.538	6.690	● Not on Track	1.39 *-0.11*	1.28 *-0.11*	1.17 *-0.11*	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08+	371	428	TBD	● Not on Track	509 *+39*	433 *-76*	TBD **	Reduce the number of alcohol-related fatalities by **2.4%** from 507 in 2022 to **495** by 2024.
C-9	Number of drivers aged 20 or younger involved in fatal crashes	198	198	200	● Not on Track	202 *-24*	183 *-19*	178 *-5*	Reduce the number of young drivers involved in fatal crashes by **2.0%** from 203 in 2022 to **199** by 2024.

PRIMARY COUNTERMEASURES

GOHS will fund staff and activities to prevent and deter drug-impaired and alcohol-impaired driving: HEAT DUI Task Forces, Adjudication Program, Impaired Driving Training Program, and the Alcohol/Drug Awareness Program. The figure below shows the primary countermeasures within each program to address the number of alcohol-impaired-related traffic fatalities on Georgia roadways.



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

FFY 2025 GEORGIA IMPAIRED DRIVING PLAN

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Approved by:

Georgia Impaired Driving Task Team, July 25, 2024

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Authority and Basis for the Operation of the Statewide Impaired Driving Task Team

The Georgia Impaired Driving Task was formed a number of years ago to address the growing percentage of fatalities associated with impaired driving. The GOHS recognized the need to address impairment of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. The Task Team was composed of a diverse representation of stakeholders. Unfortunately, the Task Team became inactive.

During FY 2024, the Governor's Representative for the GOHS recognized the need for appointing an Impaired Driving Task Team to address the increase in impaired driving fatalities and serious injuries. The GOHS fully understands the importance of involving excellent partners in the state to assist in the development of a comprehensive approach to impaired driving.

The Task Team members are representatives of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act. The Task Team members are appointed and serve at the pleasure of the Governor's Representative, GOHS. It is the responsibility of the Task Team to develop and approve the Georgia Impaired Driving Strategic Plan that follows the latest version of Guideline #8. The plan addresses the complex strategies to reduce alcohol and other drug impaired driving fatalities and serious injuries in the State. The Task Team plans to meet quarterly to monitor and implement the Strategic Plan.

Executive Summary

During the early months of 2020, Georgia initiated a statewide response to the COVID-19 public health emergency. As traveling patterns are returning to pre-pandemic norms, as shown by the statewide vehicle miles traveled, drivers and other roadway users are engaging in riskier behaviors, including speeding, driving under the influence of alcohol, and not using seat belts.

GOHS recognizes the need to address specific causes of motor vehicle fatalities across the following traffic safety performance measures: unrestrained fatalities, alcohol-related fatalities, pedestrian fatalities, speed-related fatalities, motorcyclist fatalities, and bicyclist fatalities.

In the State of Georgia, drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. According to the Fatality Analysis Reporting System (FARS) data, Georgia experienced 1,797 traffic fatalities in 2022.

In 2022, there were 507 fatalities in motor vehicle traffic crashes involving drivers with BACs of .08 g/dL or higher. Fatalities in alcohol-impaired driving crashes increased from 371 in 2020 to 507 in 2022. The Georgia counties with the highest alcohol-related fatalities in 2022 were Fulton (54), Dekalb (44), Cobb (23), Gwinnett (20), Bibb (15) and Clayton (15).

Drug-related fatalities increased more than 7 times, from 43 fatalities in 2019 to 331 fatalities in 2020. The increase of drugged-driving and related traffic-fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.

The overall cost of crashes, injuries, and deaths related to traffic crashes in Georgia is $7.8 billion a year. There continues to be underreporting for alcohol-impaired driving and there are many records in the crash data and FARS with missing blood alcohol test results.

Under the Bipartisan Infrastructure Act, states that have an average impaired driving fatality rate per 100 million vehicle miles traveled (VMT) that is 0.60 or higher are considered high-range states. States are considered mid-range if their average impaired driving fatality rate is lower than 0.60 but higher than 0.30 and low-range state if it is 0.30 or lower. Starting in FFY 2025, Georgia was designated as a mid-range State from a previous designation of many years as a low-range State. A mid-range State is required to have a task force/Task Team with representatives from various disciplines and a strategic plan approved by the task force/Task Team.

The Georgia Impaired Driving Task Team became inactive in 2021. The Governor's Representative for the GOHS recognized the need to re-establish an Impaired Driving Task Team to address the increase in impaired driving fatalities and serious injuries. The Task Force members are appointed and serve at the pleasure of the Governor's Representative, GOHS.

I. Program Management and Strategic Planning

The Impaired Driving program area includes grants that provide education, training, resources, and high-visibility enforcement to reduce the number of alcohol-related and drug-related crashes, injuries, and fatalities on Georgia roadways.

In FY2023, GOHS funded seven (7) projects and expended a total of $2,684,814.63 within this program area in addition to paid media efforts. The funded projects under this program area are:

- Mothers Against Drunk Driving Georgia
- Alcohol and Drug Awareness Program (Department of Driver Services)
- Impaired Driving Training Programs: Standardized Field Sobriety Testing (SFST) and Drug Evaluation and Classification Training (DEC) programs
- HEAT/Nighthawk DUI Task Force - North/South
- Traffic Safety Adjudication Program (Prosecuting Attorneys Council)
- GA GOHS –Paid media
- Cobb County Police Department, HEAT

Some notable accomplishments within the Impaired Driving program area during FY2023 include:

- 1,040 law enforcement officers received training in impaired driver detection. 74 trained as Drug Recognition Experts, 78 recertified as Drug Recognition Experts, 469 trained in Standardized Field Sobriety Testing, 288 trained in Advanced Roadside Impaired Driving Enforcement, 255 trained in advanced traffic law and 96 trained in Phlebotomy.
- The Mothers Against Drunk Drivers held its law enforcement recognition banquet in May, at which 933 law enforcement officers were recognized for their efforts to combat impaired driving. Officers from across the state received a total of 22 crystal award trophies, 474 certificates, 383 DUI award pins, and 31 DRE award pins.
- In FY 2025, GOHS plans to continue to fund these projects.

Task Force or Commissions

New management recognized the need to re-establish an Impaired Driving Task Team to address the problem of impaired driving in the State. During FFY 2023, the Governor's Representative for the GOHS formed the Impaired Driving Task Team. The members are representative of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act.

The Task Team, which is composed of a diverse representation of stakeholders, recognized the need to address impairments of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. With that understanding, the Task Team developed a comprehensive plan identifying strategies to reduce impaired driving fatalities within the State.

GOHS partners with many other agencies, nonprofits, businesses, grantee organizations, and other stakeholders. GOHS has partnerships with the Georgia Department of Transportation (GDOT), Department of Driver Services (DDS), Department of Public Safety (DPS), Department of Public Health (DPH), and Department of Agriculture; the Georgia Office of EMS and Trauma, Georgia Trauma Commission, and Georgia Traffic Records Coordinating Committee (TRCC); the Prosecuting Attorneys' Council of Georgia (PAC); the Georgia Association of Metropolitan Planning Organizations (GAMPO); Safe Kids of Georgia; the Shepherd Center (one of the nation's premier treatment centers for spinal cord and brain injuries); TEAM Georgia (a Task Team dedicated to preventing impaired and distracted driving); and MADD Georgia.

Strategic Planning

The Mission of the Georgia Governor's Office of Highway Safety is to educate the public on safe driving behaviors; to implement highway safety campaigns and programs that reduce crashes and eliminate injuries and fatalities on Georgia roadways. Georgia unveiled a new mission statement this year to show our commitment to eliminating traffic fatalities and serious injuries on the roadways of Georgia. GOHS has begun to incorporate the Safe System Approach into the programs and will continue to do so into the next grant cycle

The Georgia Strategic Highway Safety Plan (SHSP) is a data-driven, comprehensive, multidisciplinary plan that integrates the "4 safety E's"- engineering, education, enforcement, and emergency medical services. The 2022-2024 SHSP establishes statewide traffic safety performance goals and emphasis areas where substantial progress can be made to improve traffic safety for all road users. The SHSP identifies multiple key emphasis areas considered to be the top contributing factors of crashes, serious injuries, and fatalities in Georgia. Emphasis area task teams comprise of champions, practitioners, safety advocates, executive leaders, non- profit agencies, community members and local/state government agencies. These partners work together to implement comprehensive traffic safety countermeasures statewide to reduce traffic safety concerns, implement countermeasure approaches statewide efficiently, and identify potential funding to support the continuation of efforts.

Georgia's Highway Safety Plan is directly aligned with the priorities and strategies in the Georgia Strategic Highway Safety Plan and includes a wide variety of proven strategies and new and innovative countermeasures. The Highway Safety Plan is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. National, state, and

county level crash data along with other information are used to ensure that the planned projects are data driven with focus on areas of greatest need. All targets and objectives of the Governor's Office of Highway Safety are driven by the agency's mission statement.

Program Management

The GOHS funds GOHS staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related crashes, injuries, and fatalities. Georgia utilizes a comprehensive array of activities combining statewide coordination of enforcement and complementary local level projects with the target to reduce the number of overall traffic related fatalities on Georgia roadways resulting from impaired driving and other high-risk behaviors. Programs include Highway Enforcement of Aggressive Traffic (HEAT), Thunder Task Force, Traffic Enforcement Networks, and high visibility enforcement surrounding NHTSA Drive Sober or Get Pulled Over campaign.

Georgia participates in the following impaired driving law enforcement initiatives100 Days of Summer HEAT, Border to Border, Operation Zero Tolerance, Drive Sober or Get Pulled Over, Hands Across the Border, and St. Patrick's Day mobilizations.

Resources

During FFY 2024, Georgia received $9,895,561.89 in Section 402 State and Community Highway Safety funding, and $2,151.256.63 Section 405d Impaired Driving Countermeasures funding under the Bipartisan Infrastructure Act. Under FAST Act, Georgia had $2,324,418.41 in 405d funds.

Data and Records

The Georgia traffic records system assist the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on Georgia's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness. An effective traffic records system can identify and assess factors that result in traffic fatalities and injuries, evaluate the effectiveness of prevention and intervention measures, and guide the deployment and utilization of enforcement and educational programs.

Georgia's traffic records data is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

Georgia's traffic records system is the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure it is used in ways that provide the greatest benefit to traffic safety efforts.

Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Georgia's Traffic Records Program strives to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. Georgia traffic records provide the foundation for traffic safety programming and will continue to fund projects through the Georgia Traffic Records Coordinating Committee (TRCC) that are appropriately prioritized, data-driven, and evaluated for effectiveness.

In 2022, 124 counties experienced at least one alcohol-related traffic fatality. Forty-two percent all alcohol-related fatalities occurred in these top 10 counties with 216 alcohol-related fatalities (+33 fatalities compared to the previous year). The top five (5) counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+ are:

- Fulton County (54 fatalities +7, 33%)
- DeKalb (44, even, 35%)
- Cobb (23, +8, 33%)
- Clayton (15, -6, 25%)
- Gwinnett (20, +9, 30%)

Using this analytical approach, in addition to the consideration of resources available and knowledge of countermeasures that are proven to work, GOHS prioritized the impaired driving problem for FY2023: Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or higher in Fulton, DeKalb, Cobb, Gwinnett and Clayton counties. During FY 2024 and 2025, the GOHS will prioritize the impaired driving fatalities in the top counties in the State and develop countermeasures to address these problems.

Communication Program

Federal fiscal year 2023 marked the 23rd anniversary of the Georgia Governor's Challenge, an annual banquet hosted by the Governor's Office of Highway Safety. The awards program recognizes statewide law enforcement agencies in nine different categories based on the size of the department, as well as in several other specialty categories. Winners were announced during the awards banquet.

The GOHS hosts an annual Highway Safety Conference. The 2023 conference was attended by 361 safety partners. The conference engaged community, corporate, law enforcement, education, public health partners to learn best practices, share industry trends, and engage communities to achieve collective goals of reducing crashes, fatalities and injuries on Georgia roadways.

Sessions included presentations on data and trends, drug and alcohol impaired driving, updates on how partner state agencies are getting involved to support GOHS causes, and many other topics.

II. Prevention

Compared to drivers in other age groups, drivers aged 15-to-24 years represented: • 16 percent of all licensed drivers (a net 1-point increase from 2019); • 20 percent of all drivers involved in a fatal or serious injury crash (no change from 2019); • 42 percent of all speeding drivers involved in a crash (a net 1-point increase from 2019); • 20 percent of all drivers confirmed or suspected of alcohol- and/or drug-impairment involved in a crash (a net 1-point increase from 2019); and • 22 percent of all drivers confirmed or suspected of distracted driving involved in a crash (a net 1- point increase from 2019)

Promote Responsible Alcohol Service

In Georgia, the regulations surrounding the responsible service of alcohol are set by the Georgia Department of Revenue Alcohol and Tobacco Division. All servers and bartenders must be at least 18 years old and complete a server training program approved by the state. This program must provide instruction in the legal aspects of alcohol service, recognition of signs of intoxication, and detection of underage patrons attempting to purchase alcohol. Additionally, each person who serves or sells alcoholic beverages must possess a valid server or bartender license issued by the state.

In order to obtain a license, applicants must:

- Present valid identification showing date of birth
- Be at least 18 years old
- Agree to submit to a criminal background check
- Pass an approved training program
- Pass the state-administered Alcohol Server Permit Exam
- Pay a fee set by the state
- Receive an Alcohol Server/Seller Permit.

The Alcohol Server/Seller Permit must be renewed every two years and requires proof of completion of at least two hours of training in an approved program. Additionally, all individual establishments that serve or sell alcohol must ensure that their employees are trained in responsible service practices and that all employees are aware of any local ordinances regulating alcohol sales.

Community Engagement

The Georgia Highway Safety Office identified local communities that were adversely impacted by a growing number of traffic-related pedestrian fatalities and serious injuries. In FFY 2023, GOHS partnered with the city of Fairburn to engage the local community and key stakeholder groups to address the traffic safety issues in their area. GOHS met with 37 elected officials, public safety professionals, nonprofit organizations, and other community leaders on July 6, 2023. During the meeting, participants discussed the many ways to collaborate and implement corrective measures that will effectively address these traffic safety challenges. GOHS will continue community engagement efforts in Fairburn, in addition to other communities identified to have high occurrences of traffic-related pedestrian injuries.

Aggressive driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers. Since 2001, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. For over 20 years, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) projects have maintained consistency across the state. In FFY 2022, the Governor's Office of Highway Safety (GOHS) funded 21 H.E.A.T. units across the state where speed and impaired driving crashes and fatalities are consistently high. Due to the success of the program, GOHS will maintain the H.E.A.T. program in FY 2023 and 2024.

The Governor's Office of Highway Safety Thunder Task Force is an evidence-based traffic safety enforcement program that is deployed into areas where high incidents of traffic fatalities, crashes, and injuries have been detected. The Thunder Task Force is a data driven, high visibility, sustained, traffic enforcement response team, designed to impact a jurisdiction with a Thunder Task Force mobilization. The concept is to identify a county or area of the state to deploy the Task Force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the regions with high visibility enforcement and earned media. The Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process.

A significant part of Thunder Task Force is educating local citizens regarding necessary changes in their driving behavior to further reduce traffic fatalities and injuries. The enforcement efforts are directed by traffic crash fatality data analysis updated within the Fatality Analysis Surveillance Tool (FAST) developed by Governor's Office of Highway Safety (GOHS), and Georgia Electronic Accident Reporting System (GEARS).

The Thunder Task Force is coordinated by the Governor's Office of Highway Safety and includes the Georgia State Patrol, Governor's Office of Highway Safety H.E.A.T. Units, Department of Public Safety Motor Carrier Compliance Division (MCCD) and local law enforcement. All local crash data is reviewed, including time of day, location, and causation (DUI, Seatbelt, Speed, Motorcycles). With this continued effort of putting resources where the traffic fatality problems are, the Governor's Office of Highway Safety (GOHS) can support local jurisdictions with a proven effective and cost-efficient method of saving lives, therefore reducing the projected numbers of annual traffic fatalities in the state of Georgia.

While conducting a Thunder Task Force mobilization, the enforcement plan is adjusted on a continuous basis, using current local data provided by the local jurisdiction. Sixty to 90 days after the mobilizations end, the Task Force often returns to the jurisdiction for a follow up visit and evaluation.

Promote Transportation Alternatives

The Governor’s Office of Highway Safety partnered with Uber and Lyft to provide free rideshare credits during the Thanksgiving holidays, Christmas/New Year’s holidays, and Super Bowl 58 weekend. Both partnerships were made possible from grants awarded by the Governors Highway Safety Association (GHSA). Uber provided Georgia with rideshare credits totaling $25,000.00. Through the app, GOHS was able to award $25.00 rideshare credits to Uber customers during the Thanksgiving weekend. GHSA awarded GOHS $25,000.00 to pay for $25.00 ride share credits for 1,000 customers. The credits were able to be redeemed during the Christmas/New Year’s holidays and Super Bowl weekend.

Conduct Community-Based Programs

GOHS partnered with the Fort Gordon Army Installation to participate in their annual Safety Day. This is an installation wide event that is attended by military members, as well as civilian workers. The GOHS provides educational materials to the participants in a wide variety of topics including impaired driving. Members of the GOHS, as well as grantees from the local area, are available to discuss traffic safety with the attendees

MADD Georgia works to end drunk driving, fight drugged driving, serve victims of these violent crimes, and prevent underage drinking. MADD does this through community activations, delivering MADD's signature Power of You(th) and Power of Parents programs, supporting law enforcement agencies; participating as a media partner to GOHS for signature traffic safety programs such as Drive Sober or Get Pulled Over, and serving as a member of the state's Impaired Driving Task Force.

MADD's focus is prevention of impaired driving and underage drinking through campaigns such as Tie One On for Safety, Power of You(th), and Power of Parents. MADD's message reached over 7 million Georgians during the 2023 grant year, with materials and presentations in both English and Spanish. Highlights included new partnerships and the Mercedes-Benz Stadium 5K / Walk Like MADD event in Atlanta in October 2022 with almost 2,000 participants. MADD attended a variety of GOHS throughout the year, as well as hosting press conferences and participating in community events. MADD will continue these efforts during FY 2024 and 2025.

Schools

The Governor's Office of Highway Safety (GOHS) partners with colleges and universities throughout the state to implement the Georgia Young Adult Program (GYAP). The mission of the Georgia Young Adult Program (GYAP) is to promote education and awareness among young adults about highway safety issues, such as underage drinking, impaired driving, destructive decisions, and other high-risk behaviors, in order to decrease crashes, injuries, and fatalities. This program is achieved by training peer-educators, providing educational programs to the schools, and training to campus students, faculty, and staff. Georgia's colleges, universities, and high schools conduct school year activities focused on educating students and faculty about highway safety. Activities include collection of highway safety statistics on campus, reviewing and updating campus alcohol policies, distributing GOHS brochures and social media messaging in conjunction with statewide/nationwide campaigns and conducting alcohol-specific peer health education training.

High schools, colleges, and universities across Georgia are conducting educational programs during peak times, like prom, spring break, graduation and back-to-school to remind students to be safe on the roadways. These programs focus primarily on impaired driving and other highway safety topics that affect young adult drivers. Schools coordinate prevention programs including DUI simulators, highway safety speakers, peer-education trainings, and pledging events surrounding events such as National Collegiate Alcohol Awareness Week, Red Ribbon week, Safe Spring Break, graduation, summer orientation, football tailgates, Halloween, and any school specific events.

Recognizing the need to go beyond GDL, Georgia develops and implements teen traffic safety programs that address the behavioral issues typically associated with novice driver crashes – alcohol, drugs, late night driving, and other issues. Many of these are peer-to-peer, school-based programs

designed to help teens not only identify those behaviors that cause them the greatest risk on the road, but also recognize that they have the ability and power to address them.

The Georgia Department of Driver Services, Alcohol and Drug Awareness Program (ADAP) promotes alcohol and drug awareness among Georgia teens, including the effects on being able to safely operate a motor vehicle. The grant focuses on reducing youth alcohol- and drug-related crashes, injuries, and fatalities by providing Alcohol and Drug Awareness Program (ADAP) courses for young drivers. Additional instructors are trained, and there are opportunities provided to recruit and train additional ADAP administrators. In all, 43,356 students and 313 parents have completed ADAP courses.

Motor vehicle crashes are the leading cause of death for children and young adults ages 5 to 24. GOHS currently provides funding for colleges and high schools through the Student Against Destructive Decisions (SADD), and Youth and Young Adult (YA) programs. Both programs work to reach the youth of Georgia, SADD primarily focuses on high school students, and YA focusing on the college population of the state. Additionally, efforts to reach the 50 colleges and over 1.3 million high school students across the state are growing within the agency. The agency works with Georgia Public Broadcasting (GPB) to incorporate messaging directed to teen and young drivers. There are many PSAs surrounding high school sporting events. These also allow the programs to expand media presence and allows for the agency to then come back with program information.

In FY 2024, the Governor’s Office of Highway Safety will initiate a pilot program with Students Against Destructive Decisions (SADD) that will mirror a national model in order to combat these struggles. SADD will take on a statewide coordinator to work with schools throughout the state to increase new chapters. GOHS hosts a Youth and Young Adult conference every other year that helps guide students in these projects and provide training for the advisors. The next conference will be held in FY 2024. Programs are also presented to these students and young drivers. These programs are achieved by presenting an exciting, interactive 3-D and segmented reality driving simulation, using video, discussions, and peer-to-peer learning. The use of a pre and post surveys are given to the students to show how the information has impacted their choices. All Students Against Destructive Decisions (SADD) chapters and Young Adult college and university programs have a common target: to empower young people to help their peers live safer, healthier, more positive lives.

GOHS will fund eleven (11) college programs targeting young adults to provide educational opportunities to the student population on the effects of alcohol and other highway safety issues, train new peer health educators on alcohol and impaired driving issues, participate in GOHS Impaired Driving Campaigns. Savannah Technical College in conjunction with The Coastal Georgia Center for Driver Safety will continue to improve its Driver's Education program through integrating and using grant funds for the Drivers Safety Program to continue to build on the distracted driver and alcohol-impaired training program. GOHS will continue to build relationships within the community and grow their presence on social media.

Employers

GOHS partnered with the Fort Gordon Army Installation to participate in their annual Safety Day. This is an installation wide event that is attended by military members, as well as civilian workers. The GOHS provides educational materials to the participants in a wide variety of topics including impaired driving. Members of the GOHS, as well as grantees from the local area, were available to discuss traffic safety with the attendees

Community Task Teams and Traffic Safety Programs

The Governor's Office of Highway Safety has law enforcement partnerships across the state through sixteen regional traffic enforcement networks that encompass all 159 Georgia counties. The networks are made up of local and state traffic enforcement officers and prosecutors from each region of the state. The networks are managed by a coordinator and an assistant coordinator, both are full time law enforcement officers. The dedicated support GOHS receives from these officers, their law enforcement agency and department heads are unsurpassed.

The networks meet monthly to provide information, training, and networking opportunities to the attending officers. Prosecutors, judges, and non-traditional traffic enforcement agencies such as the Georgia Department of Natural Resources, Department of Corrections and Military Police often attend the meetings and offer assistance for traffic enforcement training and initiatives. The traffic enforcement networks have become an outstanding networking, training, and communication tool for Georgia's law enforcement community. Traffic enforcement networks are utilized to efficiently mobilize law enforcement statewide for traffic enforcement initiatives.

GOHS law enforcement liaisons (LELs) and the network coordinators utilize the Georgia Electronic Accident Reporting System (GEARS) system to identify specific areas of their network that have high crash activity. GOHS has worked with GEARS system designers to create a “Crashes by Network” report that can be generated for a specific period of time by network coordinators and LELs. This report coupled with other reports from GEARS such as “high crash locations” and “crashes by contributing circumstances” assist local law enforcement agency personnel in identifying specific roadway locations within their jurisdiction that should be targeted for enforcement. The regional traffic enforcement networks (TEN), working with law enforcement, play an important role in overall highway safety in Georgia.

The network coordinators help coordinate regional enforcement, education, and media activities for NHTSA impaired driving campaigns such as Drive Sober or Get Pulled Over. They also assist the GOHS LES team with state campaigns such as One Hundred Days of Summer Heat, Hands Across the Border and Operation Zero Tolerance. These campaigns bolster the mobilization efforts to nine each year within the state of Georgia and have proven that high visibility enforcement is the key to saving lives on Georgia's roadways.

III. Criminal Justice System

Georgia has 38,768 law enforcement officers employed by a total of 913 law enforcement agencies, covering 159 counties and countless municipalities and college campuses, many of whom partner with the Governor's Office of Highway Safety on a regular basis.

Laws

In an effort to communicate legislative updates, court decisions and other pertinent information to traffic enforcement officers across the state, the Governor's Office of Highway Safety in partnership with Emory University, has established an email list-serv where participating law enforcement officers can receive up-to-date traffic enforcement related information. Information is about traffic enforcement policies, legal updates, training opportunities, and other traffic enforcement related information.

There are more than 850 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv. GOHS will review on an annual basis the evidence-based traffic safety performance plan and coordinate with statewide partners for input and updates. Motor vehicle crash data, roadway fatality data, and other data on traffic safety problems are analyzed statewide and on county levels. Program level evaluation findings for major issues will also be included. Surveillance data along with evaluation findings will be used directly to link the identified crash issues, statewide performance targets, strategic partners, the state Strategic Highway Safety Plan, funding opportunities, and capacity to implement sound programs to address the problem. Process evaluation of the plan will continue throughout the year and outreach efforts will be revised as needed.

GOHS coordinates with The GA Department of Driver Services to run the Alcohol and Drug Awareness Program (ADAP). It is an educational component that focuses on educating young drivers on the dangers of combining driving with the use of alcohol or drugs. This is an important part of the prevention equation. The ADAP is an effective tool in the multi-pronged approach to protecting Georgia’s drivers and passengers. Obtaining an ADAP certificate is mandatory before GA teens can receive their driver’s license.

Georgia Impaired Driving statute (OCGA § 40-6-391), penalties for violation:

For a first conviction with no conviction of and no plea of nolo contendere accepted to a charge of violating this Code section within the previous ten years, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than $300.00 and not more than $1,000.00;

(B) A period of imprisonment of not fewer than ten days nor more than 12 months, which period of imprisonment may, at the sole discretion of the judge, be suspended, stayed, or probated, except that if the offender’s alcohol concentration at the time of the offense was 0.08 grams or more, the judge may suspend, stay, or probate all but 24 hours of any term of imprisonment imposed;

(C) Not fewer than 40 hours of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction;

(E) A clinical evaluation and, if recommended as a part of such evaluation, completion of a substance abuse treatment program, provided however that in the court's discretion such evaluation may be waived; and

(F) If the person is sentenced to a period of imprisonment for fewer than 12 months, a period of probation of 12 months less any days during which the person is actually incarcerated.

For the second conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than $600.00 and not more than $1,000.00;

(B) A period of imprisonment of not fewer than 90 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, thereby subjecting the offender to the provisions of the Ignition Interlock requirement, and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 72 hours of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction;

(E) A clinical evaluation, and if recommended as a part of such evaluation, completion of a substance abuse treatment program; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

For the third conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than $1,000.00 and not more than $5,000.00;

(B) A mandatory period of imprisonment of not fewer than 120 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 15 days of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction;

(E) A clinical evaluation, and if recommended as a part of such evaluation, completion of a substance abuse treatment program; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

For the fourth or subsequent conviction within a ten-year period of time, as measured from the dates of

previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted, the offense is adjudicated as a FELONY and punished as follows:

(A) A fine of not less than $1,000.00 and not more than $5,000.00;

(B) A period of imprisonment of not less than one year and not more than five years; provided, however, that the judge may suspend, stay, or probate all but 90 days of any term of imprisonment imposed under this paragraph. The judge shall probate at least a portion of such term of imprisonment, thereby subjecting the offender to the statutory probation conditions and to such other terms and conditions as the judge may impose;

(C) Not fewer than 60 days of community service; provided, however, that if a defendant is sentenced to serve three years of actual imprisonment, the judge may suspend the community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction;

(E) A clinical evaluation, and if recommended as a part of such evaluation, completion of a substance abuse treatment program; and

(F) A period of probation of five years less any days during which the person is actually imprisoned;

Moreover, OCGA § 42-8-111 requires that when any Georgia resident is convicted of Driving Under the Influence a second or subsequent time within five years, as measured from the dates of previous arrests for which convictions were obtained to the date of the current arrest for which a conviction is obtained, for which such person is granted probation, the court shall issue a certificate of eligibility for an ignition interlock device limited driving permit or probationary license, subject to the following conditions:

(1) Such person shall have installed and shall maintain in each motor vehicle registered in such person's name for a period of not less than one year a functioning, certified ignition interlock device;

(2) Such person shall have installed and shall maintain in any other motor vehicle to be driven by such person for a period of not less than one year a functioning, certified ignition interlock device, and such person shall not drive any motor vehicle whatsoever that is not so equipped during such period. Upon successful completion of one year of monitoring of such ignition interlock device, the restriction for maintaining and using such ignition interlock device shall be removed, and the permit may be renewed for additional periods of two months; and

(3) Such person shall participate in a substance abuse treatment program, a drug court division, a mental health court division, a veterans court division, or an operating under the influence court division for a period of not less than 120 days.

Additionally, upon any person's second or subsequent conviction of violating Georgia's DUI statute within five years, as measured from the dates of previous arrests for which convictions were obtained to the date of the current arrest for which a conviction is obtained, the court shall issue an order requiring that the license plates of all motor vehicles registered in such person's name be surrendered to the

court (OCGA § 40-2-136), and the clerk of court shall cause a notice of the conviction to be published in the legal organ of the county (OCGA § 40-6-391(j)).

Open Container Law

The law defines “open alcoholic beverage container” as any bottle, can or other receptacle that contains any amount of alcoholic beverage and: (1) is open or has a broken seal; (2) the contents of which are partially removed.

The law prohibits anyone from consuming any alcoholic beverage, or possessing any open alcoholic beverage container in the passenger area of any motor vehicle which is on the roadway or shoulder of any public highway. Only a person who consumes an alcoholic beverage or possesses an open alcoholic beverage container will be charges with an open container violation; however, a driver who is alone in a motor vehicle shall be deemed to be in possession of any open alcoholic beverage container. Anyone who violates this law is subject to a fine not to exceed $200. This provision does not apply to any passenger in the passenger area of a motor vehicle designed, maintained, or used primarily for the transportation of persons for compensation or in the living quarters of a motor home or house trailer.

The court shall order person convicted of impaired driving to have an ignition interlock device attached to his/her vehicle for second and subsequent offense with five (5) years, unless the court exempts the person due to financial hardship. This is required for any vehicle that is operated by the offender for a period of six (6) months.

License plates are seized anytime a violator is convicted of a second or subsequent DUI within five (5) years.

Minors: In addition to court-imposed penalties, drivers between the ages of 15-21 who are convicted of impaired driving must delay obtaining their graduated license for 12 months. The BAC level for DUI for persons under 21 has been established at .02, while the level for adults is .08.

During the 2023-2024 Georgia General Assembly the following bills passed and were signed by the Governor:

Reinstates the Joshua’s Law fee to fund driver education scholarships and raised the fee tacked on to all traffic fines from 1.5 to 3 percent. The fee will resume being collected on traffic citations issued after July 1, 2023, and will fund scholarships for teen drivers to take required classroom and on-the-road training at an approved public or private provider of the recipient’s choosing. Scholarships are awarded first to all applicants who are a child or dependent of Georgia first responder killed in the line of duty or member of the United States military killed in action and to applicants who are in state custody under the care of the Georgia Department of Family and Children Services. Second priority is given to scholarship applicants who can demonstrate a need based on family income and all other applicants are considered after the first two priority levels have been met.

Law passed and was signed which adds persons convicted of driving under the influence of marijuana to the list of individuals with a suspended, revoked or canceled driver’s license who are eligible to apply for a limited driving permit.

Enforcement

The Georgia Public Safety Training Center provides law enforcement training such as Standardized Field Sobriety Testing (SFST), Drug Evaluation and Classification Program (DEC), Advanced Roadside Impaired Driving Enforcement (ARIDE), and other impaired driving courses. These trainings build on each other and give officers the necessary information to increase their enforcement of the impaired driving laws.

In 2021, Georgia initiated a pilot project to train law enforcement officers as phlebotomists to streamline the DUI investigation process. A law enforcement phlebotomy program is a proven strategy to mitigate the time and cost issues associated with drawing blood from drivers suspected of driving while impaired and therefore obtain the evidence necessary to prosecute impaired drivers. This program helps eliminate the need for a suspect to be transported to a hospital or other facility to obtain a blood sample. By the end of FFY 2022, Georgia has trained 102 phlebotomists and the program is gaining more interest. In FFY 2023 Georgia trained an additional 94 phlebotomists, and FFY 2024 Georgia continued the phlebotomist program. As DUI-drug cases become more prevalent, having blood test results will aid in the successful prosecution of these cases. In 2025, the Georgia Public Safety Training Center will continue management and oversight of the law enforcement phlebotomy training program.

In FY 2023, the Governor’s Office of Highway Safety (GOHS) funded education and outreach projects across the state with a focus on deterring impaired driving. Including the planned activities listed in the Highway Safety Plan, the Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FY 2024 Each of these projects contain an educational component to educate local drivers on the dangers of impaired driving. NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, Georgia will continue to offer education and outreach.

The Georgia’s Governor’s Office of Highway Safety tracks the number of impaired-driving citations issued by grant-support law enforcement agencies. In FFY 2023, law enforcement grantees issued 17,570 impaired driving citations.

The Governor’s Office of Highway Safety has established a task force consisting of Highway Enforcement of Aggressive Driving (H.E.A.T.) officers, troopers, and local law enforcement. The “Thunder” Task Force is a specialized traffic enforcement unit designed to help Georgia communities combat unusually high amount of traffic crashes, injuries, and fatalities. Their mission is to reduce highway deaths and serious injuries by changing the illegal driving behaviors of motorcyclist and motorists in the region through an increased law enforcement presence in those high crash corridors. The task force was established in 2007 and continues to be very effective in reducing highway crashes, injuries, and deaths.

Impaired driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. In FY 2023, the Governor’s Office of Highway Safety (GOHS) funded twenty-one (21) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units, including the Georgia State Patrol Nighthawks, in communities where impaired driving crashes and fatalities are consistently high. Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FY 2024.

The Georgia State Patrol Nighthawks will continue to focus on impaired driving in the Fulton County, Gwinnett County, and Chatham County areas. Cobb County Police Department will focus on removing impaired drivers from the roadways within that county. This will be accomplished through enforcement and education. Georgia will continue to fund the H.E.A.T. projects in 2025.

Education and outreach will be used throughout FY 2025 to increase awareness by the general public of the dangers involved in impaired driving. By increasing knowledge and awareness of the dangers associated with this risky driving behavior, it is possible to reduce the number of individuals choosing to engage in the behaviors of driving while impaired. Reductions in the prevalence of impaired driving and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of Georgia.

In 2024 the Georgia POST council voted to add Standardized Field Sobriety training in basic mandate. A bill was introduced to legislators and the law was signed by the Governor and will take effect January 1, 2025.

Publicizing High Visibility Enforcement

GOHS ran its annual, Christmas/New Year's holiday paid media campaign in conjunction with statewide, high-visibility enforcement from Dec.15, 2022, to Jan. 2, 2023. GOHS ran the "Toughest Job in Law Enforcement" spot which has the message that law enforcement targets removing impaired drivers off the road in order to prevent families from losing loved ones in crashes and shows how the public can help eliminate impaired driving deaths by never choosing to drive under the influence of alcohol, drugs, or both.

GOHS selected State of Georgia approved media buying vendor Jacob's Eye to handle purchasing television, radio, and streaming time to air impaired driving prevention messages on television stations, streaming video platforms, and radio stations that reach an audience in Georgia. This campaign was supplemented by earned media, as well as a public information and education campaign on Facebook, Twitter, Instagram and the GOHS website. The paid media campaign is designed to support the statewide enforcement of Georgia DUI laws during the holiday season and an earned media event held on the day prior to the start of the campaign. The purpose of this campaign was to fund an in-house, statewide comprehensive impaired driving paid media campaign designed to reduce alcohol-related crashes, injuries, and fatalities. The campaign is also designed to boost impaired driving enforcement efforts by state and local law enforcement during the holiday. In conjunction with the media buyer agency of record, the campaign aired to both preview and coincide with the Christmas/New Year's holiday travel periods, which was 6 p.m. on Friday, Dec. 23 to 11:59 p.m. on Monday, Dec. 26 for Christmas and 6 p.m. on Friday, Dec. 30 to 11:59 p.m. on Monday, Jan. 2 in Georgia. The Drive Sober impaired driving message targeted males aged 18-34 years.

Based on the analysis of the problem identification data, Georgia continues to have issues on the roadways regarding impaired driving. Georgia law enforcement will remain innovative in their education efforts and to communicate both successes and failures. Education and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing impaired-driving issues faced by the state, as determined through its problem identification process.

Mothers Against Drunk Driving (MADD) continues to educate local communities with a variety of youth and adult community events. Staff will engage volunteers at colleges and universities and community organizations in drunk driving prevention advocacy. MADD attends local health fairs, community events, school rallies, Task Team meetings, and the impaired driving task team. MADD is also the presenter for the annual Golden Shield Honors, to recognize law enforcement and prosecutors across the state in their enforcement and adjudication of the impaired driving laws.

The Governor's Office of Highway Safety awarded 15 High Visibility Enforcement (HVE) grants in FFY 2023. These projects are awarded based upon data in their respective jurisdictions and 12 of them focused on the enforcement of speed, DUI, and seatbelt laws. Those 12 projects used 18,665 activity hours and had 870 contacts for impaired driving.

In FFY 2024 the Governor's Office of Highway Safety awarded 22 High Visibility Enforcement (HVE) grants. In FFY 2025 the Governor's Office of Highway Safety plans to continue with these projects.

Prosecution

GOHS and The Prosecuting Attorney's Council (PAC) recognize the need in Georgia for specialized prosecutors to focus on providing training and technical assistance in the area of traffic safety issues such as impaired driving, vehicular homicide, highway safety and community awareness. To meet these needs, Georgia has two highly experienced Traffic Safety Resource Prosecutors. There has recently been a Traffic Safety Resource Investigator, who is trained as a Drug Recognition Expert (DRE), added to the program who trains prosecutors and law enforcement in the most current impaired driving related case law and enforcement procedures.

This program provides GA traffic prosecutors and law enforcement officers with legal assistance, consultation, resource material, and training opportunities to aid in the prosecution of DUI and vehicular homicide cases. The TSRPs provide training for prosecutors and law enforcement officers on the complex issues that frequently arise in alcohol and other drug impaired driving cases.

Adjudication

In FY 2024, the GOHS hired a Judicial Outreach Liaison (JOL) to address the issues with adjudicating impaired driving cases. Georgia's State Judicial Outreach Liaison (SJOL) program is a key initiative designed to enhance the judiciary's role in addressing traffic safety and impaired driving issues. Judge Leslie Maddox, our current SJOL serves as a resource and advocate for best practices in the judicial handling of traffic -related offenses, particularly DUI cases. The primary objectives of the SJOL programs are:

Education and Training: The SJOL provides education and training for judges, prosecutors, defense attorneys, and other stakeholders on the latest legal developments, effective courtroom strategies, and evidence-based practices in handling impaired driving cases.

Community Outreach: The SJOL engages in community outreach to raise awareness about dangers of impaired driving and the importance of traffic safety. This includes presentations, PSAs, and participation in community events.

Policy Development: The SJOL works with state and local agencies aimed at reducing impaired driving and improving traffic safety outcomes. This includes contributing to legislative initiatives, grant programs, and supporting enforcement efforts.

Collaboration and Networking: The SJOL fosters collaboration among the judiciary, law enforcement, treatment providers, and other key stakeholders. This includes facilitating the exchange of information and best practices through conferences, workshops, and professional networks.

DUI Courts

Accountability courts, also known as treatment courts, are judicially operated diversion programs that serve individuals with diagnosed substance use disorders and/or behavioral or mental health disorders. It is often the result of their substance use and undiagnosed/untreated mental health disorders that cause them to commit non-violent crimes that land them in the judicial system. Rather than sitting in jail going untreated and then released to possibly reoffend, accountability courts provide these individuals with the services they so badly need.

The core of the accountability court model is a powerful combination of intense supervision of participants, frequent and random drug screens, and individualized, evidence-based treatment. Participants are supervised by the court, and their cases are staffed regularly, often weekly, by a multi-disciplinary team consisting of representatives of the prosecutor's office, a defense attorney, law enforcement, probation, a case manager, a treatment provider, and a program coordinator.

In Georgia, accountability court programs are locally operated by county governments with the support and oversight of the Council of Accountability Court Judges (CACJ). CACJ's judicial leadership is authorized by OCGA § 15-1-19 to provide support and to oversee the DUI Courts.

Currently, there are 9 DUI Courts operating in Georgia. In 2023, there were 1,479 participants in this program which resulted in a diversion savings of $12,414.00.

Administrative Sanctions and Driver Licensing Programs Screening and Assessment

An administrative driver's license suspension is a civil penalty that is directed by the Georgia Office of State Administrative Hearings (OSAH).

Administrative License Suspension (ALS) occurs in Georgia:

- The DUI suspect refused to submit to chemical testing.
- The DUI suspect is older than 21 years of age and was found to have a blood alcohol concentration (BAC) in excess of 0.08 percent.
- The DUI suspect is younger than 21 years of age and was found to have a blood alcohol concentration (BAC) in excess of 0.02 percent.
- The DUI suspect is a commercial driver and was found to have a blood alcohol concentration (BAC) in excess of 0.04 percent.

License suspension means your driving privilege is withdrawn for the minimum period of one year.

IV. Communication Program

Effective, high-visibility communications and outreach are an essential part of successful high- visibility enforcement programs. Paid advertising can be a critical part of the media strategy and brings with it the ability to control message content, timing, placement, and repetition. In recent years, NHTSA has supported a number of efforts to reduce alcohol-impaired driving using publicized sobriety checkpoints. Evaluations of statewide campaigns in Connecticut and West Virginia involving sobriety checkpoints and extensive paid media found decreases in alcohol related fatalities following the program, as well as fewer drivers with positive BACs at roadside surveys.

The Governor's Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in Georgia. NHTSA campaigns such as Drive Sober or Get Pulled Over, 100 Days of Summer HEAT and Click It or Ticket have proven that high visibility enforcement is the key to saving lives on Georgia's roadways. The regional traffic enforcement networks (TEN), working with law enforcement play an important role in overall highway safety in Georgia. The TEN coordinators help coordinate regional high visibility enforcement, education, and media activities for NHTSA's campaign – Drive Sober or Get Pulled Over. They also assist the GOHS Law Enforcement Services team with state campaigns such as One Hundred Days of Summer HEAT, Hands Across the Border and Operation Zero Tolerance.

These campaigns bolster the mobilization efforts to nine each year within the state of Georgia and have proven that high visibility enforcement is the key to saving lives on Georgia's roadways. Drive Sober or Get Pulled Over, GOHS' statewide DUI enforcement initiatives play an integral part in Georgia's impaired driving campaigns and messaging. All GOHS impaired driving related brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and TV Public Service Ads use this campaign message.

GOHS partners with the Georgia State Patrol, sheriff's offices, law enforcement agencies and other partners to conduct news conferences around the state to promote sober driving initiatives and enforcement efforts during these campaigns and before major holiday travel periods.

GOHS partners with TEAM Georgia to hold news conferences in Atlanta prior to the Christmas/New Year's holiday season and St. Patrick's Day. GOHS also promotes sober driving messaging with media interviews on local and television programs around the state prior to enforcement mobilizations and holiday travel periods. Impaired driving enforcement is conducted throughout the state during each of the nine mobilizations.

During the St Patrick's Day period in March, Chatham County Georgia holds a multi-day celebration that draws many participants to the area. GOHS partners with state and local law enforcement to conduct a news conference followed by three days of enforcement targeting impaired drivers as well as distracted and unbuckled drivers. During the FFY 2023 deployment, officers conducted five sobriety checkpoints and arrested 44 impaired drivers, issued 119 seat belt citations, 231 speeding citations, and 176 "other" traffic citations. During the FFY 2024 deployment, officers conducted four sobriety checkpoints and arrested 56 impaired drivers, issued 67 seat belt citations, 156 speeding citations, and 489 "other" traffic citations.

The 100 Days of Summer H.E.A.T. campaign is a multi-jurisdictional highway safety enforcement strategy designed to reduce high-fatality crash counts due to speed and aggressive driving during the

potentially deadly summer holiday driving period from Memorial Day to Labor Day. GOHS public affairs promote this initiative with summer-long earned media via news conferences and cross-promotion paid media. Public Service Announcements (PSAs) run in rotation with occupant safety and alcohol countermeasure campaign ads as well as increased enforcement from statewide partners.

The Hands Across the Border (HAB) campaign is held the week before Labor Day and is a partnership with Georgia law enforcement as well as bordering states. During this week, media and enforcement events are held in five different cities around the state. At each location Georgia meets with the adjoining state and conducts these operations. The goal of the HAB Campaign is to raise awareness and lower fatalities as we reach the end of the summer.

GOHS contracted with Bally's to broadcast impaired driving messages on 45 regular season games during the 2022-23 NBA season. With bonus spots for regular season and first round playoff games. The Atlanta Hawks have a talented roster that attracts a large television audience for every game and a majority of that audience fits the GOHS target audience of males 18-34.

Many of those watching these games are consuming alcoholic beverages and it is important to remind everyone to never make the choice to drive over the legal BAC limit. GOHS ran the "Toughest Job in Law Enforcement" message that reminds everyone the best way to prevent a DUI crash and a DUI arrest is to plan ahead for a ride with a sober driver.

Georgia's primary audience is composed of male drivers, age 18 to 34. As the nation continues to push for Transportation Equity in all highway safety programs, GOHS will continue to use media programs to reach Black/African American, non-Hispanic and Hispanic populations of Georgia drivers with impaired driving highway safety messages. With NHTSA FARS data showing an increase in overall traffic deaths among the Black, Non-Hispanic population group and a decrease in the Hispanic population, GOHS recognizes the critical need to increase highway safety messages and educational efforts. These populations are often hard to reach with media and other programs, but GOHS will use Hispanic radio and TV to reach the growing Hispanic population and will devote more resources to radio and television outlets with diverse audiences in paid media campaign planning.

GOHS has adopted a "year-round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote sober driving, and encourage safe driving practices overall. GOHS will continue to produce paid media in conjunction with the NHTSA campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia.

GOHS will continue to make sure impaired driving messaging is delivered to rural areas with direct buys with radio stations located outside of the major cities. Targeted buys will also occur in counties where data indicates a weakness or where reinforcement is needed. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties. Paid Media campaigns and dates include: Drive Sober: Christmas/New Year's 2022-2023, Drive Sober: Independence Day 2023 Drive Sober: Labor Day 2023.

With alcohol remaining a factor in roughly one out of four traffic deaths in Georgia according to the latest FARS data, the paid media campaigns for the three NHTSA holiday enforcement mobilizations, GAB campaign, All South Highway Safety Team, and Georgia and Georgia Tech athletics will continue to point out the risky behavior for impaired driving in terms of the risk to health and the consequences of being arrested/convicted for DUI. These messages remind drivers to 1) not get behind the wheel when impaired, 2) plan for alternate transportation when they know they will be consuming alcohol, and 3) encourage others who are impaired to not get behind the wheel and drive. With the University of Georgia and Georgia Institute of Technology recently approving the in-game sales of alcoholic beverages during athletic contests, GOHS will work with the marketing partners at both institutions for a new radio and stadium messaging campaign to promote impaired driving prevention during the 2023-24 academic year. The campaign will feature impaired driving prevention messages for all home games on the video scoreboards on both stadiums and messaging before, during and after the game on the radio broadcasts for both schools. With an overwhelming majority of fans consuming alcoholic beverages during tailgate parties and the games, it is important for everyone to be reminded not to get behind the wheel when they are too impaired to operate a motor vehicle.

Paid media television and radio campaigns will support the enforcement efforts by dissuading impaired persons from getting behind the wheel to avoid the risk of being arrested for DUI. The other media campaigns will continue to remind drivers the importance of making smart decisions by planning for a sober ride and keeping others from getting behind the wheel if they are legally too impaired to drive. The countermeasure supports Drive Sober or Get Pulled Over mobilizations throughout the year, both during national enforcement periods and outside those periods to supplement public information and education. The rationale for continuing these activities is to supplement high visibility enforcement measures with proven paid media strategies with a 3-star effectiveness rating in Countermeasures That Work.

The impaired driving paid media message is directed at a statewide audience. NHTSA relies on the results of a national study which shows the use of paid advertising is clearly effective in raising driver safety awareness and specifically, has a greater impact on “younger drivers in the 18-to-34-year-old demographic”. Based on NHTSA audience research data, Georgia’s impaired driving messages are directed at two target audiences during regularly scheduled and nationally coordinated statewide paid media campaigns.

GOHS will maintain the following strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

- Drive Sober or Get Pulled Over For both paid and earned media projects, Georgia’s impaired driving campaigns promote the “Operation Zero Tolerance” (OZT) and “Drive Sober or Get Pulled Over” campaign messages in coordination with GOHS’ statewide DUI enforcement initiatives.
- As an integral element of Georgia’s impaired driving message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and television public service announcements (PSAs) use one or a combination of these messages.
- GOHS will use paid, earned and social media to promote impaired driving prevention in Georgia and with the highway safety offices of the four Region IV states. GOHS will conduct earned media events prior to holidays and occasions that are normally associated with the consumption of alcohol such as the Super Bowl, St. Patrick’s Day, July 4th, and the Christmas/New Year’s holidays. GOHS will also support enforcement efforts during the July 4th, Labor Day and

Christmas/New Year's holidays with paid radio and television message campaigns. GOHS will also use social media to promote sober driving and discourage those who are impaired from getting behind the wheel using graphics, videos and other material created by GOHS and provided by NHTSA.

- With alcohol-related traffic deaths in Georgia increasing, enforcement efforts with "Drive Sober or Get Pulled Over" and "Operation Zero Tolerance" will continue. Recent studies have indicated an increase in alcohol consumption and substance abuse for persons who have been working or confined to their home during the COVID-19 health emergency. The only way to prevent alcohol-impaired crashes is to keep impaired drivers from getting behind the wheel. The earned media, paid media and social media projects will be aimed at influencing behavior and promoting sober driving with concentrated messaging on the enhanced enforcement, risks to public health and the consequences of being arrested for a DUI. As an integral element of Georgia's impaired driving message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and television PSA's use one or a combination of these messages.
- The countermeasure supports Drive Sober or Get Pulled Over mobilizations throughout the year, both during national enforcement periods and outside those periods to supplement public information and education. The rationale for continuing these activities is to supplement high visibility enforcement measures with proven paid media strategies with a 3-star effectiveness rating in Countermeasures That Work.

To use paid media to support ongoing OZT/Drive Sober or Get Pulled Over enforcement efforts to increase public awareness of sober driving and motorcycle riding and to encourage the use of designated drivers to improve Georgia's alcohol-related crash, fatality, and injury rate. This paid media campaign costs $735,000 for NHTSA-designated national campaigns for Christmas/New Year's, July 4th, and Labor Day.

GOHS will spend $123,500 to run impaired driving prevention messages during Atlanta Braves baseball telecasts on Bally's Sports South regional cable network. This project is a combined effort with highway safety offices in Tennessee, South Carolina, and North Carolina.

GOHS will spend $80,000 to air radio and television impaired driving messages on Georgia Association of Broadcaster member stations for five months of the FFY 2024. The months these messages will air coincide with holiday or celebratory occasions that are associated with the consumption of alcoholic beverages and increased number of impaired drivers on the road.

GOHS will spend $300,000 to run impaired driving prevention messages on radio broadcasts and in the stadiums for University of Georgia and Georgia Tech athletic events. Both institutions are now selling alcoholic beverages at events and these messages will seek to prevent attendees from getting behind the wheel if they are legally too impaired to drive.

GOHS will once again partner with the FDOT Safety Office to promote sober driving during the Georgia/Florida football game in Jacksonville, Florida. GOHS will spend $35,000 to air television spots on WTLV-TV (NBC/ABC affiliates) in Jacksonville starting ten days prior to the game reminding fans and others in the Southeast Georgia/Northeast Florida area that state troopers and local law enforcement officers in both states will be conducting enhanced enforcement in the area due to the large number of people visiting the area for social purposes involving the consumption of alcohol.

V. Monitoring Impaired Drivers

In Georgia, the ignition interlock device laws require that repeat DUI offenders install an interlock device on any vehicle they operate. The device must stay in place for at least 12 months after limited driving privileges are reinstated. Courts are required to order the installation and monitoring of an interlock device for any driver whose BAC levels are.08 percent or higher for a second offense. Effective July 2017, first-time offenders and first refusals have an option to go on an interlock in lieu of a restricted or suspended license.

The Ignition Interlock Program (IIP) involves drivers required to use an ignition device (IID) and Provider Centers approved to install, monitor, recalibrate, and uninstall devices. In the state of Georgia, an IID installation is required for a second or subsequent DUI offense within 5 years. After serving a 120-day hard suspension, the driver is eligible for a limited permit and must submit proof of an IID installation from a DDS-certified Provider Center. The IID must be maintained in a motor vehicle for a period of twelve months and monitored by the center each month with at least 25 days between monitoring dates.

If a driver receives an implied consent and waives their right to a hearing within 30 calendar days from the violation date, he or she may be eligible for a limited permit. The IID must be maintained in a motor vehicle for a period of twelve months and monitored by the center each month with at least 25 days between monitoring dates.

The Field Operations Division of the Georgia Department of Driver Services (DDS) processes IID drivers for the limited permits and handles their IID requirement-related issues and requests. The DDS Regulatory Compliance Division certifies the Ignition Interlock Provider Centers within the state and fields issues and/or complaints with or from any certified Provider Center. There are currently 50 Certified Provider Centers, 14 approved devices, and 10 device manufacturers under the regulation of the division.

VI. Program Evaluation and Data

The Federal Highway Administration published the Highway Safety Improvement Plan and Safety Performance Management Final Rules in 2016. As part of these rules, states must develop statewide targets annually for five safety performance measures, including:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

These targets serve as short-term goals for the state. In developing the strategies and content within the Strategic Safety Plan, the Advisory Team considered how the strategies would support the targets

and goals defined annually by the state. As these targets are established, adjustments will be considered to either the targets or strategies to align with Georgia's long-term vision of zero fatalities.

Georgia maintains an annual comprehensive plan for conducting high visibility impaired driving enforcement and that plan will continue for FY 2024 and FY 2025. The plan includes the following:

- Strategic impaired driving enforcement which is designed to reach motorcyclists and motorists in geographic subdivisions that account for much of the state's population and half of the state's alcohol-related fatalities.
- Three statewide impaired driving mobilizations that occur during the December holidays, July 4th, and Labor Day (September).
- Strategic mobilizations for geographic subdivisions that show abnormal increases in traffic injuries and/or deaths (Thunder Task Force). Georgia law enforcement agencies, including The Georgia State Patrol Nighthawks, will participate in four impaired driving mobilizations, including Thunder Task Force, by conducting checkpoints and/or saturation patrols on at least four nights during the national impaired driving campaigns as well as on a quarterly basis throughout FY 2025. The four (4) impaired driving mobilizations are as follows: 1. December 2023/January 2024 2. Thunder Task Force (Three Dates TBD) 3. July Fourth, 2025, 4. Labor Day 2025 Statewide Impaired Driving Mobilization Georgia participates in four annual statewide mobilizations, including the Thunder Task Force, to combat impaired driving. These campaigns occur during the December holiday, Fourth of July, Labor Day, and at least three (3) local deployments of the Thunder Task Force.

Georgia utilizes its Traffic Enforcement Networks (TEN) which provide state and local law enforcement officers with a structured means of collaborating regionally on their unique highway safety priorities with emphasis on impaired driving. They also provide the ability to communicate regional highway safety priorities up the chain-of-command, to reach local and state policy makers, community leaders, legislators, and others. The 16 regional networks are instrumental in carrying out this statewide impaired-driving enforcement campaign. The traffic enforcement networks work closely with the Georgia Department of Public Safety.

Georgia Impaired Driving Task Team Members

GEORGIA IMPAIRED TASK TEAM MEMBER ROSTER			
NAME	**ORGANIZATION**	**TITLE**	**STAKEHOLDER REPRESENTATION**
Powell Harrelson	Governor's Office of Highway Safety	Law Enforcement Coordinator	State Highway Safety Office
Jill Arrington	Mother's Against Drunk Driving	Regional Executive Director	Citizens Advocate Group
Christy Nicholson	Gordon County Coroner's Office	Deputy Coroner	Coroner
David Adams	Georgia Department of Transportation	State Safety Program Manager	GDOT
Jason Samuels	Prosecuting Attorney's Council of Georgia	Senior Traffic Safety Resource Prosecutor	Criminal Justice System (Prosecution)
Sandra Richardson	NHTSA, Retired	Impaired Driving Coordinator, Retired	Citizens Advocate Group
Leslie Maddox	Georgia Bar Association	Judicial Outreach Liaison	Criminal Justice System (Adjudication)
Daniel Smith	Georgia State Patrol	Nighthawks Commander	State Law Enforcement
Victor Tyson	Pooler Police Department	Special Operations Commander	Local Law Enforcement
Michael Blute	Georgia Public Safety Training Center	Georgia DRE Coordinator	Georgia DRE Coordinator
Robert Hydrick	Governor's Office of Highway Safety	Communications Director	Communications
Mike Morrison	Georgia Bureau of Investigations	Assistant Manager, toxicology	Alcohol & Drug Testing
Chris Tilson	Georgia Bureau of Investigations	Manager, Implied Consent	Alcohol & Drug Testing
Ricky Rich	Georgia Department of Driver Services	Deputy Commissioner	Drivers Licensing
Roger Hayes	Governor's Office of Highway Safety	Law Enforcement Services Director	Community Engagement
Denise Yeager	Georgia Department of Public Health	CODES Program Manager & Operation Analyst	Public Health
Emily Burnside	Memorial Health University Medical Center	Injury Prev and Disaster Mgmt Coordinator	Public Health

PLANNED PROJECTS:

See pages 20-23 in the FFY2026 Annual Grant Application for project level information.

405(e) DISTRACTED DRIVING

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2023 Distracted Driving Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of distraction-related fatalities. To access the full report, visit: https://www.gahighwaysafety.org/georgia-traffic-safety-facts/

The Injury Prevention Research Center at Emory University conducted a roadside observational survey of driver distraction—nearly 23,000 observations across 400 sites within 20 Georgia counties between May and August 2024. According to the 2024 Georgia Distracted Driving Observational Survey[2], 14.7% of all drivers exhibited some form of visible distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). Between 2022 and 2024, an average of 17.0% of drivers were observed to have some form of distraction. This suggests that at any point in time or location on Georgia roadways during daytime hours, approximately 4 out of 20 drivers may be distracted. It's important to note that, unlike seatbelt observations, distracted driving observations represent snapshots in time and place, as drivers are not continuously distracted throughout their travel.

In 2023, 55% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver—a net 2-point percentage increase compared to 2022. This finding aligns with naturalistic driving studies that used video cameras and sensors installed in vehicles to determine driver risk factors seconds before a crash. According to a multi-state naturalistic study, 51.9% of all crashes involved distracted, non-impaired drivers.[3]

Among the drivers involved in motor vehicle traffic crashes, 2% were confirmed to be distracted, 35% were suspected of distraction[4], and 20% were *un*distracted drivers involved in a distraction-related crash—the other 44% of drivers were not involved in distraction-related crashes. Most distraction-related crashes involved other vehicles —

- 79% of all distraction-related crashes involved at least one other vehicle besides that of the distracted driver.
- 21% of all distraction-related crashes were single-vehicle crashes that only involved the distracted driver's vehicle.

Furthermore, among all single-vehicle crashes, 58% involved a confirmed or suspected distracted driver. Among all multi-vehicle crashes, 54% involved at least one confirmed or suspected distracted driver.

Percent of All Traffic Crashes that were Distraction-Related, 2023

Traffic Measure	2023
Crashes	
Distraction-Related Crashes	55%
Confirmed distraction-related crashes	*4%*
Suspected distraction-related crashes	*51%*
Not distraction-related crashes	45%
Drivers	
Drivers involved in distraction-related crashes	56%
Confirmed distracted driver	*2%*
Suspected distracted driver	*35%*
*Un*distracted driver	*20%*
Other drivers *not* involved in distraction-related crashes	44%

Source: CODES 2023

[2] Rupp, Jonathan. 2024. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2024". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.
[3] Dingus, T. A., Guo, F., Lee, S., Antin, J. F., Perez, M., Buchanan-King, M., & Hankey, J. (2016). Driver crash risk factors and prevalence evaluation using naturalistic driving data. Proceedings of the National Academy of Sciences, 113(10), 2636-2641. doi:10.1073/pnas.1513271113
[4] See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

Distraction-Related Traffic Fatalities and Serious Injuries

According to CODES crash data, 39 fatal crashes involved at least one confirmed distracted driver (2.5% of all fatal crashes) in 2023. In these confirmed distraction-related crashes, 44 fatalities occurred (2.6% of all traffic-related fatalities).

The true number of distraction-related fatal crashes and fatalities is likely underreported due to unknown contributing factors at the time of the crash.

Although it is challenging for law enforcement to determine whether distraction is a contributing factor in a fatal crash, the police crash report may be the only source available for this information. Therefore, the number of confirmed distraction-related fatalities and serious injuries are usually underreported.

Confirmed Distraction-Related Fatal Crashes and Traffic Fatalities, 2019-2023

Year	Fatal Crashes			Fatalities		
	Total Fatal Crashes	Confirmed Distraction-Related		Total Traffic Fatalities	Confirmed Distraction-Related	
		Number	Percent		Number	Percent
2019	1,378	43	3.1%	1,492	43	2.9%
2020	1,522	55	3.6%	1,664	61	3.7%
2021	1,681	52	3.0%	1,809	58	3.2%
2022	1,678	74	4.4%	1,797	76	4.2%
2023	1,562	39	2.5%	1,674	44	2.6%

Source: FARS 2019-2023

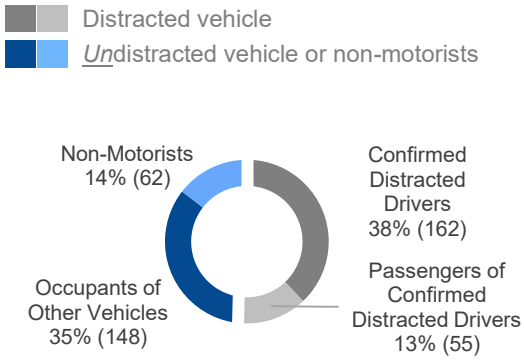
In 2023, 34% of all serious injury crashes involved at least one driver confirmed or suspected of distraction. The number of serious injuries that involved a confirmed distracted driver decreased by 9%— from 423 in 2022 to 383 in 2023.

Figure to the right show the percentage of fatal or serious injuries involving at least one ***confirmed*** distracted driver by person type in 2023.

- 51% were in the confirmed distracted driver's vehicle (represented by dark and light blue).
  - 38% were distracted drivers themselves.
  - 13% were passengers of the distracted driver.
- 49% were occupants of other vehicles or non-motorists (represented by dark and light gray).
  - 35% were occupants of other vehicles *not* operated by the distracted driver.
  - 14% were non-motorists (i.e., pedestrians or bicyclists).

Eighty-two percent (82%) of ***confirmed*** distracted drivers involved in motor vehicle crashes did not have passenger occupants with them in the vehicle. Eighteen percent (18%) of ***confirmed*** distracted drivers had other passenger occupants riding with them.

Percent of Persons Fatally or Seriously Injured in Confirmed Distraction-Related Crashes by Person Type, 2023



49 Fatal Injuries
383 Serious Injuries

Source: CODES 2023
Note: Undistracted vehicles were not reported to be confirmed distracted

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline 2017-2021	Target 2020-2024
C-1*	To maintain or reduce traffic fatalities to **1,600*** (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to **7,109*** (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to **5.711*** (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to **1.28*** (2020-2024 rolling average) by 2024.	1.28	1.28*
C-9*	To maintain or reduce the number of young drivers involved in fatal crashes to **198*** (2020-2024 rolling average) by 2024.	198	198*
SHSP-2	To reduce the number of distraction-related fatalities from 61 (2017-2021 rolling average) to **56** (2020-2024 rolling average) by 2024.	61	*56*

* Target value meets §1300.11(3)(i) code for *constant* or *improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "*maintain the baseline*" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Traffic Safety Performance Measure		FFY24 HSP Target Assessment: Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2020-2024)	Progress Status	Annual Fatalities 2022	2023	2024 (prelim)	Proposed Vision Zero (in 80 years) Annual Targets (FFY25)
C-1 HSIP-1	Number of traffic fatalities	1,600	1,674	1,671	● Not on Track	1,796	1,615	1,473	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
						-13	*-181*	*-139*	
C-2 HSIP-2	Number of serious injuries in traffic crashes	7,109	8,139	8,259	● Not on Track	8,660	8,171	7,920	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
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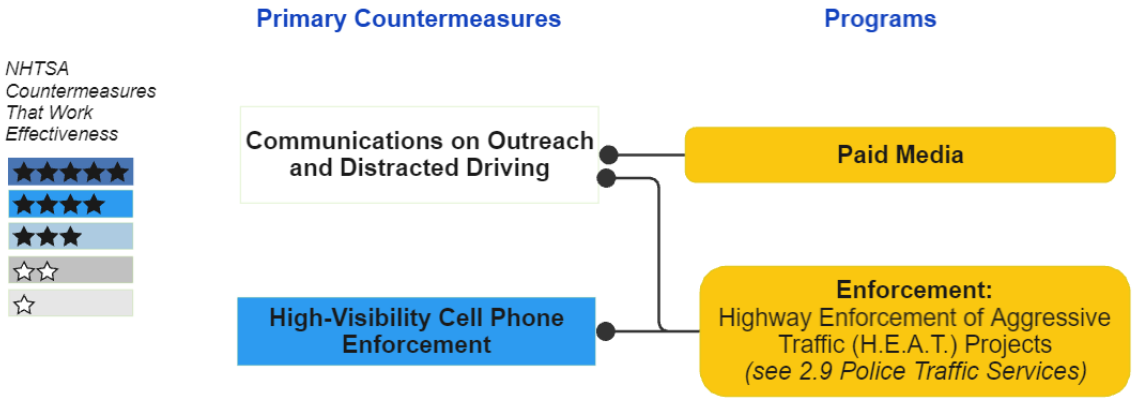
HSIP-3	Serious Injuries per 100M VMT	5.711	6.538	6.690	● Not on Track	6.699	6.476	6.293	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
						-0.706	*-0.223*	*-0.183*	
C-3 HSIP-4	Fatalities per 100M VMT	1.25	1.34	1.35	● Not on Track	1.39	1.28	1.17	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
						-0.11	*-0.11*	*-0.11*	
C-9	Number of drivers aged 20 or younger involved in fatal crashes	198	198	200	● Not on Track	202	183	178	Reduce the number of young drivers involved in fatal crashes by **2.0%** from 203 in 2022 to **199** by 2024.
						-24	*-19*	*-5*	
SHSP-2	Number of distraction-related fatalities	56	55	TBD	TBD	73	44	TBD	Reduce the number of distraction-related fatalities by **2.7%** from 73 in 2022 to **71** by 2024.
						+17	*-29*	**	

PRIMARY COUNTERMEASURES

GOHS plans to continue the Paid Media and Enforcement efforts to prevent and deter distracted driving. The figure below shows the planned primary countermeasures within each program to address the growing number of distraction-related crashes, serious injuries, and fatalities on Georgia roadways.



Paid Media

Distracted driving and other risking driving behaviors remains a concern in Georgia. More than half of all motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver. GOHS aims to reduce the number of distraction-related fatalities (SHSP-2). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement Paid Media Campaigns and Enforcement strategies that will reinforce safe driving practices and deter risky driving behaviors. The primary countermeasure for Paid Media is Communications on Outreach and Distracted Driving.

While this countermeasure has been classified as unproven or needing further evaluation, the public outreach efforts through paid, earned, and owned media will be strategically aligned with the law enforcement high-visibility enforcement campaigns. Together, the campaign and enforcement efforts will deliver age-appropriate and culturally appropriate media content will remind drivers of the deadly dangers and the legal consequences of using handheld devices while driving.

- Communications on Outreach and Distracted Driving
  The ‘hands-free’ law makes it illegal for drivers to have a phone in their hand or supported by their body when on the road, including when the vehicle is stopped for a traffic device. GOHS will continue to support the ‘Connect2Disconnect’ distracted driving awareness enforcement campaign with a month long buy during National Distracted Driving Awareness Month in April. GOHS will partner with Georgia Public Broadcasting to educate teens and young adults on the dangers of distracted driving, especially with wireless devices with the HeadsUpGeorgia paid media campaign. GOHS will also develop a statewide media campaign using outdoor, radio, television, and digital media to promote compliance with hands-free laws and the importance of avoiding distractions behind the wheel. GOHS will continue to partner with state agencies, local communities, and highway-safety related non-profit groups to promote distracted driving awareness and prevention with earned media events and year-round social media content.

Hands Free Georgia/Hands Free for Safety/Know When to Hit Send: Georgia's 'hands-free' law is encouraging, and more lives can be saved by increasing compliance with the hands-free law. GOHS' countermeasure message strategy is to target young adult drivers, including those between the ages 16-to-24, where cell phone use is the highest. This public information and education campaign will continue statewide with paid, earned, and owned media.

While surveys show virtually all drivers know about the state's hands-free law, the increase in persons killed in crashes involving distracted drivers shows the continued need for educational and awareness messaging to increase compliance with the new distracted driving law. The goal of paid media campaigns is to support enforcement mobilizations and increase compliance which could lead to a further decrease in crashes, injuries, and deaths.

Enforcement

Law enforcement agencies funded under the H.E.A.T (Highway Enforcement of Aggressive Traffic) and TENs (Traffic Enforcement Networks) projects will continue to educate the public and enforce traffic-related laws, including the ***Georgia Hands-Free Law***. See section **2.9 Police Traffic Services** for project-level information.

QUALIFYING CRITERIA FOR A DISTRACTED DRIVING AWARENESS GRANT:

§ 1300.24 Distracted driving grants.

(c) Qualification criteria for a Distracted Driving Awareness Grant. To qualify for a Distracted Driving Awareness Grant in a fiscal year, a State shall submit as part of its annual grant application, in accordance with part 6 of appendix B to this part, sample distracted driving questions from the State's driver's license examination.

Georgia sample Distracted Driving questions from the state's driver's license examination:

Question #2
The Hands-Free GA Law pertains to which of the following:

- All drivers regardless of age.
- Older Drivers
- Drivers under the age of 21
- Drivers over the age of 21

Question #9
Driving requires your full attention:

- True
- False

Question #13
If a driver is convicted of violating the Hands-Free GA Law, they will:

- All of the answers.
- Pay a fine of at least $ 50.
- Accumulate at least one point on their license.

Question #43
The Hands-Free GA Law makes it illegal to do the following, while operating a motor vehicle in GA:

- Watch, record, or broadcast a video or movie
- Physically hold or support any wireless device
- Write, send, or read an email or text
- All of the answers

QUALIFYING CRITERIA FOR A DISTRACTED DRIVING LAW GRANT:

§ 1300.24 Distracted driving grants

(d) Qualification criteria for a Distracted Driving Law Grant. To qualify for a Distracted Driving Law Grant in a fiscal year, a State shall submit as part of its annual grant application, in accordance with part 6 of appendix B to this part, legal citations to the State statute demonstrating compliance with one of the following requirements:

(1) Prohibition on texting while driving. The State statute shall –

(i) Prohibit a driver from texting through a personal wireless communications device while driving;

(ii) Establish a fine for a violation of the statute; and

(iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communication device for texting while stopped in traffic.

(2) Prohibition on handheld phone use while driving. The State statute shall –

(i) Prohibit a driver from holding a personal wireless communications device while driving;

(ii) Establishes a fine for a violation of the statute; and

(iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communications device for texting while stopped in traffic.

(3) Prohibition on youth cell phone use while driving. The State statute shall –

(i) Prohibit a driver who is younger than 18 years of age or in the learner's permit or intermediate license stage from using a personal wireless communications device while driving;

(ii) Establish a fine for a violation of the statute; and

(iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communication device for texting while stopped in traffic.

(4) Prohibition on viewing devices while driving. The State statute shall prohibit a driver from viewing a personal wireless communications device (except for purposes of navigation)

(5) Permitted exceptions. A State statute under paragraph (d)(1) through (3) of this section providing for any of the following exceptions (excluding the exception in subparagraph (v) for a law under paragraph (d)(3)), and no others, shall not be deemed out of compliance with the requirements of this paragraph (d):

(i) A driver who uses a personal wireless communications device during an emergency to contact emergency services to prevent injury to persons or property;

(ii) Emergency services personnel who use a personal wireless communications device while operating an emergency services vehicle and engaged in the performance of their duties as emergency services personnel;

(iii) An individual employed as a commercial motor vehicle driver or a school bus driver who uses a personal wireless communications device within the scope of such individual's employment if such use is permitted under the regulations promulgated pursuant to 49 U.S.C. 31136;

(iv) A driver who uses a personal wireless communications device for navigation;

(v) except for a law described in paragraph (d)(3) of this section (prohibition on youth cell phone use while driving), the use of a personal wireless communications device in a hands-free manner, with a hands-free accessory, or with the activation or deactivation of a feature or function of the personal wireless communications device with the motion of a single swipe or tap of the finger of the driver.

Official Code of Georgia demonstrating compliance with the requirements:

Georgia Code: 40-6-241. Distracted driving; restrictions on operation of wireless telecommunications devices and stand-alone electronic devices; penalty; exceptions.

(a) As used in this Code section, the term:

(1) "Stand-alone electronic device" means a device other than a wireless telecommunications device which stores audio or video data files to be retrieved on demand by a user.

(2) "Utility services" means and includes electric, natural gas, water, wastewater, cable, telephone, or telecommunications services or the repair, location, relocation, improvement, or maintenance of utility poles, transmission structures, pipes, wires, fibers, cables, easements, rights of way, or associated infrastructure.

(3) "Wireless telecommunications device" means a cellular telephone, a portable telephone, a text-messaging device, a personal digital assistant, a stand-alone computer, a global positioning system receiver, or substantially similar portable wireless device that is used to initiate or receive communication, information, or data. Such term shall not include a radio, citizens band radio, citizens band radio hybrid, commercial two-way radio communication device or its functional equivalent, subscription-based emergency communication device, prescribed medical device, amateur or ham radio device, or in-vehicle security, navigation, or remote diagnostics system.

(b) A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle.

(c) While operating a motor vehicle on any highway of this state, no individual shall:

(1) Physically hold or support, with any part of his or her body a:

(A) Wireless telecommunications device, provided that such exclusion shall not prohibit the use of an earpiece, headphone device, or device worn on a wrist to conduct a voice-based communication; or

(B) Stand-alone electronic device;

(2) Write, send, or read any text-based communication, including but not limited to a text message, instant message, e-mail, or Internet data on a wireless telecommunications device or stand-alone electronic device; provided, however, that such Prohibition shall not apply to:

(A) A voice-based communication which is automatically converted by such device to be sent as a message in a written form; or

(B) The use of such device for navigation of such vehicle or for global positioning system purposes;

(3) Watch a video or movie on a wireless telecommunications device or stand-alone electronic device other than watching data related to the navigation of such vehicle; or

(4) Record or broadcast a video on a wireless telecommunications device or stand-alone electronic device; provided that such prohibition shall not apply to electronic devices used for the sole purpose of continuously recording or broadcasting video within or outside of the motor vehicle.

(d) While operating a commercial motor vehicle on any highway of this state, no individual shall:

(1) Use more than a single button on a wireless telecommunications device to initiate or terminate a voice communication; or

(2) Reach for a wireless telecommunications device or stand-alone electronic device in such a manner that requires the driver to no longer be:

(A) In a seated driving position; or

(B) Properly restrained by a safety belt.

(e) Each violation of this Code section shall constitute a separate offense.

(f) **(1)** Except as provided for in paragraph (2) of this subsection, any person convicted of violating this Code section shall be guilty of a misdemeanor which shall be punished as follows:

(A) For a first conviction with no conviction of and no plea of nolo contendere accepted to a charge of violating this Code section within the previous 24 month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than $50.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof;

(B) For a second conviction within a 24 month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than $100.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof; or

(C) For a third or subsequent conviction within a 24-month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than $150.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof.

(2) Any person appearing before a court for a first charge of violating paragraph (1) of subsection (c) of this Code section who produces in court a device or proof of purchase of such device that would allow such person to comply with such paragraph in the future shall not be guilty of such offense. The court shall require the person to affirm that they have not previously utilized the privilege under this paragraph.

(g) Subsections (c) and (d) of this Code section shall not apply when the prohibited conduct occurred:

(1) While reporting a traffic accident, medical emergency, fire, an actual or potential criminal or delinquent act, or road condition which causes an immediate and serious traffic or safety hazard;

(2) By an employee or contractor of a utility services provider acting within the scope of his or her employment while responding to a utility emergency;

(3) By a law enforcement officer, firefighter, emergency medical services personnel, ambulance driver, or other similarly employed public safety first responder during the performance of his or her official duties; or

(4) While in a motor vehicle which is lawfully parked.

PLANNED PROJECTS:

GAGOHS - Grantee				Project Number:	B8APE-2026-GA-00-42
Project Name & Description	**405e Paid Media Distracted Driving** To purchase radio, television, and outdoor advertising statewide to educate drivers on Georgia's Hands-free distracted driving prevention law.				
Countermeasure Strategy	• Communications on Outreach and Distracted Driving • High-Visibility Cell Phone Enforcement				
Organization Type	State				
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*	
	405e B8APE	$891,000.00	No	No	
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities related to distracted drivers.				

See section **2.9 Police Traffic Services** within the FFY2026 Annual Grant Application for a complete list of law enforcement projects being funded with a distracted driving component.

405(f) MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2023 Motorcycles Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of motorcyclist fatalities.
To access the full report, visit: https://www.gahighwaysafety.org/traffic-safety-facts-sheets/.

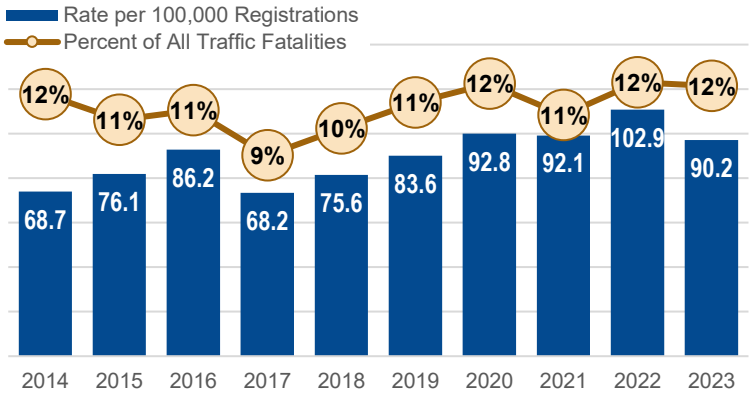
In 2023, there were 1,615 fatalities that resulted from motor vehicle traffic crashes on Georgia roadways. Motorcyclist fatalities represented 12% of all traffic fatalities (196 out of 1,615).

Between 2022 and 2023, motorcycle registrations increased by 1% (from 214,760 to 217,285), while motorcyclist fatalities decreased by 11% (from 221 to 196). As a result, the motorcycle fatality rate decreased by 12%, from 102.9 to 90.2 motorcycle fatalities per 100,000 motorcycle registrations.

Between 2022 and 2023:

- Motorcyclist serious injuries reported by law enforcement decreased by 4%.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) decreased by 26%.
- The number of motorcyclists receiving patient care at a trauma center decreased by 23%.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists increased by 18%, and hospitalizations increased by 8%.

Rate and Percent of Motorcyclist Fatalities, 2014-2023



Source: FARS 2014–2023; FY2014-FY2019 DOR Annual Reports; DOR 2019-2023

Rate and Percent of Motorcyclist Traffic Fatalities, 2014-2023

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
2014	1,164	199,445	137	12%	68.7
2015	1,432	199,796	152	11%	76.1
2016	1,556	199,504	172	11%	86.2
2017	1,540	203,783	139	9%	68.2
2018	1,505	203,639	154	10%	75.6
2019	1,492	203,343	170	11%	83.6
2020	1,568	206,834	192	12%	92.8
2021	1,809	212,788	196	11%	92.1
2022	1,796	214,760	221	12%	102.9
2023	1,615	217,285	196	12%	90.2

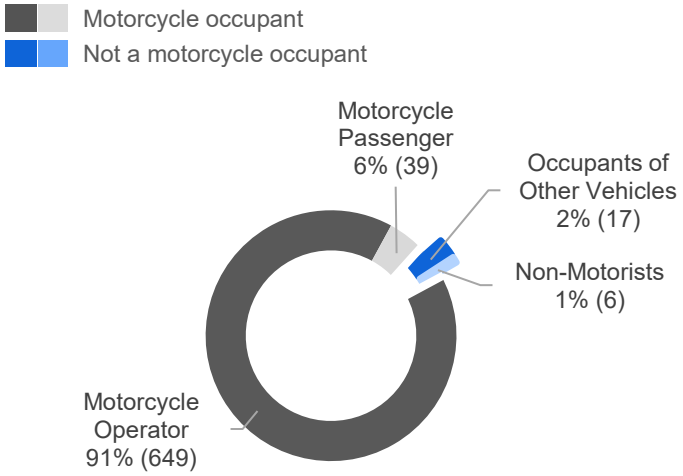
Note: Motorcycle registrations include commercial and non-commercial motorcycles.
Source: FARS 2014–2023; FY2014-FY2019 DOR Annual Reports; DOR 2019-2023

Out of the 4,124 crashes that involved motorcyclists, 64% were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 2% were crashes involving two or more motorcycles, and 34% were single-vehicle crashes (involving only one motorcycle). Sixty-one percent of motorcyclist serious injuries (547 of 892) and 72% of all motorcyclist fatalities (141 out of 196) occurred in multiple-vehicle crashes.

The figure shows the percentage of fatalities or serious injuries among all persons involved in multi-vehicle crashes with at least one motorcyclist in 2023. Among all the serious injuries involving motorcyclists:

- 97% rode on a motorcycle (represented by dark and light gray).
  - 91% were the motorcycle operator
  - 6% were motorcycle passengers
- 3% were occupants of other vehicles or non-motorists (represented by dark and light blue).
  - 2% were occupants of vehicles that were *not* a motorcycle vehicle body type.
  - 1% were non-motorists (i.e., pedestrians or bicyclists).

Percent of Persons Fatally or Seriously Injured in Multi-Vehicle Crashes Involving Motorcyclists by Person Type, 2023



563 Serious Injuries, including 547 motorcyclists
148 Fatal Injuries, including 141 motorcyclists

Source: CODES 2023, FARS 2023

In multi-vehicle crashes involving motorcyclists, law enforcement officers reported similar proportions of suspected at-fault determinations between motorcycle operators and drivers of other vehicles. Among these crashes, motorcycle operators were suspected to be at fault in 45% of incidents, while the other driver was suspected at fault in 55% of cases.

Among single-vehicle crashes, the leading contributing factor was motorcycle operators losing control—reported in 39% of incidents before colliding with an object that was not another vehicle. For motorcycle operators involved in multi-vehicle crashes, the top contributing factors were following too closely (25%) and risky/aggressive driving (23%). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (39%) and risky/aggressive driving (14%).

Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2023

	Single Vehicle Crashes		Two-Vehicle Crashes			
Rank	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	39%	Following too close	25%	Failed to yield	39%
2	Speeding	23%	Risky/aggressive driving	23%	Risky/aggressive driving	14%
3	Risky/aggressive driving	12%	Speeding	11%	Following too close	11%
4	Reaction to Object or Animal	10%	Failed to Yield	9%	Improper Turn	6%

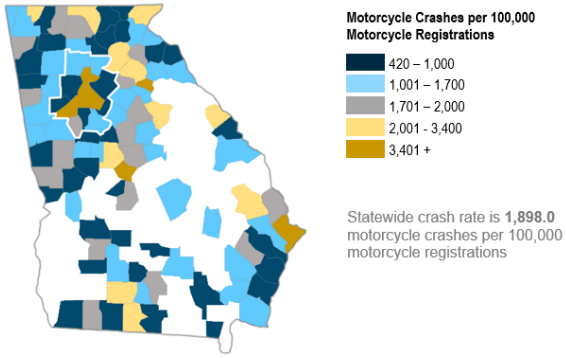
Source: CODES 2023

Types of Motorcycle Crashes by County

The figure shows the motorcycle crash rate for counties with five or more motorcycle crashes in 2023. The statewide rate of motorcycle crashes for every 100,000 motorcycle registrations was 1,898.0.

The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in the Atlanta Region and rural counties along the North Carolina, South Carolina, Tennessee, and Alabama borders. Thirteen percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – 5% were licensed from a bordering state (Alabama, Florida, North Carolina, South Carolina, or Tennessee).

Motorcycle (MC) Crashes per 100,000 MC Registrations for Counties with 5+ MC Crashes, 2023



Note: displaying counties with more than five (5) motorcycle crashes.
Source: CODES 2023, DOR 2023

QUALIFYING CRITERIA: MOTORCYCLIST AWARENESS PROGRAM

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

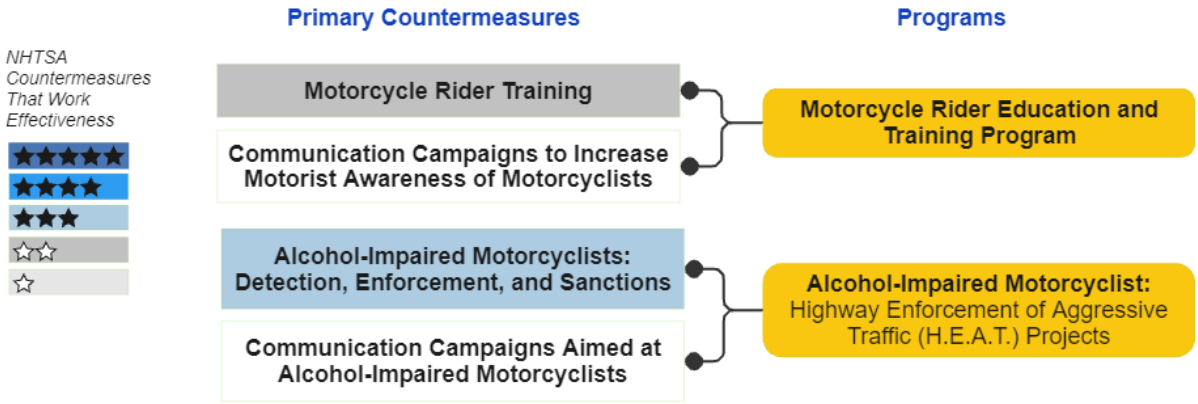
Core Outcome Measures		Baseline 2017-2021	Target 2020-2024
C-1*	To maintain or reduce traffic fatalities to **1,600*** (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to **7,109*** (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to **5.711*** (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to **1.28*** (2020-2024 rolling average) by 2024.	1.28	1.28*
C-5	To maintain or reduce alcohol-related fatalities to **371** (2020-2024 rolling average) by 2024.	371	*371*
C-7*	To maintain or reduce motorcyclist fatalities to **167*** (2020-2024 rolling average) by 2024.	167	167*
C-8	To maintain or reduce un-helmeted motorcyclist fatalities to **15** (2020-2024 rolling average) by 2024.	15	*15*

* Target value meets §1300.11(3)(i) code for *constant* or *improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "*maintain the baseline*" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Traffic Safety Performance Measure		FFY24 HSP Target Assessment: Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2020-2024)	Progress Status	Annual Fatalities: 2022	2023	2024 (prelim)	Proposed Vision Zero (in 80 years) Annual Targets (FFY25)
C-1 HSIP-1	Traffic fatalities	1,600	1,674	1,671	● Not on Track	1,796	1,615	1,473	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
						-13	*-181*	*-139*	
C-2 HSIP-2	Serious injuries in traffic crashes	7,109	8,139	8,259	● Not on Track	8,660	8,171	7,920	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
						-277	*-489*	*-251*	
HSIP-3	Serious Injuries per 100M VMT	5.711	6.538	6.690	● Not on Track	6.699	6.476	6.293	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
						-0.706	*-0.223*	*-0.183*	
C-3 HSIP-4	Fatalities per 100M VMT	1.25	1.34	1.35	● Not on Track	1.39	1.28	1.17	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
						-0.11	*-0.11*	*-0.11*	
C-5	Alcohol-impaired-related fatalities	371	428	TBD	● Not on Track	509	433	TBD	Reduce the number of alcohol-related fatalities by **2.4%** from 507 in 2022 to **495** by 2024.
						+39	*-76*	**	
C-7	Motorcyclist fatalities	167	195	194	● Not on Track	221	196	165	Reduce the number of motorcyclist fatalities by **1.8%** from 221 in 2022 to **217** by 2024.
						+25	*-25*	*-31*	
C-8	Un-helmeted motorcyclist fatalities	15	19	19	● Not on Track	26	17	14	Reduce the number of unhelmeted motorcyclist fatalities by **7.4%** from 27 in 2022 to **25** by 2024.
						+6	*-9*	*-3*	

PRIMARY COUNTERMEASURES

GOHS plans to continue two (2) programs in the Motorcycle Safety program area: Motorcycle Safety Program and the Alcohol-Impaired Motorcyclist HEAT Project. The figure below shows the planned primary countermeasures within each program to address the growing number of motorcycle-related traffic crashes, serious injuries, and fatalities on Georgia roadways.



Motorcycle Rider Education and Training Program

Motorcyclists' involvement in traffic-related crashes remains a growing concern in Georgia. According to the Georgia Traffic Safety Facts 2023 Motorcycle Fact Sheet, more than half (53%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license at the time of the crash. GOHS aims to reduce the number of motorcyclist fatalities (C-7) and un-helmeted motorcyclist fatalities (C-8). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Motorcycle Rider Education and Training Program and fund agencies to train motorcyclists on safe riding practices and promote motorcycle safety and awareness through two primary countermeasures:

1. **Motorcycle Rider Training (2-star NHTSA effectiveness rating)**
2. **Communication Campaigns to Increase Motorist Awareness of Motorcyclists (0-star)**

While these primary countermeasures have an NHTSA rating of less than 3-star effectiveness, motorcycle rider programs and communication strategies to spread awareness are encouraged and supported by the Uniform Guidelines for State Highway Safety Program (Guideline No. 3). The training and education program also addresses rider licensing, proper use of personal protective equipment (e.g., helmet use and other protective clothing gear), rider conspicuity, impaired driving, and motorist awareness.

- Motorcycle Rider Training
  The GOHS will support and fund agencies that implement Motorcycle Rider Education and Training Programs. These training programs require certified motorcycle coaches who engage in continual professional development and recertification training to teach novice or experienced riders about motorcycle safety. The retention and ongoing recruitment of motorcyclist safety training instructors are critical elements of a sustainable program. The program helps improve motorcyclists' knowledge of relevant traffic laws, crash avoidance, and other highway safety

issues. The rider education programs will reach people ages 17 and up and of all experience levels across Georgia. Motorcycle training sites are available across Georgia (in various metropolitan, urban, and rural areas) to reach the largest number of licensed motorcyclists and those wishing to become licensed. With this proper rider training administered by certified coaches, new riders are less likely to be involved in a crash, and experienced riders can hone their basic and crash-avoidance skills. The lessons taught in this program can impact riders from novice to experienced and help decrease the number of motorcyclist crashes, injuries, and fatalities throughout Georgia.

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  GOHS continues to support the statewide and local efforts implementing *Communication Campaigns to Increase Motorists' Awareness of Motorcyclists* countermeasure strategy. This is a crucial element of education because a majority of Georgia motorcycle crashes involve other vehicles (64%), while a smaller percentage (34%) are single-vehicle motorcycle crashes. GOHS will partner with sub-recipients to conduct education and outreach that promotes the "*Share the Road with Motorcycles*" messaging that encourages motorist awareness of motorcycles. This messaging targets all roadway users of all ages—from teen novice drivers to older experienced drivers who operate all other vehicle types that are not motorcycles. Additionally, GOHS will support messaging efforts in counties that have the highest number of multi-vehicle crashes that involve motorcyclists. These statewide and county-level social media campaigns, outreach events, educational materials and ads, and information run on the DDS' Motor Vehicle Network screens at the customer service center locations (which are in every region of Georgia) will directly target Georgia motorists statewide with "*Share the Road*" messaging that can help decrease the number of motorcyclist crashes, injuries, and fatalities in the state.

The name and organization of the head of the designated State authority over motorcyclist safety issues is **Ms. Angelique McClendon, Commissioner of the Georgia Department of Driver Services.** Georgia's motorcyclist awareness program was developed in coordination with the Georgia Department of Driver Services and the Georgia Governor's Office of Highway Safety (see Appendix B for certification).

The table below shows the number of motorcycle crashes that are multi-vehicle and single vehicle by county. In 2023, there were a total of 2,849 multi-vehicle and 1,614 single-vehicle motorcycle crashes in the state of Georgia. A majority of all multi-vehicle crashes that involve a motorcycle (54%, 1,535 out of 2,849) occurred in the 12 counties highlighted in the chart below.

Multi-Vehicle vs. Single-Vehicle Motorcycle Crashes (2023)

Source: CODES 2023

County	Multi-Vehicle Crash Involving Motorcyclists	Single-Vehicle, Motorcyclists Crash
STATEWIDE	**2,849**	**1,614**
Fulton	384	66
Gwinnett	216	62
Cobb	198	68
Dekalb	170	63
Chatham	136	42
Douglas	70	15
Hall	69	35
Clayton	63	26
Richmond	61	35
Henry	60	26
Bibb	56	25
Forsyth	52	23
Muscogee	50	33
Cherokee	47	42
Paulding	45	18
Clarke	44	14
Floyd	43	31
Columbia	40	22
Whitfield	38	21
Lowndes	36	18
Jackson	35	22
Carroll	33	26
Newton	32	16
Coweta	32	27
Bartow	32	35
Walton	30	23
Rockdale	28	11
Gordon	28	20
Houston	27	11
Glynn	27	14
Liberty	25	16
White	24	22
Troup	24	15
Camden	22	8
Spalding	21	17
Lumpkin	21	29
Dougherty	21	1
Dawson	20	13
Bulloch	19	13
Union	18	30
Monroe	16	7
Towns	15	16
Peach	15	2
Effingham	15	14
Walker	14	21
Polk	14	19
Hart	14	11
Fannin	14	21

County	Multi-Vehicle Crash Involving Motorcyclists	Single-Vehicle, Motorcyclists Crash
Catoosa	12	21
Upson	11	11
Thomas	11	12
Habersham	11	13
Butts	11	14
Ware	10	7
Toombs	10	
Stephens	10	8
Pickens	10	18
Madison	10	10
Colquitt	10	5
Bryan	10	14
Laurens	9	3
Gilmer	9	11
Barrow	9	3
Tift	8	9
Franklin	8	9
Rabun	7	12
Putnam	7	3
Oconee	6	7
Meriwether	6	4
Burke	6	1
Murray	5	8
Long	5	2
Decatur	5	5
Coffee	5	2
Wayne	4	6
Lee	4	2
Harris	4	6
Emanuel	4	1
Elbert	4	5
Ben Hill	4	2
Banks	4	4
Baldwin	4	5
Talbot	3	3
Pike	3	8
Greene	3	5
Grady	3	2
Early	3	2
Crisp	3	7
Tattnall	2	1
Taliaferro	2	--
Sumter	2	9
Pierce	2	1
Morgan	2	4
McIntosh	2	3
McDuffie	2	5
Lincoln	2	--
Lamar	2	8

County	Multi-Vehicle Crash Involving Motorcyclists	Single-Vehicle, Motorcyclists Crash
Jones	2	5
Jenkins	2	1
Jasper	2	6
Haralson	2	10
Dade	2	3
Bleckley	2	--
Worth	1	5
Wilkinson	1	3
Wilkes	1	1
Warren	1	2
Telfair	1	--
Seminole	1	1
Screven	1	3
Schley	1	1
Randolph	1	--
Pulaski	1	--
Oglethorpe	1	3
Montgomery	1	4
Mitchell	1	3
Marion	1	2
Lanier	1	--
Johnson	1	--
Charlton	1	4
Calhoun	1	1
Brooks	1	5
Bacon	1	3

County	Multi-Vehicle Crash Involving Motorcyclists	Single-Vehicle, Motorcyclists Crash
Atkinson	1	1
Washington	--	4
Turner	--	2
Taylor	--	3
Stewart	--	1
Macon	--	3
Jefferson	--	2
Jeff Davis	--	1
Irwin	--	3
Heard	--	6
Evans	--	2
Dooly	--	2
Dodge	--	5
Crawford	--	4
Cook	--	5
Clinch	--	1
Clay	--	1
Chattooga	--	7
Chattahoochee	--	1
Candler	--	1
Brantley	--	6
Berrien	--	6
Appling	--	3

GOHS' planned awareness activities related to other driver awareness of motorcycles will target the 12 counties identified above by yellow highlight. A majority (54%) of all multi-vehicle motorcycle crashes occur in these 12 counties.

QUALIFYING CRITERIA: IMPAIRED MOTORCYCLIST DRIVING PROGRAM

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

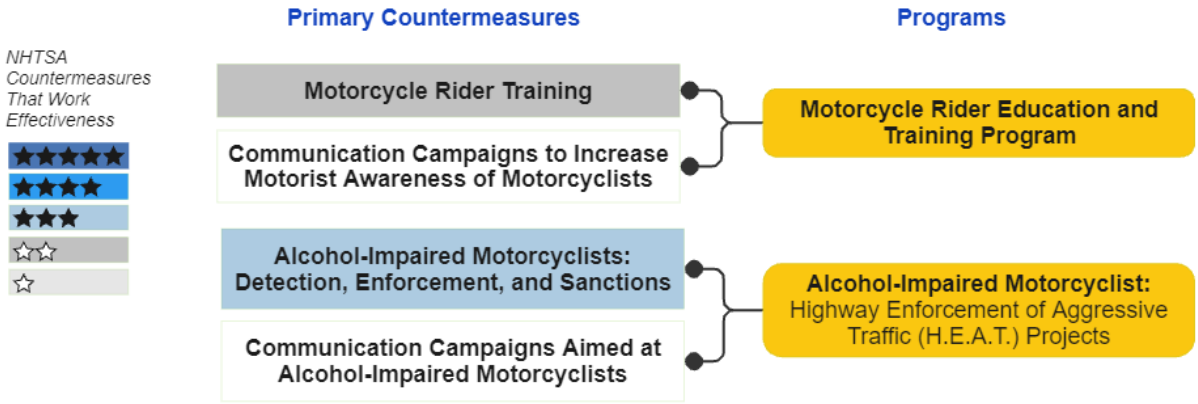
Core Outcome Measures		Baseline 2017-2021	Target 2020-2024
C-1*	To maintain or reduce traffic fatalities to **1,600*** (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to **7,109*** (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to **5.711*** (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to **1.28*** (2020-2024 rolling average) by 2024.	1.28	1.28*
C-5	To maintain or reduce alcohol-related fatalities to **371** (2020-2024 rolling average) by 2024.	371	*371*
C-7*	To maintain or reduce motorcyclist fatalities to **167*** (2020-2024 rolling average) by 2024.	167	167*
C-8	To maintain or reduce un-helmeted motorcyclist fatalities to **15** (2020-2024 rolling average) by 2024.	15	*15*

* Target value meets §1300.11(3)(i) code for *constant* or *improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "*maintain the baseline*" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Traffic Safety Performance Measure		FFY24 HSP Target Assessment: Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2020-2024)	Progress Status	Annual Fatalities: 2022	2023	2024 (prelim)	Proposed Vision Zero (in 80 years) Annual Targets (FFY25)
C-1 HSIP-1	Traffic fatalities	1,600	1,674	1,671	● Not on Track	1,796	1,615	1,473	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
						-13	*-181*	*-139*	
C-2 HSIP-2	Serious injuries in traffic crashes	7,109	8,139	8,259	● Not on Track	8,660	8,171	7,920	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
						-277	*-489*	*-251*	
HSIP-3	Serious Injuries per 100M VMT	5.711	6.538	6.690	● Not on Track	6.699	6.476	6.293	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
						-0.706	*-0.223*	*-0.183*	
C-3 HSIP-4	Fatalities per 100M VMT	1.25	1.34	1.35	● Not on Track	1.39	1.28	1.17	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
						-0.11	*-0.11*	*-0.11*	
C-5	Alcohol-impaired-related fatalities	371	428	TBD	● Not on Track	509	433	TBD	Reduce the number of alcohol-related fatalities by **2.4%** from 507 in 2022 to **495** by 2024.
						+39	*-76*	**	
C-7	Motorcyclist fatalities	167	195	194	● Not on Track	221	196	165	Reduce the number of motorcyclist fatalities by **1.8%** from 221 in 2022 to **217** by 2024.
						+25	*-25*	*-31*	
C-8	Un-helmeted motorcyclist fatalities	15	19	19	● Not on Track	26	17	14	Reduce the number of unhelmeted motorcyclist fatalities by **7.4%** from 27 in 2022 to **25** by 2024.

PRIMARY COUNTERMEASURES

GOHS plans to continue two (2) programs in the Motorcycle Safety program area: Motorcycle Safety Program and the Alcohol-Impaired Motorcyclist HEAT Project. The figure below shows the planned primary countermeasures within each program to address the growing number of motorcycle-related traffic crashes, serious injuries, and fatalities on Georgia roadways.



Alcohol-Impaired Motorcyclist: HEAT Projects

Alcohol-impaired motorcyclists involved in traffic-related crashes remain a growing concern in Georgia. Over the past five years, nearly one-fifth of all motorcycle operators fatally injured had a positive blood alcohol concentration (BAC). GOHS aims to reduce the number of motorcyclist fatalities (C-7) and reduce the number of alcohol-related fatalities (C-5). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Alcohol-Impaired Motorcyclist: HEAT Projects and fund law enforcement agencies to reduce alcohol-impaired motorcycling and support communication and mobilization campaigns that spread awareness through two primary countermeasures:

1. **Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (3-star NHTSA effectiveness rating)**
2. **Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists (0-star)**

The Detection, Enforcement, and Sanctions countermeasure has an NHTSA rating of 3-star effectiveness and is supported by the best practices and research available. Other law enforcement-related activities include high visibility enforcement to deter speeding and other risky driving behaviors and enforce laws related to helmet use. The Communication Campaigns aimed at Alcohol-Impaired Motorcyclists countermeasure is encouraged and supported by the Uniform Guidelines for State Highway Safety Program (Guideline No. 3).

- Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
  The Governor's Office of Highway Safety will partner with state and local law enforcement agencies to enforce the impaired driving laws across the state. GOHS recognizes that law enforcement plays an extremely important role in overall highway safety in the state of Georgia. Campaigns such as the 100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic) and Drive Sober or Get Pulled Over, with participation from the GOHS H.E.A.T. teams and H.V.E. programs, have proven that high-visibility enforcement of Georgia's impaired driving laws is the key to saving lives and reducing injuries on Georgia's roadways. Coupled with a

high-visibility media campaign to go along with the enforcement, GOHS will increase awareness of the dangers of impaired driving.

- Communications Campaigns Aimed at Alcohol-Impaired Motorcyclists
  GOHS will use paid and social media during Motorcycle Safety Awareness Month in May to promote drivers sharing the road with motorcyclists with “Look Twice” and sober operation of motorcyclists by all riders. GOHS will also use social media to promote sober motorcycle operation and “Share the Road” and “Be Seen” messages to reduce all types of motorcycle-related crashes, deaths, and injuries. The “Look Twice” paid media campaign in May will promote the increase of motorcycles on the roads as the weather gets warmer.

  Share the Road: As part of a speed and impaired driving countermeasure message strategy, GOHS uses paid media funds when available to target motorists in Georgia’s secondary audience with awareness messages such as “Share the Road,” “Look Twice, Save A Life” to remind motorists to yield when required by law for motorcyclists. Funds are used to pay for a statewide radio/television campaign in March when traffic data shows a 67% increase in persons killed in motorcycle crashes from February to March and a second campaign in May to increase public awareness on sharing the road with motorcycles during “National Motorcycle Safety Awareness Month.”

The Motorcycle Communications Outreach countermeasure goal is to discourage motorcyclists from riding impaired through times of the year when motorcycle use is highest, including May, which NHTSA has designated as Motorcycle Safety Awareness Month.

In 2023, there were 85 confirmed alcohol-impaired motorcyclist operators involved in crashes and 141 operators suspected of alcohol impairment. This accounts for 5.4% of all motorcycle crashes.

The chart below shows the total number of motorcycle crashes in 2023 which involved an impaired operator (226 operators confirmed or suspected of alcohol impairment). Each year, GOHS will continue to focus high-visibility enforcement and other motorcycle safety efforts in counties with the highest counts of alcohol-related crashes among motorcycle operators.

Motorcycle Crashes Involving an Impaired Operator by County, Georgia (2023)

Source: CODES 2023

County	MC Operator Confirmed Alcohol	MC Operator Suspected Alcohol
Cobb	10	4
Floyd	9	3
Fulton	7	7
Chatham	6	7
Walton	5	2
Gordon	5	3
Fannin	5	2
Gwinnett	4	7
Dekalb	4	--
Walker	3	2
Richmond	3	1
Jasper	3	1
Hall	3	3
Franklin	3	--
Cherokee	3	8
Chattooga	3	--
Camden	3	3
Towns	2	2
Madison	2	1
Houston	2	1
Hart	2	5
Gilmer	2	2
Douglas	2	3
Clayton	2	1
Clarke	2	2
Charlton	2	1
Whitfield	1	5
White	1	3
Union	1	--
Tift	1	--
Thomas	1	1
Spalding	1	2
Seminole	1	--
Pike	1	--
Pickens	1	--
Morgan	1	--
Jackson	1	1
Irwin	1	--
Forsyth	1	2
Fayette	1	--
Effingham	1	2
Dooly	1	--
Decatur	1	2
Catoosa	1	3
Carroll	1	3

County	MC Operator Confirmed Alcohol	MC Operator Suspected Alcohol
Bulloch	1	1
Bryan	1	2
Brooks	1	1
Bartow	1	4
Barrow	1	--
Wilkinson	--	1
Wilkes	--	1
Washington	--	1
Ware	--	1
Upson	--	2
Turner	--	1
Troup	--	2
Tattnall	--	1
Stephens	--	4
Screven	--	2
Polk	--	1
Peach	--	3
Paulding	--	2
Oglethorpe	--	2
Newton	--	4
Muscogee	--	4
Murray	--	3
Montgomery	--	1
Mitchell	--	1
McIntosh	--	1
Marion	--	1
Macon	--	1
Lumpkin	--	2
Lowndes	--	2
Liberty	--	3
Laurens	--	3
Lamar	--	1
Henry	--	1
Greene	--	1
Glynn	--	1
Dougherty	--	1
Dawson	--	1
Coweta	--	3
Columbia	--	1
Colquitt	--	1
Butts	--	1
Bibb	--	6
Ben Hill	--	1
Baldwin	--	1

GOHS' planned impaired driving enforcement will target the 19 counties above highlighted in green, which represents 55% of all confirmed impaired motorcyclist crashes. The majority of those highlighted above include metropolitan areas as well as the northeast Georgia mountain corridor.

The list below represents the proposed 2026 Highway Enforcement of Aggressive Traffic and High Visibility Enforcement grantees who have a focus on impaired driving:

GOHS Grantee		County Represented
Albany Police Department	HEAT	Dougherty County
Atlanta Police Department	HEAT	Fulton County
Bibb County Government	HEAT	Bibb County
Bryan County Sheriff's Office	HEAT	Bryan County
Calhoun Police Department	HVE	Gordon County
Carroll County Sheriff's Office	HEAT	Carroll County
Carrollton Police Department	HVE	Carroll County
Chatham County Sheriff's Office	HVE	Chatham County
Clayton County Police Department	HEAT	Clayton County
Cobb County Police Department	HEAT	Cobb County
Commerce Police Department	HVE	Jackson County
Coweta County Sheriff's Office	HEAT	Coweta County
Crisp County Sheriff's Office	HVE	Crisp County
Dawson County Sheriff's Office	HEAT	Dawson County
Dekalb County Police Department	HEAT - DUITF	Dekalb County
Dougherty County Sheriff's Office	HVE	Dougherty County
Douglas County Sheriff's Office	HEAT	Douglas County
Dublin Police Department	HEAT	Laurens County
Effingham County Sheriff's Office	HVE	Effingham County
Floyd County Police Department	HEAT	Floyd County
Forsyth County Sheriff's Office	HEAT	Forsyth County
Glynn County Police Department	HEAT	Glynn County

GOHS Grantee		County Represented
Habersham County Sheriff's Office	HEAT	Habersham County
Hall County Sheriff's Office	HEAT	Hall County
Johnson County Sheriff's Office	HVE	Johnson County
Liberty County Sheriff's Office	HEAT	Liberty County
Lovejoy Police Department	HVE	Clayton County
Muscogee County Sheriff's Office	HEAT	Muscogee County
Newnan Police Department	HVE	Coweta County
Newton County Sheriff's Office	HEAT	Newton County
Paulding County Sheriff's Office	HEAT	Paulding County
Peach County Sheriff's Office	HVE	Peach County
Public Safety, Georgia Department of	Nighthawks Mid	Bibb/Muscogee
Public Safety, Georgia Department of	Nighthawks N/S	Fulton/Chatham
Public Safety, Georgia Department of	Safety Campaign	Statewide
Pulaski County Sheriff's Office	HVE	Pulaski County
Richmond County Sheriff's Office	HEAT	Richmond County
Savannah Police Department	HEAT	Chatham County
Snellville Police Department	HEAT	Gwinnett County
South Fulton Police Department	HEAT	Fulton County
Spalding County Sheriff's Office	HEAT	Spalding County
Warner Robins Police Department	HEAT	Houston County/ Peach County
Woodstock Police Department	HEAT	Cherokee County

See section **2.9 Police Traffic Services** for HEAT and HVE project level information.

PLANNED PROJECTS:

GAGOHS – Grantee			Project Number:	M11MA-2026-GA-00-40
Project Name & Description	**405f Motorcycle Safety** To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			
Countermeasure Strategy	• Communication Campaigns to increase motorist awareness of Motorcycles • Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405f M11MA	$100.000.00	No	No
Eligible Use of Funds	To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			

Driver Services, Georgia Department			Project Number:	M11MA-2026-GA-00-33
Project Name & Description	**Motorcycle Safety** The Georgia Motorcycle Safety Program works toward reducing motorcycle fatalities by educating riders and by promoting the NHTSA "Share the Road" message statewide to increase motorists' awareness of motorcycles.			
Countermeasure Strategy	• Motorcycle Rider Training • Communication Campaigns to Increase Motorist Awareness of Motorcyclists			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405f M11MA	$135,554.92	No	No
Eligible Use of Funds	Project will fund an outreach coordinator to conduct outreach events throughout the state but specifically in the urban and mountain regions where motorcycle riders frequent. Coordinator will distribute educational items to promote the “Share the Road with Motorcycles” campaign and host an annual update for rider coaches to improve program delivery.			

See section **2.9 Police Traffic Services** within the FFY2026 Annual Grant Application for a detailed list of law enforcement projects being funded with an impaired driving component.

405(g) NON-MOTORIZED (PEDESTRIANS & BICYCLISTS)

Georgia is eligible for the 405(g) funding for FFY2026. According to NHTSA, FARS 2022 data for non-motorists represented 21.77% of all traffic fatalities - 391 out of 1,796 fatalities. Recently released FARS data for 2023 shows a reduction down to 19% of all traffic-related fatalities were non-motorists (pedestrian and bicyclists) – 310 out of 1,615 fatalities.

PLANNED PROJECTS:

See pages 25-28 in the FFY2026 Annual Grant Application for project level information.

405(h) PREVENTING ROADSIDE DEATHS

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Georgia's Move-Over Law, Ga. Code §40-6-16, was enacted in July 2016 and requires motorists travelling in in the lane adjacent to the shoulder to move-over one lane (or reduce speed) when emergency and utility vehicles are stopped on the side of the highway and operating in an official capacity. These vehicles include all first responders, utility vehicles, Department of Transportation vehicles, wreckers, and Highway Emergency Response Operator (HERO) units tending to a motor vehicle crash incident.

According to AAA-Georgia[5], each year there are nearly 350 roadside fatalities (people struck and fatally injured outside a disabled vehicle). Additionally, AAA-Georgia reports that nearly one out of every four drivers are unaware of the Move Over laws in Georgia. While the focus of the Move-Over Law has remained on emergency vehicles, the risk of attending a stopped or disabled vehicle on the roadside is significant for all road users. These road users by include motorist (or pedestrians) on roadside that are attending a disabled or stopped vehicle—changing a tire, refueling gas, or attending another vehicle repair need.

Defining Roadside Crashes

The National Highway Safety Administration defines a **roadside crash** as a crash that involves a motor vehicle striking individuals and/or other ***stopped or parked*** vehicles ***on the roadside***. [6] The classification of roadside is relative to the roadway and includes roadside, separators, shoulders, and medians. Roadside crashes not only involve authorized vehicles responding to an incident (i.e., law enforcement issuing a citation or roadside assistance providers (RAPs) responding to a crash) but also other stopped/parked non-emergency vehicles, unintended pedestrians, and crashes in work zone areas.

Since the 'roadside fatality' definition that is inclusive of all roadway users is not yet available, a temporary definition was developed. It is important to note that the Georgia Department of Transportation and the Crash Outcomes Data Evaluation System (CODES) at the Georgia Department of Public Health may revise the definition of "roadside crashes" as it is currently undefined in the FARS database.

According to Georgia crash data and the CODES working definition, there were 928 roadside crashes in 2023. The number of roadside deaths, according to the working standardized definition, decreased by 41% from 39 in 2022 to 23 in 2023. In 20223, 2% of all fatal crashes and 0.5% of all serious injury crashes involved a stopped/parked vehicle on the roadside, unintended pedestrian on the roadside, or persons working in work zones.

[5]AAA Georgia, "AAA Launches "Move Over for Me" Campaign to Protect All Drivers on the Roadside" (June 16, 2023). Available at: https://media.acg.aaa.com/aaa-launches-move-over-for-me-campaign-to-protect-all-drivers-on-roadside.htm

Roadside Crashes, Serious Injury Crashes, and Fatal Crashes, 2020-2023

	All Crashes				Serious Injury Crashes				Fatal Crashes (FARS)				
	2020	2021	2022	2023	2020	2021	2022	2023	2019	2020	2021	2022	2023
All Roadside Crashes	**403**	**921**	**947**	**928**	**31**	**63**	**36**	**41**	**33**	**20**	**30**	**39**	**23**
Roadside crashes involving stopped/ parked vehicles	**341**	**817**	**869**	**817**	**22**	**46**	**23**	**27**	**18**	**11**	**8**	**13**	**10**
RAP stopped/parked crashes on the roadside	94	144	159	158	1	6	1	3	0	1	0	0	2
Large truck stopped/parked crashes on the roadside*	89	142	128	145	8	13	7	7	6	2	0	1	0
Other vehicles stopped/parked crash on the roadside*	158	531	582	363	13	27	15	17	12	8	8	12	8
Unintended Pedestrian-related crashes on roadside	**37**	**78**	**46**	**37**	**9**	**20**	**14**	**16**	**8**	**3**	**10**	**14**	**6**
Ped-related on controlled access roadways	15	47	26	32	4	12	8	8	6	3	7	10	6
Ped-related on non-controlled access roadways*	22	31	20	5	5	8	6	8	2	0	3	4	0
Roadside*crashes in a work zone	**29**	**33**	**40**	**42**	**1**	**2**	**0**	**0**	**11**	**6**	**15**	**14**	**8**

Source: CODES 2019-2022, FARS 2018-2022
Note: The Georgia Department of Transportation and the Crash Outcomes Data Evaluation System (CODES) at the Georgia Department of Public Health may revise the definition of "roadside crashes" as it is currently undefined in the FARS database.

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Traffic Safety Performance Measure		FFY24 HSP Target Assessment					Annual Fatalities			Proposed Vision Zero *(in 80 years)* Annual Targets (FFY25)
		Target Value (2020-2024)	Current Value (2019-2023)	Projected Value (2020-2024)	Progress Status		2022	2023	2024 (prelim)	
C-1 HSIP-1	Number of traffic fatalities	1,600	1,674	1,671	●	Not on Track	1,796	1,615	1,473	Reduce the number of traffic fatalities by **2.4%** from 1,797 in 2022 to **1,753** by 2024.
							-13	*-181*	*-139*	
C-2 HSIP-2	Number of serious injuries in traffic crashes	7,109	8,139	8,259	●	Not on Track	8,660	8,171	7,920	Reduce the number of serious traffic injuries by **2.5%** from 8,660 in 2022 to **8,444** by 2024.
							-277	*-489*	*-251*	
HSIP-3	Serious Injuries per 100M VMT	5.711	6.538	6.690	●	Not on Track	6.699	6.476	6.293	Reduce the number of serious traffic injuries per 100M VMT by **2.5%** from 6.699 in 2022 to **6.532** by 2024.
							-0.706	*-0.223*	*-0.183*	
C-3 HSIP-4	Fatalities per 100M VMT	1.25	1.34	1.35	●	Not on Track	1.39	1.28	1.17	Reduce the number of fatalities per 100M VMT by **0.7%** from 1.39 in 2022 to **1.38** by 2024.
							-0.11	*-0.11*	*-0.11*	
To maintain or reduce **roadside fatal crashes** to **26*** (2020-2024 rolling average) by 2024. *These standardized definitions used in the performance measure may change (see justification below)*		17	29	*n/a*		*n/a*	39	23	TBD	*No vision zero target is established until a definition is standardized.*
							+9	*-16*	TBD	

Performance Target Justification:

Section § 1300.27 of the CFR defines roadside deaths as crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. However, this legal definition does not align perfectly with the variables available in the FARS dataset. The Georgia Department of Transportation and the Crash Outcomes Data Evaluation System (CODES) at the Georgia Department of Public Health developed a working definition of "roadside crashes" that can be revised in future years.

Over the past five years, the number of roadside traffic crashes has increased unsteadily, reaching a peak in 2022 with 39 fatal crashes. Since roadside crashes are not standardized, no statistical projections were performed. *The target for roadside fatal crashes was established using the statewide unweighted, five-year rolling average (2018-2022 FARS data).* GOHS established the goal to maintain or reduce the number of roadside fatal crashes from 17 (2018-2022 rolling average) by 2024. This pilot program will equip first responders' vehicles with the ability to send digital alerts to approaching vehicles that will provide the advance notice necessary to safely pass stopped vehicles along the road. By slowing down or moving over, the number of roadside fatal crashes will be reduced by encouraging compliance with the Move-Over law.

PRIMARY COUNTERMEASURES

GOHS begin a new program area to address the number of traffic-related fatalities, serious injuries, and crashes that occur on Georgia's roadsides—Preventing Roadside Deaths.

Preventing Roadside Deaths

Roadside crashes, especially those involving emergency vehicles or motorists outside of a disabled vehicle, is a growing concern in Georgia. Recently, there has been much media attention on the roadside traffic-related incidents—some of which have been captured by law enforcement bodycam. Most of these media and viral videos involve emergency responders, tows trucks, DOT works, construction works, or other public service vehicles. There are other countless incidents that involve other road users that are not emergency responders. GOHS recently developed a working standardize the definition of "roadside fatalities" to include these other non-emergency vehicles.

> **Proposed Working Definition for Roadside Deaths:**
> *The National Highway Safety Administration defines a roadside crash as a crash that involves a motor vehicle striking individuals and/or other stopped or parked vehicles on the roadside. The classification of roadside is relative to the roadway and includes roadside, separators, shoulders, and medians. Roadside crashes not only involve authorized vehicles responding to an incident (i.e., law enforcement issuing a citation or roadside assistance providers (RAPs) responding to a crash), but also other stopped/parked non-emergency vehicles, unintended pedestrians, and crashes in work zone areas.*

GOHS aims to reduce the number of overall traffic-related fatalities (C-1), serious injuries (C-2), and pedestrian injuries/fatalities (C-10a/b) that occur on roadsides. To make progress toward this goal and

address this traffic safety issue, GOHS will continue to support enforcement of Georgia's Move-Over laws. GOHS will also support the pilot program that encourages compliance with the Move-Over law through Driver Assistance Technology. This program will implement new countermeasures that are not yet rated by NHTSA's Countermeasures that Work.

PLANNED USE OF GRANT FUNDS

Enforcement of Move-Over Law through Driver Assistance Technology

GOHS will continue supporting campaign efforts to increase the awareness Georgia's Move-Over laws—encouraging drivers to slow down and create safe buffer zones between moving traffic and those on the roadside (towing industries, lineman/utility trucks, DOT workers, construction workers, and other public service providers).

Additionally, GOHS will implement a pilot program to that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside. Georgia and participating law enforcement agencies (e.g., HEAT and Georgia State Patrol Nighthawks) will deploy digital technology software that will alert approaching vehicles of what is ahead. This pilot program will equip first responders' vehicles with the ability to send digital alerts to approaching vehicles that will provide the advance notice necessary to safely pass stopped vehicles along the road. By slowing down or moving over, the number of roadside pedestrian deaths will be reduced by encouraging the compliance of the Move-Over law. These law enforcement sub-recipients will also participate in the "*Slow Down, Move Over*" campaign via local media and using other social media assets. As this is a statewide pilot program, ongoing monitoring will be captured in monthly electronic reports to track the effectiveness and impact of the program. The reports will show the key programmatic performance indicators including the total number of drivers that were alerted, and roadside traffic-related incidents attended to by the pilot participants.

PLANNED PROJECTS:

GAGOHS - Grantee			Project Number:	M12BDAT-2026-GA-00-13
Project Name & Description	**Digital Alerting, Seconds Save Lives** Deploy and implement a pilot program to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside\ utilizing digital technology.			
Countermeasure Strategy	• Communication and Outreach: Supporting Enforcement • Enforcement of Move-Over Law through Driver Assistance Technology			
Organization Type	State			
Funding Information	*Source*	*Amount*	*P & A*	*Promised Project*
	IIJA 405h M12BDAT	$108,000.00	No	No
Eligible Use of Funds	Funds will be used to implement a pilot program that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside. Data will be collected throughout the project.			

Law enforcement agencies funded under the H.E.A.T (Highway Enforcement of Aggressive Traffic) and TENs (Traffic Enforcement Networks) projects will continue to educate the public and enforce traffic-related laws, including the ***Move-Over Law***. See section **2.9 Police Traffic Services** for project-level information.

Section 4

STATE CERTIFICATIONS & ASSURANCES

Appendix A to Part 1300 – Certifications and Assurances for Highway Safety Grants

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906

Appendix C – Cost Summary

Appendix D – Equipment Letter

Revisions – See original AGA/405 for certifications and other appendices

GOVERNOR'S OFFICE OF HIGHWAY SAFETY