

2005 Highway Safety Plan

3rd Quarter



Governor's Office of Highway Safety

Sonny Perdue
Governor

Robert F. Dallas
Director

Table of Contents

Revision 5.01.05

INTRODUCTION

- Mission of GOHS 4
- Organization of the Plan..... 4
- The FFY 2005 Highway Safety Plan 4

GRAPHS AND CHARTS

- Overview of Georgia Highway Safety Problems and Priority Goals..... 5
- Georgia Vehicle and Occupant Fatal Crashes 6
- Presentation: State Goals; Rates and Savings 7

PROCESS DESCRIPTION OF FEDERAL AND STATE GUIDELINES

- Procedures for Receiving Highway Safety Funds..... 9
- Grant Eligibility and Selection Procedures 11
- Grant Application Process..... 13

HIGHWAY SAFETY COST SUMMARY 16

GOVERNOR’S OFFICE OF HIGHWAY SAFETY PROGRAM AREAS

Planning and Administration

- Planning and Administration Program Narrative..... 43
- Planning and Administration Projects..... 46

Alcohol and Other Drug Countermeasures and Young Drivers

- Section 402 Program Narrative 47
- Section 402 Projects 52
- Section 410 Program Narrative 54
- Section 410 Projects 59
- Section 154/164 Program Narrative 65
- Section 154/164 Projects 66

Occupant Protection

- Section 402 Program Narrative 67
- Section 402 Projects 72
- Section 405 Program Narrative 73
- Section 405 Projects 77
- Section 2003B Program Narrative 79
- Section 2003B Projects 81

Traffic Records

- Section 402 Program Narrative 82
- Section 402 Projects 85

Speed and Aggressive Driving Controls	
▪ Section 402 Program Narrative	86
▪ Section 402 Projects	88
Police Traffic Services	
▪ Section 402 Program Narrative	90
▪ Section 402 Projects	97
Pedestrian and Bicycle Safety	
▪ Section 402 Program Narrative	99
▪ Section 402 Projects	102
Community Traffic Safety Programs (CTSP)	
▪ Section 402 Program Narrative	103
▪ Section 402 Projects	108
Resource Information Centers and Clearinghouse	
▪ Section 402 Program Narrative	105
Motorcycle Safety	
▪ Section 402 Program Narrative	106
▪ Section 402 Projects	111
Safety Communities Countermeasures	
▪ Section 402 Projects	109
OTHER FEDERALLY FUNDED HIGHWAY SAFETY PROGRAMS	
157A Pedestrian Safety	
▪ 157A Program Narrative	113
▪ 157A Projects	115
163 (.08) Incentives Funds	
▪ 163 Program Narrative	116
▪ 163 Projects	117
403 Demonstration Grants	
▪ 403 Program Narrative	122
▪ 403 Projects	123
GOHS Applications Sought in FFY 2005 from NHTSA	124
State Certification and Assurances	126

INTRODUCTION



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



SONNY PERDUE
GOVERNOR

ROBERT F. DALLAS
DIRECTOR

INTRODUCTION

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

MISSION OF GOHS

In compliance with federal requirements, at least 40% of the annual Section 402 funds will be used by or for the benefit of political subdivisions of the State in carrying out local highway safety programs. All plans and activities of GOHS are driven by the agency's mission which is to educate the public on highway safety issues and facilitate the implementation of programs designed to reduce crashes, injuries, and fatalities on Georgia roadways. The 2005 Highway Safety Plan is an important document used by GOHS to accomplish its mission.

ORGANIZATION OF THE PLAN

The GOHS Highway Safety Plan is organized to enable planners to implement, monitor, and evaluate activities with ease. Each section of the plan begins with a **program goal** that explains the broad purpose, ultimate aim and ideal destination of the program. It provides a general umbrella under which all other components of the plan must fall. Information on a specific highway safety problem is discussed in the **problem identification and program justification** section. Included are the most recently available data that substantiate the depth of the problem and verify the need for it to be addressed. The **target population** section specifies the group that is expected to benefit from the activities and the **performance objectives** section indicates the expected results and measurable outcomes of the plan. **Performance measures** indicate the values to be used in determining if progress was made beyond *baselines*. It gives a gauge of where the project is prior to implementation compared to after implementation. **Strategies** are the activities that are required to put the objectives into operation.

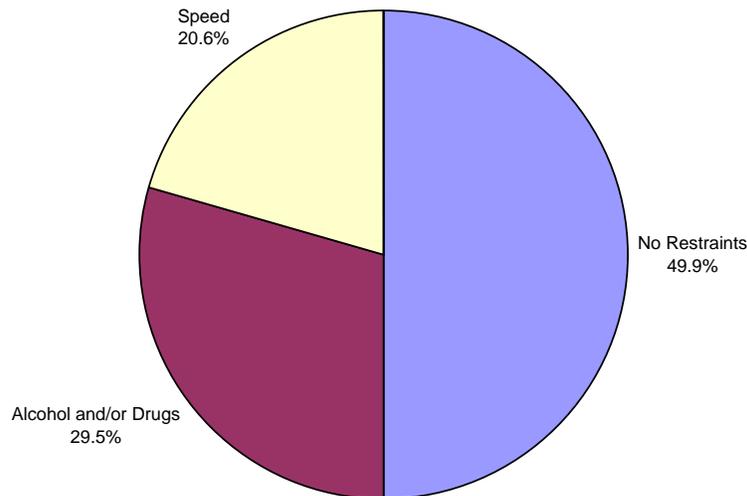
THE FY 2005 HIGHWAY SAFETY PLAN

The Highway Safety Plan is based on the latest statistics available for problem solving. The document contains the most promising countermeasures and activities for reducing the loss of lives, health and economy resulting from traffic crashes in Georgia. Tragically, 1,524 people died on Georgia roadways during 2002 according to NHTSA's Fatality Analysis Reporting System (FARS). Disappointedly, the State has learned that 79 more people died (72 more drivers) in 2003 than in 2002. As a result, the State sustained a 5.2% increase in fatalities in 2003. The motor vehicle crashes cost the state over \$7.8 billion. 2003 and 2002 data will be used in formulating the HSP. As more current data becomes available, GOHS will use such in refining its HSP. GOHS plans to develop, promote, implement and evaluate projects designed to address those identified major contributing fatal factors in FY 2005. The following pie chart represents the frequency of contributing fatal factors as reported by police in 2003.

OVERVIEW OF GEORGIA HIGHWAY SAFETY

PROBLEMS AND PRIORITY GOALS

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



Contributing Factors are not mutually exclusive

Source: FARS.

FY 2005 GOHS Priority Area Goals:

- **Reduce the alcohol-related fatality rate from 0.45 to 0.43 fatalities per 100 million vehicle miles of travel.**
- **Increase the rate of observed safety belt use from 87% to 90% for drivers and front seat outboard passengers.**
- **Develop a strategic action plan for traffic records improvements.**
- **Reduce the percentage of speed-related fatal crashes from 21 to 19 percent.**
- **Reduce the 2003 pedestrian death rate from 1.80 to 1.75 fatalities per 100 thousand population.**

GEORGIA VEHICLE AND OCCUPANT FATAL CRASHES

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

(Source: FARS)

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

Over the 2-year period, collectively, 1,188 people died in crashes that many could have survived with the use of safety belts. NHTSA estimates that when safety belts alone are used that the protective devices are nearly 45 percent effective in preventing fatal crash injuries among occupants.

PRESENTATION: STATE GOALS; RATES; AND SAVINGS

By 2008, Georgia's goal is to have not more than 1.0 fatality per 100 million vehicle miles of travel. The FY 2005 goal is to have not more than 1.35 fatalities per 100 million vehicle miles of travel.

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

(Source: FARS)

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

Various Rates for Georgia and USA

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

(Source: FARS)

Year 2003 Occupant Protection Savings in Georgia

GA Occupant Groups	Current Lives Saved	More Savings At 100% Protected	Total Potential Savings
Occupants Age 5+	612	202 Lives	814 Lives
Occupants Age <5	29	5 Lives	34 Lives
Motorcycle Riders	53	4 Lives	57 Lives
Totals	694	211 Lives	905 Lives

(Source: NHTSA)

**PROCESS DESCRIPTION OF
FEDERAL AND STATE GUIDELINES**

PROCEDURES FOR RECEIVING HIGHWAY SAFETY FUNDS

ORIGIN AND PURPOSE

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

The Transportation Equity Act (TEA-21)

Purpose

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

Priority Areas

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

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

States can now pursue activities in program areas identified by either National Priority Program Areas or as State Priorities. Prior to fiscal year (FY) 1998, NHTSA and the Federal Highway Administration (FHWA) had separate Section 402 appropriations funding highway safety grant programs. During FFY98, the management of Section 402 funds became the sole responsibility

of NHTSA. Programs previously eligible for funding under FHWA's program are coded under NHTSA's "Roadway Safety" priority area.

Funding Formula

The Section 402 formula is:

- 75% based on the ratio of the State's population in the latest Federal Census to the total population in all States.
- 25 % based on the ratio of the public road miles in the State to the total public road miles in all States.

In addition, it provided that at least 40% of the total federal annual obligation limitation must be used by or for the benefit of political subdivision of the State.

Project Funding Period

The federal government operates on a fiscal year that commences on October 1 and ends on September 30. Generally, projects will only be funded during this time span. Occasionally, prior year funds are rolled over into the current fiscal year to continue a project, but this practice is neither encouraged nor the norm.

GOHS normally funds traffic safety projects at the rate of 100% the first year, 80% the second year, and 60% the third year. The diminishing levels of funding are designed to encourage the grantee to become self sufficient, allowing the project to develop into an ongoing part of the agency. At the discretion of the GOHS director, a project may be funded beyond 3 years and at different rates. The local agency is expected to establish precedents and develop databases that support continued operation of the traffic safety program using local funding.

Equipment Purchases

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

GRANT ELIGIBILITY AND SELECTION PROCEDURES

The Governor's Office of Highway Safety provides funding opportunities to police departments, governmental entities, and highway safety advocacy organizations for the purpose of addressing motor vehicle crash problems in local jurisdictions. Grants are received by invitation using a ranking system, through responses to request for proposals, and through unsolicited submissions where documented highway safety problems exist.

The Ranking System

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

Request For Proposals (RFP)

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

Discretionary Grants

Occasionally, funds are requested to support governmental entities. In these instances, the purpose, scope, and funding requirements are subjected to GOHS staff review and scoring prior to GOHS director approval. Milestones and performance objectives are tailored to the specific project/purpose and established prior to any commitment of funds. All prospective applicants must follow GOHS procedures in applying for highway safety funds. Projects that have been deemed vital to the GOHS mission by the Director may receive funding for multiple years.

Grant Monitoring

GOHS Planners must conduct a minimum of one onsite visit per year with each grantee receiving more than \$25,000 in grant funds. Additionally, 50% of grants up to \$24,999.00 must have one onsite visit. GOHS will conduct desktop reviews of all grantees as a means ensuring compliance with state and federal regulations.

Preliminary Conference

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

The Review Process

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

Grant Selection Notification

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

Calendar of Events

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

GRANT APPLICATION PROCESS

Who Can Apply

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

When to Apply

Applications for federal funds are generally accepted six months prior to the beginning of each federal fiscal year, which begins October 1. Dependent upon the time frame of the identified problem, applications for funding may also be submitted anytime during the fiscal year.

How to Apply

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

Part 1 – Programmatic Sections

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

5. **Resource Requirements:** Statement must list the resources needed in order to accomplish the objectives listed above. Requirements may include but not be limited to personnel, equipment, supplies, training needs and public information/educational materials. A brief description of how and by whom the resources will be used is also required.
6. **Self Sufficiency:** This statement must reflect a plan of action that explains how the activities of the project will be continued after federal funds are no longer available to implement this project. The self-sufficiency plan must identify potential sources of non-federal funds.
7. **Milestone Chart:** This chart must provide a summary of the projected activities to be accomplished on a monthly basis. This section must reflect the activities described in the Project Objectives, Activities and Evaluation Section mention above.

Part II – Budget Section

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

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

Part III: Grant Terms, Conditions and Certification:

This section contains certain legal and regulatory requirements pertaining to the receipt of federal grant funds with which the grantee must agree to comply. Additionally, individuals responsible for the financial aspects of the grant are identified. The request/application for funding must be submitted by the appropriate authorizing official who may be either an elected official and/or agency head. Upon approval, the application is made part of the executed grant agreement between the GOHS and the applicant/jurisdiction.

HIGHWAY SAFETY COST SUMMARY

Replace Page1

State of GA HSP Summary Number: 2005-HSP
P2

Multiplication Tables
Page 3

Multiplication Tables
Page 4

PROGRAM MODULE AREA: Planning and Administration		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
PA-05-01	Planning and Administration/NHTSA	486,700.00	486,700.00	973,400.00	0.00
PA-05-02	GOHS Grants Management System	PRO-RATA	Share of all funding categories	250,000.00	0.00
402PA	Totals	486,700.00	486,700.00	1,128,478.00	0.00

PROGRAM MODULE AREA: 402 Alcohol and other Drug Countermeasures		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
AL-05-01	City of Albany Police Dept	101,800.00	0.00	101,800.00	101,800.00
AL-05-02	Paulding County DUI Task Force	100,380.00	66,920.00	167,300.00	100,380.00
AL-05-03	Walton County Sheriff's Office	32,300.00	0.00	32,300.00	32,300.00
AL-05-04	Whitfield County DUI Task Force	86,400.00	57,600.00	144,000.00	86,400.00
AL-05-05	GOHS - Admin, Training, PI&E and Partnership	178,500.00	178,500.00	357,000.00	0.00
Totals		504,380.00	303,020.00	804,500.00	325,880.00
402AL					

PROGRAM MODULE AREA: 410 Alcohol		Funding Source			
TASK NO.	AGENCY NAME	410	State/Local Match	Total Grant	410 to Local
J8-05-01	Athens-Clarke County DUI Project	135,360.00	90,240.00	225,600.00	135,360.00
J8-05-02	City of Macon PD DUI Project	87,060.00	58,040.00	145,100.00	87,060.00
J8-05-03	Georgia Bureau of Investigation	70,000.00	0.00	70,000.00	0.00
J8-05-04	Ga. Public Safety Training Center DRE & SFST Program	385,700.00	0.00	385,700.00	0.00
J8-05-05	Bacchus and Gamma Programs	213,200.00	0.00	213,200.00	213,200.00
	Abraham Baldwin Agricultural College	13,500.00			
	Andrew College	8,800.00			
	Augusta State University	13,300.00			
	Brenau University	11,600.00			
	Floyd College	12,900.00			
	GA College & State University	13,500.00			
	GA Perimeter College	13,500.00			
	GA Southwestern University	54,700.00			
	North Ga. College	10,600.00			
	Savannah State University	12,500.00			
	University of Georgia	18,800.00			
	University of West Georgia	16,000.00			
	Valdosta State University	13,500.00			
410J8					

J8-05-06	GA Dept of Public Safety		157,200.00	0.00	157,200.00	157,200.00
J8-05-07	Pembroke Police Dept		16,600.00	0.00	16,600.00	16,600.00
J8-05-08	Dublin-Laurens County Juvenile Court		24,600.00	10,600.00	35,200.00	24,600.00
J8-05-09	Mothers Against Drunk Driving (MADD)		131,600.00	10,600.00	142,200.00	131,600.00
J8-05-10	Duluth Police Dept		45,800.00	0.00	45,800.00	45,800.00
J8-05-11	Students Against Destructive Decision (SADD)		64,000.00	0.00	64,000.00	64,000.00
	A.E. Beach High School	2,000.00				
	Americus High School	2,000.00				
	Benjamin Banneker High School	2,000.00				
	Bleckley County High School	2,000.00				
	Bryan County High School	2,000.00				
	Campbell High School	2,000.00				
	Chattahoochee High School	2,000.00				
	Druid Hills High School	2,000.00				
	Greenbrier High School	2,000.00				
	Hardaway High School	2,000.00				
	Harris County High School	2,000.00				
	Independence High School	2,000.00				
	John McEachern High School	2,000.00				
	Lee County High School	2,000.00				
	Lithonia High School	2,000.00				
	Loganville High School	2,000.00				
410J8	Lovejoy High School	2,000.00				

	Mt. Zion High School	2,000.00				
	Northside High School	2,000.00				
	Osborne High School	2,000.00				
	Paulding County High School	2,000.00				
	Pickens High School	2,000.00				
	Rockmart Comprehensive High School	2,000.00				
	Rutland High School	2,000.00				
	South Cobb High School	2,000.00				
	Therrell High School	2,000.00				
	Tift County High School	2,000.00				
	Union County High School	2,000.00				
	Wayne High School	2,000.00				
	Westside High School	2,000.00				
	Woodland High School	2,000.00				
	Woodstock High School	2,000.00				
J8-05-12	Team Georgia		30,000.00	0.00	30,000.00	30,000.00
J8-05-13	Safe Campuses Now		19,300.00	0.00	19,300.00	19,300.00
J8-05-14	Governor's Office of Highway Safety - Administration, Training, PI&E and Partnership Initiatives		460,300.00	1,841,120.00	2,301,420.00	0.00
410J8	Totals		1,840,720.00	2,010,600.00	3,851,320.00	935,320.00

PROGRAM MODULE AREA: 154 and 164 Transfer Funds		Funding Source			
TASK NO.	PROGRAMS	154/164	State/Local Match	Total Grant	154/164 To Local
154/164HE-05-01	Georgia Dept of Transportation	3,357,359.00	0.00	3,357,359.00	3,439,360.00
154/164HE.164AL	Totals	3,357,359.00	0.00	3,357,359.00	3,357,359.00

PROGRAM MODULE AREA: 402 Occupant Protection		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
OP-05-01	University of Georgia: GTIPI	923,900.00	0.00	923,900.00	923,900.00
OP-05-02	City of Atlanta (Fire Dept)	125,400.00	0.00	125,400.00	125,400.00
OP-05-03	Governor's Office of Highway Safety	187,900.00	131,800.00	319,700.00	0.00
402OP	Totals	1,237,200.00	131,800.00	1,369,000.00	1,049,300.00

PROGRAM MODULE AREA: 405 Occupant Protection		Funding Source			
TASK NO.	PROGRAMS	405	State/Local Match	Total Grant	405 to Local
J2-05-01	Dept of Human Resources: Center for Injury Prevention	422,700.00	0.00	422,700.00	0.00
J2-05-02	Union County Health Dept	52,000.00	0.00	52,000.00	52,000.00
J2-05-03	Governor's Office of Highway Safety	135,000.00	450,000.00	674,348.00	0.00
J2-05-04	Rural Road Initiative (Pilot)	140,000.00	0.00	140,000.00	0.00
405OP	Totals	749,700.00	450,000.00	1,999,700.00	192,000.00

PROGRAM MODULE AREA: 2003B Occupant Protection Countermeasures		Funding Source			
TASK NO.	PROGRAMS	2003B	State/Local Match	Total Grant	2003b to Local
J3-05-01	Governor's Office of Highway Safety (Local)	138,000.00	110,000.00	248,000.00	138,000.00
2003B	Totals	138,000.00	110,000.00	248,000.00	138,000.00

PROGRAM MODULE AREA: 402 TRAFFIC RECORDS		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
TR-05-01	Administrative Office of the Courts	175,800.00	0.00	175,800.00	0.00
TR-05-02	Traffic Records Coordinating Committee - (Managed by GOHS)	25,000.00	0.00	25,000.00	0.00
TR-05-03	Governor's Office of Highway Safety	63,000.00	93,600.00	156,600.00	0.00
402TR	Totals	263,800.00	93,600.00	357,400.00	0.00

PROGRAM MODULE AREA: 402 Speed Control/Aggressive Driving		Funding Source			
TASK NO.	AGENCY NAME	411	State/Local Match	Total Grant	411 to Local
SC-05-01	Forsyth County H.E.A.T.	121,275.00	0.00	121,275.00	121,275.00
SC-05-02	Hall County Sheriff's Dept.	110,220.00	73,480.00	183,700.00	110,220.00
SC-05-03	Morrow Police Dept	16,000.00	0.00	16,000.00	16,000.00
SC-05-04	City of Savannah, Speed & Aggressive Driving Task Force	183,000.00	122,000.00	305,000.00	183,000.00
	Totals	430,495.00	195,480.00	625,975.00	430,495.00
402SC					

PROGRAM MODULE AREA: 402 Police Traffic Services		Funding Source			
TASK NO.	PROGRAMS	402	State/Local Match	Total Grant	402 to Local
PT-05-01	GA Sheriff's Association	42,100.00	0.00	42,100.00	0.00
PT-05-02	Traffic Enforcement Networks				
	Albany P.D.(SWTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Berrien Co. Sheriff's Dept. (SRTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Carroll Co. Sheriff's Dept.	14,700.00	0.00	14,700.00	14,700.00
	Centerville P.D. (MGTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Columbus P.D. (WCTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Conyers P.D. (CRTEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Ft. Oglethorpe P.D. (MATEN II)	15,000.00	0.00	15,000.00	15,000.00
	Gainesville PD	15,000.00	0.00	15,000.00	15,000.00
	Jesup P.D. (CATEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Oconee Sheriff's Dept. (PATEN)	15,000.00	0.00	15,000.00	15,000.00
	Pooler P.D. (SETEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Tennille P.D.	15,000.00	0.00	15,000.00	15,000.00
	Union City P.D. (MATEN Network)	15,000.00	0.00	15,000.00	15,000.00
	Upton Co. PD	15,000.00	0.00	15,000.00	15,000.00
	Woodstock P.D.	15,000.00	0.00	15,000.00	15,000.00
	Wrens P.D. (ECLLEN Network)	15,000.00	0.00	15,000.00	15,000.00
402PT					

PT-05-03	Law Enforcement Liaisons				
	- Anthony Bobbitt	18,000.00	0.00	18,000.00	18,000.00
	- W. Powell Harrelson, Jr.	18,000.00	0.00	18,000.00	18,000.00
	- Jeff Harris	18,000.00	0.00	18,000.00	18,000.00
	- Thomas Israel	18,000.00	0.00	18,000.00	18,000.00
PT-05-04	Governor's Office of Highway Safety	665,000.00	206,700.00	871,760.00	0.00
	Totals	1,033,800.00	206,760.00	1,240,560.00	326,700.00
402PT					

PROGRAM MODULE AREA: 402 Pedestrian /Bicycle Safety		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
PS-05-01	Atlanta Bicycle Campaign	64,500.00	0.00	64,500.00	64,500.00
PS-05-02	Georgia State University Research Foundation	15,000.00	0.00	15,000.00	0.00
402PS	Totals	79,500.00	0.00	79,500.00	79,500.00

PROGRAM MODULE AREA: 402 PAID MEDIA		Funding Source			
TASK NO.	AGENCY NAME	402 PM	State/Local Match	Total Grant	402 to Local
PM-05-01	Governor's Office of Highway Safety	130,000.00	0.00	130,000.00	0.00
	Totals	130,000.00	0.00	130,000.00	0.00
402 PM					

PROGRAM MODULE AREA: 402 Community Traffic Safety		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
CP-05-01	University of GA Health Promotion and Behavior	221,300.00	0.00	221,300.00	0.00
CP-05-02	Dept Human Resources: Division of Public Health	89,800.00	0.00	89,800.00	0.00
CP-05-03	Governor's Office of Highway Safety	827,200.00	410,000.00	1,125,286.00	0.00
402CP	Totals	1,138,300.00	410,000.00	1,548,300.00	0.00

PROGRAM MODULE AREA: 402 Safe Communities		Funding Source			
TASK NO.	AGENCY NAME	402	State/Local Match	Total Grant	402 to Local
SA-05-01	Safe Communities of DeKalb County	71,700.00	0.00	71,700.00	71,700.00
SA-05-02	Safe Communities Fulton County Health and Wellness	75,000.00	0.00	75,000.00	75,000.00
SA-05-03	Cobb Safe Communities	42,000.00	0.00	42,000.00	42,000.00
SA-05-04	Columbus Consolidated Government	59,500.00	0.00	59,500.00	59,500.00
SA-05-05	Albany Safe Communities	58,800.00	0.00	58,800.00	58,800.00
402SA	Totals	307,000.00	0.00	307,000.00	307,000.00

PROGRAM MODULE AREA: Section 157A Pedestrian Safety		Funding Source			
TASK NO.	PROGRAMS	157A	State/Local Match	Total Grant	157A to Local
157A-05-01	Fulton County Board of Education "Safety Streets Georgia"	55,110.00	0.00	55,110.00	55,110.00
157A-05-02	Pedestrians Educating Drivers on Safety (P.E.D.S.)	12,000.00	0.00	12,000.00	12,000.00
157A PS	Totals	67,100.00	0.00	67,100.00	67,100.00

PROGRAM MODULE AREA: Section 163 Incentive Funds		Funding Source			
TASK NO.	PROGRAMS	163 Incentive Funds	State/Local Match	Total Grant	163 to Local
163-SC-05-01	Atlanta Police Department H.E.A.T. Project	178,200.00	0.00	178,200.00	178,200.00
163-SC-05-02	Clayton County Police Department H.E.A.T. Project	114,200.00	0.00	114,200.00	114,200.00
163-SC-05-03	College Park Police Department H.E.A.T. Project	112,000.00	0.00	112,000.00	112,000.00
163-SC-05-04	DeKalb County Police Department H.E.A.T. Project	124,000.00	0.00	124,000.00	124,000.00
163-SC-05-05	Fulton County Police Department H.E.A.T. Project	139,100.00	0.00	139,100.00	139,100.00
163-AL-05-01	Cobb County Police Department DUI Task Force	132,600.00	0.00	132,600.00	132,600.00
163-AL-05-02	Georgia State Patrol DUI Task Force	499,840.00	0.00	499,840.00	499,840.00
163-CP-05-01	Georgia Motor Trucking	116,500.00	0.00	116,500.00	116,500.00
163-CP-05-02	Jesup Police Dept	9,500.00	0.00	9,500.00	9,500.00
163-CP-05-03	Georgia Operation Lifesavers	24,500.00	0.00	24,500.00	24,500.00

PROGRAM MODULE AREA: Section 163 Incentive Funds		Funding Source			
TASK NO.	PROGRAMS	163 Incentive Funds	State/Local Match	Total Grant	163 to Local
163-CP-05-04	Safety Conscious Planning Forum	18,000.00	0.00	18,000.00	0.00
163-OP-05-01	Kennesaw State University	17,000.00	0.00	17,000.00	0.00
163-PA-05-01	Governor's Office of Highway Safety	110,000.00	0.00	110,000.00	0.00
163-PM-05-01	Governor's Office of Highway Safety	700,000.00	0.00	700,000.00	700,000.00
163-TR-05-01	Governor's Office of Highway Safety	198,097.00	0.00	198,097.00	198,097.00
	Totals	2,493,537.00	0.00	2,493,537.00	1,450,440.00
163 Incentive					

PROGRAM MODULE AREA: 163 Impaired Driving		Funding Source			
TASK NO.	AGENCY NAME	163 ID	State/Local Match	Total Grant	163 to Local
163-ID-05-01	Georgia State Patrol Impaired Driving Task Force	178,760.00	0.00	178,760.00	178,760.00
163 ID	Totals	178,760.00	0.00	178,760.00	178,760.00

PROGRAM MODULE AREA:		Funding Source			
403 Demonstration Grant					
TASK NO.	PROGRAMS	403	State/Local Match	Total Grant	403 to Local
403-05-01	Administrative Office of the Courts Savannah/Chatham State Court Athens/Clarke State Court Gainesville/Hall State Court	247,387.00	0.00	247,387.00	0.00
403 Demonstration	Totals	247,387.00	0.00	247,387.00	0.00

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

PLANNING AND ADMINISTRATION

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

According to the Centers for Disease Control and Prevention, motor vehicle crashes are the leading cause of death for Georgians between the ages of 1 and 34. In 2003, Georgia experienced 1,603 motor vehicle crash fatalities with a death rate of 1.47 deaths per 100-million vehicle miles traveled. Thirty-five percent (30%) of Georgia crash fatalities were alcohol-related. Males are forty-nine (49%) of Georgia's population and 68% of alcohol crash fatalities. Teens are seven percent (7%) of the population and thirteen percent (13%) of the crash fatalities. Seniors, seventy-five years of age and older, are four percent (4%) of the population and 8 percent (8%) of the crash fatalities. An average of seventy-three (73) children nine and younger are killed each year on Georgia's roadways (GOHS Data Source). These deaths caused tremendous suffering for families and took an annual economic toll of \$1.3 billion.

In spite of these dismal statistics, there are ways to reduce the risk of crashes, injuries and fatalities. Strong law enforcement, effective highway safety legislation, improved road designs, public education and information, and community support, are among the proven means of reducing crashes, injuries and fatalities. The Governor's Office of Highway Safety (GOHS) will continue to leverage the benefits initiated during the last planning cycle. The agency's Strategic Plan provides the direction and guidance for the organization.

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

- Objective 1: To maintain an effective staff to deliver public information and education programs that help reduce crashes, injuries and fatalities in Georgia.*
- Objective 2: To administer operating funds to targeted communities to support the implementation of programs contained in the GOHS Highway Safety Plan.*
- Objective 3: To collect and analyze traffic crash data to ensure resources are directed to the identified problem areas.*
- Objective 4: To evaluate the effectiveness of programs and their impact upon GOHS mission and performance goals.*

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

Objective 6: To create a new grants management system for the purpose of administering grants to state, local and non-profit entities and fostering the GOHS mission.

PERFORMANCE MEASURES

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

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

Measure 2: *Budgeting/Auditing program requisites.*

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

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

Measure 5: *Conduct Program Evaluations.*

STRATEGIES (All strategies fall under Task No. PA-05-01)

1. P&A costs are the direct and indirect expenses that are attributable to the overall management of the State’s Highway Safety Plan. P&A costs include half salaries for twelve (12) people and related personnel benefits for the Governor’s Representatives for Highway Safety and for other technical, administrative, and clerical staff for the State’s Highway Safety Offices. P&A costs also include other office costs such as travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State’s Highway Safety Offices.
2. Assess and identify the training needs of staff.
3. Foster a work environment that encourages productivity and effectiveness.
4. Identify key agencies, organizations and individuals to partner in bringing about needed changes that will result in fewer deaths and injuries on our roadways.
5. Prepare applications in response to NHTSA’s RFPs for demonstration projects.
6. Provide monitoring and evaluation of GOHS programs.
7. Develop a regular operating budget to support the implementation of the GOHS HSP.
8. Conduct annual/quarterly programmatic and fiscal audits that meet GOHS, federal and state requirements.
9. To collect and analyze current information about motor vehicle crashes and make it available to the general public.
10. Identify key agencies, organizations and individuals to partner in bringing about needed changes through the use of Safety Conscious Planning Forums, Integrated Safety Management Planning, Comprehensive Highway Safety Planning, and other meetings.

GOHS feels that Comprehensive Highway Safety Planning is an integral part of achieving the National Goal of 1.0 fatalities per 100 VMT. GOHS has engaged and will continue to engage stakeholders in the development of a Comprehensive Highway Safety Plan for the State of Georgia.

11. Create and implement an internal Grant Management System in order to track and manage programmatic and fiscal functions within GOHS. *Special Note: While GOHS is outlining this system in our Planning and Administration program area because the system will be used for such purpose, funding for the system will be pro-rated from all GOHS funding areas as it will be used to plan and administrate all programs.*

Planning and Administration – Section 402

Project Title: Governor's Office of Highway Safety

Task Number: PA-05-01

Project Summary: Provide for the direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. To include half (½) salaries for twelve (12) people and related personnel benefits for the Governor's Representatives for Highway Safety and for other technical, administrative, and clerical staff for the State's Highway Safety Offices. Other costs include travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State's Highway Safety Offices.

Funding: \$486,700.00

Project Title: Grants Management System (eGOHS)

Task Number: PA-05-02

Project Summary: The Georgia Governor's Office of Highway Safety (GOHS) is in need of a Highway Safety Grant Management system for its grants application process along with its overall grants management. The system must accept, validate, track and report on a variety of agreement amendments, final reports, financial reports and program reports. The system must allow access to a wide variety of people via the Internet with a minimum amount of required software and hardware.

Funding: \$250,000.00 (Pro-rated from all funding areas for which programs will be administrated)

SECTION 402

ALCOHOL AND OTHER DRUG COUNTERMEASURES AND YOUNG DRIVERS

PROGRAM GOAL: To reduce alcohol/drug-related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall goal is to reduce the alcohol-related fatality rate from 0.45 to 0.43 fatality per 100 million vehicle miles of travel during FY2005.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The State will make conscientious efforts for reducing alcohol related deaths in counties where between 5 and 55 alcohol-related deaths occurred in 2003.

Alcohol-Related Fatalities (529) by Counties

- Between 5-15 = Baldwin, Barrow, Bartow, Bibb, Burke, Candler, Carroll, Chatham, Clayton, Coffee, Colquitt, Coweta, Dougherty, Forsyth, Glynn, Gordon, Hall, Haralson, Henry, Houston, Lowndes, Muscogee, Newton, Richmond, Thomas, Tift.
- Between 25-55 = Cobb, DeKalb, Fulton, Gwinnett.

The Governor's Office of Highway Safety has partnered with the Georgia State Patrol to reinstitute an impaired driving taskforce, the H.E.A.T./Nighthawks Unit. This unit will be poised to combat high-risk highway safety problems related to speeding and impaired driving. In 2003, a total of 366 people died in crashes in the five metropolitan county (DeKalb, Fulton, Gwinnett, Clayton, and Cobb) area, which accounts for 22.7% of fatalities statewide. Of the 331,612 crashes statewide, 145,641 occurred in the five metropolitan county areas, which accounts for 43.9%. In the past ten years over 15,000 people have lost their lives in motor vehicles crashes statewide.

In 2003, there were 20,776 crashes attributed to unsafe or illegal speed. Among those, 5,509 or 26.5% occurred in the five metropolitan counties. The crashes attributed to alcohol and/or drug were 10,694 statewide and 3,181 or 29.7% of those occurred in the metropolitan area. Among those crashes attributed to alcohol and/or drugs, 49.8% resulted in injuries and 3.4% resulted in a fatality.

During 2002, there were 1,080,951 reported arrests for DUI in the nation and Georgia reported 23,836 (2.2%) of these, making the state number 15 out of the 50 states. Georgia's DUI arrest rate of 569.1 per 100,000 of population ranked 19th in the national reported arrest rate for DUIs. This rate is approximately 17 % above the average national rate of 487.5 per 100,000 of population. These statistics are reflected in Georgia's juvenile population in that the state ranked

21st in the nation in the number of juveniles arrested for DUI (284), although this is down from eleventh in reported arrests of youths 17 years and younger for DUI in 1994. (Morgan Quitno: Crime State Rankings for 2004, Exhibit 4 and 5)

The 10-member taskforce will not only enforce high risk driving behavior, but paid public advertising will complement the unit to reinforce the educational message.

Every two minutes in America someone is injured in an alcohol-related crash. Nationally, these crashes result in more than \$45 billion in economic costs annually. The National Highway Traffic Safety Administration (NHTSA) reports that in 2003, 43,005 people were killed in motor vehicle traffic crashes in the United States, of which 17,013 forty percent (40%) were alcohol-related.

Table 1

Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia								
Number and Annual % Change								
Years	1996	1997	1998	1999	2000	2001	2002	2003
Fatalities	567	578	509	506	585	557	529	488
Annual % Change	8.62%	2%	-12%	-1%	16%	-5%	-5%	-8.4%

Source: NHTSA, Fatality Analysis Reporting System (FARS)

As indicated in Table 1, impaired driving killed 488 people in Georgia during 2003. Impaired driving deaths account for thirty (30%) percent of the total traffic deaths in the state. Even with stricter laws, high visibility law enforcement and increased public information and education (PI&E) programs, the number of impaired driving crashes, injuries and fatalities remains unacceptable. The chance of a crash being fatal is six times higher if related to impaired driving compared to those not related to alcohol or drugs.

Alcohol impaired driving death rates are very high in urban areas where alcohol establishments are most prevalent. These areas include: Metropolitan Atlanta, Augusta, Savannah, Macon, and Columbus. College towns such as Athens and Valdosta, though not heavily populated, tend to show trends of impaired driving problems as well. Overwhelmingly, impaired driving crashes tend to take place between the hours of 10:00 p.m. and 4 a.m. Anecdotally, these hours are consistent with bar and restaurant closings.

Georgia's impaired driving statistics have been impacted by the drug culture as reflected in an increase in drug-related crashes. The number of law enforcement officers properly trained to identify drug impairment has been limited because of the lack of courses offered, manpower shortages and lack of understanding for the need of this training by the law enforcement community. A companion program to drug recognition, standardized field sobriety testing (SFST), is experiencing limited success as the defense bar has vigorously attacked the SFST process, particularly that portion which deals with horizontal gaze nystagmus (HGN). The primary problem is that many law enforcement officers are not properly trained in this procedure and the availability of training resources needed to correct this deficiency is limited.

Georgia's Administrative License Suspension (ALS) law continues to be misused by the defense

bar. In assessing the effectiveness of Georgia's administrative license suspension procedures for impaired drivers, the initial analysis of ALS hearings and data revealed that a large percentage of ALS prep phrase hearings were lost by the state because of the officer's failure to attend hearings.

Fifty-three percent (53%) of all ALS cases for adults in 2002 involved an officer who failed to appear. An attitudinal survey was conducted in April 2000 to determine why officers fail to effectively use the ALS procedure. Problems indicated were scheduling of the hearings, lack of pay (\$25 per day when off duty regardless of length of hearing) and perceived misuse of hearings by the defense bar.

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

Driver Condition DUI – Alcohol, Drugs, or Alcohol and Drugs

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

According to the DMVS 2003 CASI Report, Driving Under the Influence of Alcohol or Drugs was noted for 23.9 percent (23.9%) of drivers ages 21-41 in fatal crashes. For drivers over age 24 in fatal crashes, 15 percent (15%) were reported as driving under the influence of alcohol or drugs.

Young Drivers

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

High-risk behavior, peer pressure, inexperience, limited use or no use of occupant safety devices, lack of proper driving information and education are a few of the problems that our youth face while driving on Georgia's roadways.

Table 2: BAC of Occupants in 2003 Georgia Crash Deaths

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

Source: NHTSA/FARS (*Fatality Analysis Reporting System*)

Table 2 shows that a considerable number of occupants in fatal crashes had some level of measurable alcohol involvement.

TARGET POPULATION

Because the problems of alcohol impaired driving have the potential to affect all motorists, the target population is the motoring public to include young, inexperienced drivers ages 16-20.

FFY 2005 PERFORMANCE OBJECTIVES

- Objective 1: To provide DUI countermeasure funding incentives to jurisdictions that have between 5-55 impaired driving fatalities.*
- Objective 2: To implement three (3) impaired driving enforcement mobilizations in with 85% of the law enforcement community participating.*
- Objective 3: To identify and implement a community DUI systems improvement project in three (3) jurisdictions in Georgia.*

PERFORMANCE MEASURES

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

- Measure 1: The number of DUI countermeasure grants provided in at least 1/3 of the locations where impaired driving fatalities account for at least 1/3 of the highway fatalities.*
- Measure 2: Three statewide OZT mobilizations conducted and with at least 85% of law enforcement agencies participating.*

STRATEGIES

1. To offer jurisdictions that have between 5-55 impaired driving fatalities funds to implement a community-wide program of *Operation Zero Tolerance*. City of Albany, Paulding, Walton and Whitfield counties' DUI Task Forces will be funded in Section 402.
2. To conduct three (3) waves of statewide enforcement with the “*Operation Zero Tolerance*” campaign. (Task No. AL-05-01, AL-05-02, AL-05-03, and AL-05-04)
3. To create a sustained impaired driving enforcement campaign. (Task No. AL-05-05)
4. Will conduct concentrated patrol in areas identified for speed violations and high traffic areas. (Task No. AL-05-01, AL-05-02, AL-05-03, and AL-05-04)
5. Will continue to participate in “**Click it or Ticket**” and “**Operation Zero Tolerance**” enforcement waves. Also will continue to attend Traffic Enforcement Network meetings and activities. (Task No. AL-05-01, AL-05-02, AL-05-03, and AL-05-04)
6. Will conduct safety belt usage surveys. The surveys will take place on roadways where enforcement activities occur. (Task No. AL-05-01, AL-05-02, AL-05-03, and AL-05-04)
7. Will conduct child safety seat checkpoints. (Task No. AL-05-01, AL-05-02, AL-05-03, and AL-05-04)

Alcohol and Other Drug Countermeasures – Section 402

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

Task Number: AL-05-01

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

Funding: \$101,800

Project Title: Paulding County DUI Task Force

Task Number: AL-05-02

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

Funding: \$100,380

Project Title: Walton County Sheriff's Office

Task Number: AL-05-03

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

Funding: \$32,300

Alcohol and Other Drug Countermeasures – Section 402

Project Title: Whitfield County DUI Task Force

Task Number: AL-05-04

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

Funding: \$86,400

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

Task Number: AL-05-05

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

Funding: \$178,500

SECTION 410

ALCOHOL AND OTHER DRUGS COUNTERMEASURES

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2003, impaired driving killed 488 people and accounted for thirty (30%) percent of the total traffic deaths in the state. Despite a continuous upgrading of Georgia's laws, high visibility law enforcement and increased public information and education (PI&E) programs, the numbers of impaired driving crashes, injuries and fatalities are unacceptable. Improvements are being realized, however. The alcohol-related fatalities declined 8.4 percent from 2002 to 2003. Still, the chance of a crash being fatal is six times higher in crashes related to impaired driving when compared to those not related to alcohol or drugs. Male drivers over the age of 24 continue to be the leaders in impaired driving crashes and fatalities. Alcohol impaired driving death rates are very high in urban areas where alcohol establishments are most prevalent. These areas include: Metropolitan Atlanta, Augusta, Savannah, Macon, and Columbus. College towns such as Athens and Valdosta, though not heavily populated, tend to show trends of impaired driving problems as well. Overwhelmingly, impaired driving crashes tend to take place between the hours of 10:00 p.m. and 4 a.m. Anecdotally, these hours are consistent with bar and restaurant closings.

SECTION 410 YOUNG DRIVERS

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

PROBLEM IDENTIFICATION AND JUSTIFICATION

Young drivers have a higher rate of crashes, injuries and fatalities than older drivers. In 2003, sixty-two percent (62%) of the 234 young people ages 15 to 20 who were killed in motor vehicle crashes were drivers. Although young people ages 16-20 account for only 7.4% of Georgia's population, they were responsible for 13% of the total crash fatalities for 2003. The inexperience and immaturity of younger drivers are thought to be major contributing factors in the higher fatality rate.

High-risk behavior, peer pressure, inexperience, limited use or no use of occupant safety devices, lack of proper driving information and education are a few of the problems that our youth face while driving on Georgia's roadways. In an effort to address these issues the Teenage and Adult Driver Responsibility Act (TADRA) was enacted on July 1, 1997 to reduce the number of lives lost in crashes involving young drivers. In the three and one-half years after TADRA was enacted the number of fatalities in crashes involving at least one-driver ages 16-17 declined 28.6 percent. On January 1, 2002, the TADRA law was strengthened by adding minimum requirements for supervised driving, passenger limitations, and a stricter curfew.

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

Teens between the ages of 15 and 19 years are more likely to be injured or killed as a result of motor vehicle crashes than by any other cause. In fact, during 2003, 16 youth on the average were killed monthly on Georgia roads. The Teenage and Adult Driver Responsibility Act is helping tremendously to reduce the carnage, but still too many young drivers are dying. Because of this, the Governor's Office of Highway Safety (GOHS) is promoting proven countermeasures (both legal

requirements and recommended practices) for this specific audience. In our research of effective methods for addressing the safety of young drivers, we have discovered that several states are recommending that parents establish short-term rules of the road contracts with their new teen driver. Further, research conducted by Dr. Bruce Simons-Morton and others at the National Institute of Child Health and Human Development demonstrated that such parental intervention positively impacts youth by influencing them to choose less risky behaviors.

TARGET POPULATION

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

The Georgia Teen Driver/Parent Agreement (TDPA) will be developed for having an impact during the most dangerous time for a new driver. It is well documented that the first year of independent driving is the most dangerous period for beginning drivers based on mileage exposure. Also, research suggests that many parents do not appear to appreciate just how risky driving is for novice drivers and tend to exert less control over their teenage children's driving than might be expected. The agreement will establish the expectations that parents should have for their teens while they are continuing to develop good driving and decision-making skills. During that critical year, the agreement may be modified as frequently as needed as the teen demonstrates more experience and good judgment. GOHS believes that the recommended TDPA will have a positive influence with Georgia's new drivers as they gain maturity and experience.

PERFORMANCE OBJECTIVES (in conjunction to 402 Alcohol)

- Objective 1:** To provide funding to 10% of Georgia high schools and provide public information and education to 100% of Georgia high schools to implement programs to encourage safety belt use and discourage drinking and driving and parent-teen driving agreements.*
- Objective 2:** To provide funding to a minimum of 12 colleges and universities to implement a "peer education" program to prevent drinking and driving and encourage safety belt use.*
- Objective 3:** To train a minimum of 1200 law enforcement officers in impaired driving countermeasures.*
- Objective 4:** To provide funding for Blood Alcohol Content (BAC) Testing for the purpose of reducing turnaround time for prosecution of DUI offenders.*
- Objective 5:** To utilize GOHS staff for the development of TDPA.*
- Objective 6:** To utilize GOHS staff for designing and implementing the TDPA promotional strategies.*

PERFORMANCE MEASURES

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

- Measures 1:** *Number of programs established in high schools.*
- Measure 2:** *Number of programs established in colleges and universities.*
- Measure 3:** *Number of law enforcement officers trained.*
- Measure 4:** *Implementation of a program to increase BAC Testing.*
- Measure 5:** *The actual development of the TDPA brochure.*
- Measure 6:** *The promotional plan to include collaborations with influence groups to encourage the use of the TDPA.*
- Measure 7:** *An estimate of the number of families potentially impacted with the TDPA via the selection of the TDPA pdf file on the GOHS website will be collected.*

STRATEGIES

1. Continue funding DUI task forces in Athens-Clark County and the City of Macon and will establish new task forces in local communities. *(Task Nos. J8-05-01, J8-05-02)*
2. Provide funding to the Georgia Bureau of Investigation to reduce impaired driving through collaborative partnerships. *(Task No. J8-05-03)*
3. Continue to increase statewide training to law enforcement officers in Standardized Field Sobriety Testing and Drug Recognition through the Georgia Public Safety Training Center (Georgia Police Academy). *(Task No. J8-05-04)*
4. Increase the highway safety knowledge base and commitment levels of Georgia youth by assisting with the funding of the Bacchus and Gamma Programs at fourteen (13) Georgia colleges and universities for the training of youth state highway ambassadors. *(Task No. J8-05-05)*
5. To provide law enforcement with legal assistance at civil hearings for DUI suspension of drivers' licenses in order to increase the number of license suspensions statewide. *(Task No. J8-05-06)*
6. Partner with high school resource officers to strengthen their connections to the state Traffic Enforcement Networks. *(Task No. J8-05-07)*
7. Establish a teen court to educate youth in the school system and community on TADRA. *(Task No J8-05-08)*
8. MADD (Mothers Against Drunk Drivers) targets regions in Georgia to expand chapters, raise awareness of DUI through public education and victim impact panels. *(Task No J8-05-09)*
9. Strengthen partnerships with SADD, local organizations, high school groups and community-based coalitions to create community-based coalitions to address teen driving issues. *(Task Nos. J8-05-09, J8-05-10, J8-05-11 and J8-05-13)*
10. Establish a Designated Driver Booth to encourage patrons not to drink and drive to events. *(Task No J8-05-12)*

11. Utilize Youth Ambassadors from Georgia SADD in our public education and information campaigns and community coalitions. *(Task Nso J8-05-11 and J8-05-13)*
12. The TDPA will be developed after a review of related research and driver contract documents had been obtained. An expert staff member would be assigned the task of preparing the Georgia TDPA. The TDPA developmental process will include review comments received from NHTSA headquarters and regional offices and GOHS youth program specialists and management. *(Task No J8-05-14)*
13. The promotional plan will include the development and release of a press announcement; efforts to acquire the support of all GOHS grantees, all Georgia high schools, all SADD chapters; all non-grant outreach communities (i.e. churches) and all GOHS related sister agencies for posting a TDPA copy on their websites or linking to www.gahighwaysafety.org/teedriverparent.html. *(Task No J8-05-14)*

Alcohol and Other Drug Countermeasures – Section 410

Project Title: Athens-Clarke County DUI Project

Task Number: J8-05-01

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

Funding: \$135,360

Project Title: City of Macon DUI Project

Task Number: J8-05-02

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

Funding: \$87,060

Project Title: Georgia Bureau of Investigation

Task Number: J8-05-03

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

Funding: \$70,000

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: J8-05-04

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

Funding: \$385,700

Project Title: BACCHUS & GAMMA Programs

Task Number: J8-05-05

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

Abraham Baldwin Agricultural	\$13,500	GA SW State University	\$54,700
Andrew College	\$8,800	North GA College	\$10,600
Augusta State University	\$13,300	Savannah State University	\$12,500
Brenau University	\$11,600	University of Georgia	\$18,800
Floyd College	\$12,900	University of West Georgia	\$16,000
GA College & State University	\$13,500	Valdosta State University	\$13,500
GA Perimeter College	\$13,500		

Funding: \$213,200

Project Title: Georgia Dept of Public Safety (ALS-LEAP)

Task Number: J8-05-06

Project Summary: A training initiative to increase the knowledge of ALS judges as well as law enforcement in the proper facilitation of administrative license suspension hearings.

Funding: \$157,200

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: J8-05-07

Project Summary: To educate the public on traffic safety and facilitate the implementation of programs that reduce crashes, injuries and fatalities on Georgia roadways.

Funding: \$16,600

Project Title: Dublin-Laurens County Juvenile Court

Task Number: J8-05-08

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

Funding: \$24,600

Project Title: MADD Georgia (Multi-County Chapter Development Initiative)

Task Number: J8-05-09

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

Funding: \$131,600

Alcohol and Other Drug Countermeasures – Section 410

Project Title: Duluth Police Department

Task Number: J8-05-10

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

Funding: \$45,800

Project Title: Students Against Destructive Decisions (SADD)

Task Number: J8-05-11

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

A.E. Beach HS	\$2,000	Lovejoy HS	\$2,000
Americus HS	\$2,000	Mt. Zion H.S.	\$2,000
Benjamin Banneker HS	\$2,000	Northside HS	\$2,000
Bleckley Co. HS	\$2,000	Osborne HS	\$2,000
Bryan Co. HS	\$2,000	Paulding Co. HS	\$2,000
Campbell HS	\$2,000	Pickens HS	\$2,000
Chattahoochee HS	\$2,000	Rockmart HS	\$2,000
Druid Hills HS	\$2,000	Rutland HS	\$2,000
Greenbrier HS	\$2,000	South Cobb HS	\$2,000
Hardaway HS	\$2,000	Therrell HS	\$2,000
Harris Co HS	\$2,000	Tift Co. HS	\$2,000
Independence HS	\$2,000	Union Co. HS	\$2,000
John McEachern HS	\$2,000	Wayne Co. HS	\$2,000
Lee Co HS	\$2,000	Westside HS	\$2,000
Lithonia HS	\$2,000	Woodland HS	\$2,000
Loganville HS	\$2,000	Woodstock HS	\$2,000

Funding: \$64,000

Alcohol and Other Drug Countermeasures – Section 410

Project Title: Team Georgia

Task Number: J8-05-12

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

Funding: \$30,000

Project Title: Safe Campuses Now

Task Number: J8-05-13

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

Funding: \$19,300

Alcohol and Other Drug Countermeasures – Section 410

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

Task Number: J8-05-14

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

The Governor's Office of Highway Safety also proposes to develop statewide, an effort to enhance the effectiveness of the Teenage and Adult Driver Responsibility Act with a short-term parental contract with young beginning drivers by developing a Teen Driver/Parent Agreement and working collaboratively with governmental entities, public/private organizations and local grass root community coalitions to support the use of such.

Funding: \$460,300

Section 154/164 TRANSFER FUNDS

ALCOHOL AND OTHER DRUGS COUNTERMEASURES

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The National Highway Traffic Safety Administration (NHTSA) reports that in 2003, 43,005 people were killed in motor vehicle traffic crashes in the United States, 17,419 or 40% of these fatalities were alcohol related. Every two minutes in America someone is injured in an alcohol-related crash and alcohol-involved traffic crashes nationally result in more than \$45 billion in economic costs annually.

In Georgia, impaired driving killed 488 persons in 2003. Impaired driving deaths account for thirty (30%) percent of the total traffic deaths in the state. In spite of continuous upgrading of Georgia's laws, high visibility law enforcement and increased public information and education (PI&E) programs, the number of impaired driving crashes, injuries and fatalities is unacceptable. The chance of a crash being fatal is six times higher in crashes related to impaired driving compared to those not related to alcohol or drugs.

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

TARGET POPULATION

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

PERFORMANCE OBJECTIVES

Objective 1: To provide funding to the Department of Transportation for hazardous elimination programs.

STRATEGIES

1. Provide funding to the Georgia Department of Transportation to implement a hazardous elimination program. *(Task No. 154/164 HE-05-01)*

Alcohol and Other Drug Countermeasures – 154/164 Transfer

Project Title: Georgia Dept of Transportation (DOT)

Task Number: 154/164HE-05-01

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

Funding: \$3,357,359

SECTION 402 OCCUPANT PROTECTION

PROGRAM GOAL: To increase the use of safety belts and child safety restraint systems statewide. The overall program goal is to increase the rate of observed safety belt use from 85% to 90% of drivers and front seat outboard passengers.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Approximately 51% of Georgia's fatally injured motor vehicle occupants were unrestrained during their crash. A significant number of the victims could have survived their crash experience had they used their vehicle safety belt. GOHS will provide conscientious efforts to counties for reducing deaths resulting from occupants being unrestrained. Priority assistance will be extended to those counties where between 5 and 55 unrestrained occupant deaths occurred in 2003.

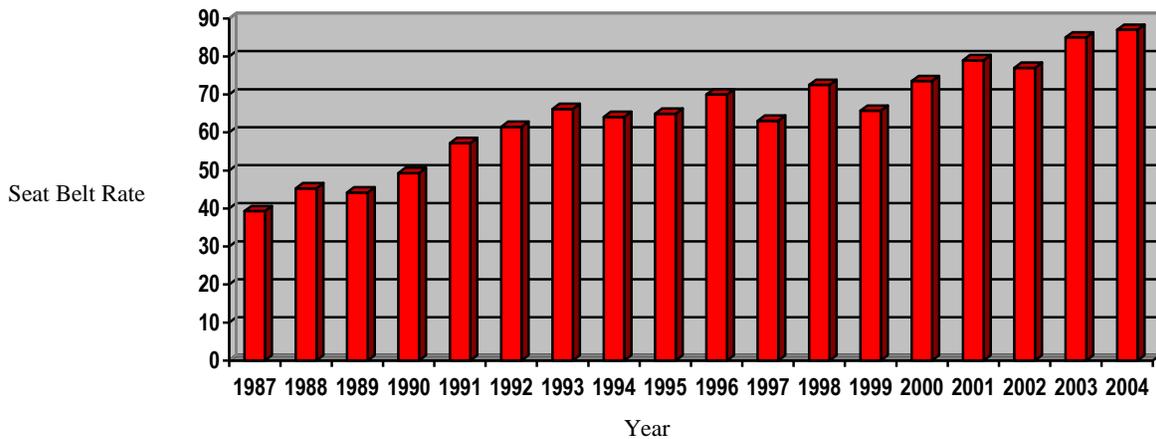
Georgia Unrestrained Fatalities (826):

- 15-55 – Cobb, DeKalb, Fulton, Gwinnett, Henry
- 5-15 – Baldwin, Barrow, Bartow, Bibb, Brooks, Burke, Camden, Carroll, Chatham, Cherokee, Clarke, Clayton, Coffee, Colquitt, Columbia, Coweta, Crisp, Dougherty, Effingham, Emmanuel, Floyd, Forsyth, Franklin, Gilmer, Glynn, Gordon, Habersham, Hall, Haralson, Heard, Houston, Jones, Laurens, Liberty, Lowndes, Madison, Meriwether, Mitchell, Monroe, Muscogee, Newton, Oconee, Paulding, Polk, Richmond, Screven, Thomas, Tift, Troup, Turner, Walton, Whitfield.

One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to secure children in age, height, and weight appropriate child safety seats. The National Highway Traffic Safety Administration estimates that safety belts, when used correctly, are 45% effective in preventing deaths in potentially fatal crashes and 50% effective in preventing serious injuries. Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71% for infants and by 54% for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are 58% and 59%, respectively.

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

Observed Georgia Safety Belt Use Rates Since 1987-2004



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

Safety Belt Usage in 2004:

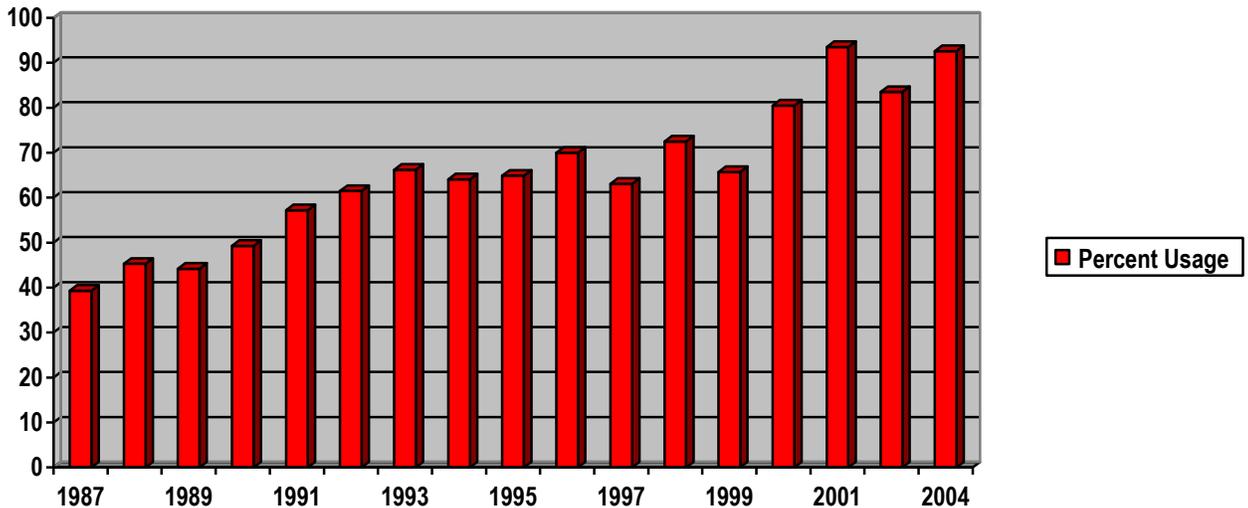
- Statewide safety belt usage in 2004 for drivers and passengers of passenger cars, trucks, and vans was 86.7%, an increase of 2.2% from 2003, and the highest recorded usage in Georgia since systematic studies of safety belt use began in 1987. Driver only usage in 2004 was 86.2% and passenger only usage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

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

Georgia Child Safety Seat Usage Rate Since 1987

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

Weighted Child Restraint Use Rates



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

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

- Objective 1:** *To increase the statewide safety belt usage rate to 90%.*
- Objective 2:** *To increase the use of child safety restraint systems for children under the age of five to 95 percent by the end of FFY 2005.*

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASE OCCUPANT PROTECTION USE.

Measure 1: *Safety Belt usage reported in the 2005 University of Georgia Research Center Observational Survey. (The 2004 survey reported 86.7% safety belt usage rate).*

Measure 2: *Child Safety Seat usage reported in the 2005 University of Georgia Research Center Observational Survey. (Baseline: The 2004 survey reported 92.6% child safety seat usage rate).*

STRATEGIES

1. Provide funds to the University of Georgia to conduct seventeen (17) Child Passenger Safety Technician Certification Courses (10 at the Conyers facilities and 7 at off-site locations). *(Task No. OP-05-01)*
2. Conduct a minimum of 12 Parents Reducing Incidents of Drivers Error (P.R.I.D.E.) Train-the-Trainer courses, resulting in more than 240 new trainers. This training will focus on assisting parents and teens in identifying and learning the consequences of high risk driving behaviors. *(Task No. OP-05-01)*
3. Present the rollover simulator at 120 different sites to demonstrate the outcome of riding unrestrained in a motor vehicle to approximately 10,000 individuals. *(Task No. OP-05-01)*
4. Update and distribute approximately 2000 Law Enforcement Tab Guides to serve as a quick reference item for public safety officers in the field. *(Task No. OP-05-01)*
5. Provide funds to implement public information and education strategies to increase public awareness of the proper use of safety belts and child restraints statewide through (a) the implementation of a statewide “Safety Belt, Poster and Essay PSA contest for students, (b) the statewide distribution of approximately 720,000 PI&E materials, (c) the development of materials targeting at-risk populations. *(Task No. OP-05-01)*
6. Check an average of 10 installations of child safety seats at each of the twenty (20) fitting stations monthly, totaling 2400 checks. Educational materials will also be distributed to parents and caregiver at this time. *(Task No. OP-05-02)*
7. Distribute and properly install an average of 75 child safety seats between the 20 fitting stations. *(Task No. OP-05-02)*
8. Sponsor a minimum of four (4) attendees to each of the following state/national conferences (Lifesavers, GOHS Traffic Safety Conference, and National Child Passenger Safety Technician Training). *(Task No. OP-05-03)*
9. Conduct four (4) statewide campaigns to promote occupant safety (Hands Across the Border, Buckle Up America Month, Child Passenger Safety Month and Click It or Ticket). *(Task No. OP-05-03)*

10. Conduct a public information effort to address unrestrained pickup truck occupants. “Pick Up Your Seat Belt – It’s Your Safety Belt” is a possible theme for the sample Op-Ed articles and sample radio on-air script PSAs aimed at the community and rural media. *(Task No. OP-05-03)*

Occupant Protection Countermeasures Section – 402

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

Task Number: OP-05-01

Project Summary: GTIPI will train 221 Child Passenger Safety Technicians (CPST) and safety advocates and citizens by providing seventeen (17) four-day certification classes. In addition to providing CPST classes, GTIPI will also conduct a minimum of 12 Parents Reducing Incidents of Drivers Error (P.R.I.D.E.) Train-the-Trainer courses, resulting in more than 240 new trainers. This training will focus on assisting parents & teens in identifying and learning the consequences of high risk driving behaviors. GTIPI will conduct/support four media campaigns to promote occupant protection. GTIPI staff will assist UGA Survey Research Center in conducting a statewide survey to determine safety belt and child safety seat use rates.

Funding: \$923,900

Project Title: City of Atlanta (Fire Department)

Task Number: OP-05-02

Project Summary: To promote the availability of fitting stations to ensure the proper fit and installation of child restraint devices by certified technicians to maximize the safety of our children.

Funding: \$125,400

Project Title: Governor's Office of Highway Safety

Task Number: OP-05-03

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

Funding: \$187,900

Section 405

OCCUPANT PROTECTION

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The University of Georgia Survey Research Center reports that the usage of safety belts among rural drivers is consistently less than that of the statewide use rate. The 2004 statewide safety belt survey documented this disparity as rural drivers recorded a rate of 80.2% compared to the overall rate of 86.7% for front seat occupants. Likewise, rural child safety seat use is 78.9% compared to the overall state rate of 92.6%. Although occupant protection usage has steadily increased over the past ten years, there is still a need for increased efforts.

According to observational surveys conducted by the University of Georgia Survey Research Center, overall safety belt use has risen from 19.8% in 1987 to a usage rate of 86.7% in 2004. Even though there has been some increase in the use of safety belts. It should be noted that automobile crash fatalities are still highest in rural areas and among the 16 to 20 year and 25 to 34 year age group, 14.1% for the 16 to 20 year group and 18.4% for the 25 to 34 age group in 2002. This represents 32.5% of the total population.

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

RURAL ROAD INITIATIVE

Nationally, travel on rural roads has increased by 27% between 1990 and 2002. This increased travel is associated with increased mortality. Between 1999 and 2002, Georgia rural roads were

the seventh worst in the country for numbers killed. During that time period there were 3,908 deaths on Georgia rural highways, compared to a total of 6,220 deaths on all of Georgia's roadways during this period. These deaths accounted for 50% of total deaths while vehicle miles traveled on rural roads was only 35% of the total (TRIP Analysis of FHWA and NHTSA data).

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

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

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

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

In particular the programs will work to:

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

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

The key to the success of this program will be the ability to gather highway safety data and best practices and provide this in an accessible and ongoing format to local rural jurisdictions. Coordinators located within the regions will best be able to work locally to communicate and lead these highway safety efforts.

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

Objective 1: To increase safety belt use rate by 5 percentage points for rural drivers and passengers.

Objective 2: To establish a “Rural Roads Initiative” designed to reduce the overrepresentation of deaths on rural roads. Specifically the program will address the following:

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

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASE OCCUPANT PROTECTION AMONG MINORITY AND RURAL GROUPS.

Measure 1: Pre and post observation results. (Baseline: The 2004 safety belt survey.)

Measure 2: Rural driver and front seat occupant safety belt usage reported in the 2005 University of Georgia Observational Survey. (Baseline: The 2004 survey indicated a 78.7% rural safety belt usage rate.)

Measure3: Percentage of deaths occurring on rural roads versus metropolitan statistical areas (MSA’s)

STRATEGIES

1. Provide funds to facilitate occupant safety education in 80% of the state health

departments along with their safety seats and child safety seat educational programs, facilitating the implementation of newborn injury prevention policy in a minimum of fifteen (15) Georgia hospitals. *(Task No. J2-05-01)*

2. Provide occupant and child safety seat education to the community and address occupant safety use among young adults. *(Task No. J2-05-03)*
3. GOHS will continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level. *(Task Nos. J2-05-01 and J2-05-04)*
4. GOHS will initiate a pilot program beginning in the Southeast portion of the state in 2005 focused on seven strategies to reduce the number of rural road deaths. *(Task Nos. J2-05-04)*
5. GOHS will initiate a Faith-Based Initiative to increase use of occupant safety devices among this group with targeted safety education events and campaigns. *(Task Nos. J2-05-04)*

Occupant Protection Section– 405

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

Task Number: J2-05-01

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

Funding: \$422,700

Project Title: Union County Health Department

Task Number: J2-05-02

Project Summary: This program is designed to facilitate the use of occupant safety devices by county residents by providing comprehensive educational programming on proper use, safety events, checkpoints and training.

Funding: \$52,000

Project Title: Governor’s Office of Highway Safety

Task Number: J2-05-03

Project Summary: The overall administrative functions of the project will be supported through Personnel Services, Travel and Regular Operating Costs. Additionally funds will be used for the creation of a Faith Based Occupant Protection Initiative.

Funding: \$135,000

Occupant Protection Section– 405

Project Title	Georgia Rural Roads Initiative (Pilot)
Task Number	J2-05-04
Project Summary:	The program is designed to increase the number of traffic safety programs in the region as well as provide data to local jurisdictions for the purpose of better structuring and evaluating highway safety projects.
Funding:	\$140,000

SECTION 2003B

PROTECTING OUR CHILDREN

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The State of Georgia has a primary safety belt law for adults and a primary law that requires children from birth to five years of age to be properly restrained in an age and height appropriate child restraint system. Georgia passed a new booster seat law effective July 1, 2004 increasing the age through five years of age, from the previous requirement of four years of age. These laws, combined with high visibility law enforcement, have resulted in Georgia's safety belt use increasing from 61.5% in 1996 to 86.7% in 2004.

Nevertheless, motor vehicle crashes are still the leading cause of death for persons ages 1 to 35 in Georgia. The National Highway Traffic Safety Administration estimates that safety belts, when used correctly, are 45% effective in preventing deaths in potentially fatal crashes and 50% effective in preventing serious injuries. Research has found that child safety seats reduce fatal injuries by 71% for infants and by 54% for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

These statistics show that safety belts and child restraints are valuable tools in preventing injuries and fatalities in all population groups. To obtain the maximum benefit, they need to be used at all times. Surveys conducted by the University of Georgia, Survey Research Center during 2004, found that safety belt use varies among various demographic groups. Numerous studies have shown that when adults use safety belts and children are properly restrained, deaths, injuries and the severity of injuries are significantly reduced.

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

Objective 1: To increase a statewide safety belt usage rate beyond 86.7%.

Objective 2: To increase a statewide child safety seat usage rate beyond 92.6%.

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – INCREASE THE PERCENT OF OCCUPANT PROTECTION USE.

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

STRATEGIES

1. Provide support for health departments and fire station with established fitting station and inspection site programs in rural areas. *(Task No. J3-05-01)*
2. GOHS will implement a request for proposal in order to find organizations to assist this agency in increasing occupant safety restraint. *(Task No. J3-05-01)*

Occupant Protection Countermeasures—Section 2003B

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

Task Number: J3-05-01

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

FUNDING: \$138,000

SECTION 402 TRAFFIC RECORDS

PROGRAM GOAL: To develop a strategic action plan and to assist in the statewide coordination, collection, processing, analysis, and reporting of accurate crash reports to maintain an effective traffic information system.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Motor vehicle traffic in Georgia reflects the State's unprecedented population growth and increases in the numbers of vehicles on the roads. Changes in Georgia's crash death rate per vehicle miles traveled yields a more comprehensive understanding of the State's crash problems.

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

1999			2000			2001			2002			2003		
Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs	Annual VMTs (in mills.)	Fatalities	Fatality Rate per 100-mill VMTs
989.1	1508	1.52	1047	1541	1.47	1079	1656	1.53	1067	1524	1.41	1,093	1,610	1.47

There is a need to maintain a repository of timely and accurate data related to motor vehicle crashes, injuries, and fatalities. This information is vital to the planning and programmatic functioning of law enforcement agencies, governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, the need to have accurate data becomes more critical.

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

governmental entities can access crash, injury, and fatality data in a timely manner.

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

The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. Over the past year much progress was made in addressing the traffic records dilemma that has faced the state since 1998. The TRCC was successfully reconstituted in 2004. A charter, including mission, vision and standard operating procedures, has been composed and approved by the TRCC Executive Committee. The Technical Committee is working to develop a strategic plan related to the committee's mission. This document addresses the need for a long-range strategic plan, support of the Traffic Records Coordinator, and improvements in the process of crash location, better communication and error feedback to reporting agencies and support of the Crash Outcome Data Evaluation System (CODES).

Awaiting the Governor's approval, it is proposed in the legislature that crash reporting move to the Department of Transportation (GDOT) on July 1, 2005. GOHS, in cooperation with GDOT, will pursue plans for improving the state's traffic data system to allow for accurate, reliable and timely information exchange between key partners.

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

ULTIMATE OUTCOME MEASURE – A STRATEGIC ACTION PLAN THAT STIMULATED SPECIFIC

TRAFFIC RECORD SYSTEM IMPROVEMENTS.

- Measure 1:** *Production of the long-term strategic plan and coordination of strategic plan objectives. (Baseline: TRCC Technical Committee reconvened).*
- Measure 2:** *The regular meetings of the Georgia TRCC (Baseline: Traffic Records Coordinating Committee quarterly meetings).*
- Measure 3:** *Contractual activities of the Traffic Records Coordinator (Baseline: Completed tasks of TRC-coordinator.)*
- Measure 4:** *Cooperation with GDOT and participation on crash records transition team. Play an active role on the evaluation team that will select software for statewide dissemination.*

STRATEGIES

1. Provide funding to continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program for courts throughout Georgia. (Task No. TR-05-01)
2. Provide funding to support major initiatives needed to implement and maintain an accurate and reliable system of collecting, processing and analyzing and reporting accurate data in Georgia. (Task Nos. TR-05-02 and TR-05-03)

Traffic Records Countermeasure— Section 402

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

Task Number: TR-05-01

Project Summary: The project will continue the installation and operation of a Uniform Traffic Citation Electronic Communication Program in 40 courts throughout Georgia to facilitate electronic transmission of traffic citation data to the Department of Public Safety and the Department of Motor Vehicle Safety.

Funding: \$175,800

Project Title: Traffic Records Coordinating Committee (Managed by GOHS internally)

Task Number: TR-05-02

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

Funding: \$25,000

Project Title: Governor's Office of Highway Safety

Task Number: TR-05-03

Project Summary: These funds will be used to provide management responsibility of the TRCC program within the GOHS organization.

Funding: \$63,000

SECTION 402

SPEED AND AGGRESSIVE DRIVING COUNTERMEASURES

PROGRAM GOAL: To reduce the motor vehicle crashes, injuries, and fatalities through the systematic delivery of effective speed/aggressive driving countermeasures. The overall goal is to reduce the percentage of speed-related fatal crashes from 21 to 19 percent.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

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

In 2003, Georgia had 328 speed-related crash deaths. These speed crashes extolled a cost of \$1.4 billion to the State.

2003 Speed Related Fatalities in Georgia

	No. of Fatalities Involved in Speed Crashes	% of Speed Related Fatal Crashes	Estimated Cost of Speed Crashes
Georgia	328	20%	\$1,387 Million
U.S. A.	13,380	31%	\$40,390 Million

Source: FARS (Fatality Analysis Reporting System)

TARGET POPULATION

The target population is the motoring public of Georgia.

FFY 2005 PERFORMANCE OBJECTIVE

Objective 1: In the more problematic locations, seek to fund agencies for the purpose of reducing speed related motor vehicle crashes, injuries, and deaths.

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

STRATEGIES

1. Provide funding to four local law enforcement agencies (City of Savannah, City of Morrow, Hall and Forsyth Counties), to reduce speed and impaired driving in their jurisdictions. *(Task Nos. SC-05-01, SC-05-02, SC-05-03 and SC-05-04)*

(Note: All Alcohol and Other Drug Countermeasures law enforcement grants will have a speed sub-component. The DUI multi-jurisdictional taskforces will have aggressive driving components.)

Speed and Aggressive Driving Countermeasures – Section 402

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

Task Number: SC-05-01

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

Funding: \$121,275

Project Title: Hall County Sheriff's Department

Task Number: SC-05-02

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

Funding: \$110,220

Project Title: City of Morrow (Speeding: Reduction and Awareness)

Task Number: SC-05-03

Project Summary: The Morrow Police Department will continue to focus its efforts on reducing speed-related crashes, injuries and fatalities with the city. It will continue to educate the public on reduction and awareness and provide a heightened community presence.

Funding: \$16,000

Speed and Aggressive Driving Countermeasures – Section 402

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

Task Number: SC-05-04

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

Funding: \$183,000

SECTION 402

POLICE TRAFFIC SERVICES

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

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

Georgia has a total of 47,148 law enforcement officers employed by a total of 985 law enforcement agencies, covering 159 counties and countless municipalities and college campuses. Effective communication is crucial in penetrating and mobilizing Georgia's law enforcement. Georgia's law enforcement agencies, like many others across the country are understaffed and due to budget constraints, do not possess the tools necessary to effectively enforce Georgia's traffic laws.

The challenge is to market traffic enforcement initiatives to law enforcement command staff, as well as line officers, as to the importance of high visibility enforcement and the impact their efforts make on highway safety in Georgia. This same message must be conveyed to the prosecutors and judicial community as well. Changing high-risk driving behavior through public education, strict traffic law enforcement, efficient prosecution and effective sentencing is the key to reducing Georgia's traffic fatalities and injuries.

Law enforcement agencies must be provided adequate tools, training and networking opportunities in an effort to efficiently and effectively enforce Georgia's traffic laws and educate the public on highway safety issues. It is also necessary to provide law enforcement agencies, as well as law enforcement officers with incentive items, to motivate officers and constantly serve as a reminder that occupant protection and DUI enforcement are vital. In addition, funding for

printing of these incentives, brochures, and highway safety materials are necessary in order for these agencies to disseminate pertinent information to the public regarding enforcement initiatives and market the campaigns for highly visible public recognition.

Adequate funding continues to be a problem for law enforcement agencies, large and small. Traffic enforcement is a specialized field, requiring specialized equipment for effective enforcement and prosecution. Funding is necessary to provide agencies with the proper equipment, training and support to effectively enforce Georgia's traffic laws, thereby saving countless lives on Georgia's roadways

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

2005 LAW ENFORCEMENT INCENTIVE PLAN

Agency Incentives:

Each month the LEL's will identify all the agencies that reported for the previous month within each of their four networks and determine the percentage of reporting agencies of each network. Once a list of "reporting agencies" has been developed, the LEL will provide the LEC with the list of reporting agencies. At the next network meeting a random drawing will be conducted by the LEL, LEC or Director of Special Operations or other GOHS representative. Those agencies that reported during the designated month, and are present at the meeting during the drawing, will be eligible to win the incentive award for that month. A network must have at least 60% reporting during the designated period to be eligible for the drawing.

The award schedule is listed below:

<u>Eligibility Reporting Period</u>	<u>Award Date</u>
December	February
January	March
February	April
March	May
April	June
May	July
June	August
July	September

The winning agency will be required to sign the GOHS Property transfer form that will include the make, model and serial number of the awarded item. The transfer form and a printed photo (if available) will be sent to the LEC and placed into a master file. To ensure that all above guidelines are met, the awarded agency must be present at the network meeting in which the award is given before such agency is eligible. In the event that the awarded agency does not have a representative present at the meeting, another drawing will be made to select another agency.

Reporting:

Established policies regarding incentive/award programs require no programmatic reports from the winning agency if the award is \$1000.00 or less. Each equipment item awarded (listed above) will have a retail value of no more than \$500.00. This value therefore, requires no agency reporting.

Network Incentives

GOHS will award one BAT Trailer each quarter of FY 2005 to a traffic enforcement network with the highest reporting percentage for the previous quarter. Each month the LEL will calculate the number of agencies that have reported in each of their four networks. A "Network Reporting Statistics" report will be completed that indicates what percentage of agencies in each network reported during the previous month.

Monthly data will be compiled by the LEC to determine quarterly reporting percentages. The data for the quarter as listed on the schedule below will be considered in determining the winner of the BAT Trailer.

The "Network Reporting Statistics" report from the four LEL' s will be sent to the LEC via email. The LEC will evaluate the data to determine the winning network. Once identified, the LEC will provide the Director of Special Operations (DSO) with the report for review. Once approved by the DSO, a memo will be forwarded to the GOHS Director and Deputy Director for approval. After final approval, the report will be signed and filed in a master file.

Award Schedule:

<u>Eligibility Reporting Period</u>	<u>Award Date</u>
1st Quarter- October-December, 2004	February, 2005
2 nd Quarter- January-March, 2005	May, 2005
3 rd Quarter- April-June, 2005	August, 2005
4 th Quarter- July-September, 2005	November, 2005

Criteria for selecting the winning network:

- The network that has the highest percentage of reporting agencies for the selected quarter;

- The network reporting percentage must be at least 60% for the selected quarter for the network to be eligible;
- Any ties will be broken by comparing the previous quarter's reporting data. In case of a tie utilizing the previous quarter, comparisons of further previous quarters will be used until the tie is broken.
- Networks that have previously won a BAT Trailer are ineligible.

Method of Award:

Once the winning network has been selected the Coordinator will be notified by the LEC or DSO. In addition an email will be sent over GATEN congratulating the network and all the agencies within the region for the award. The Coordinator, LEL and LEC will coordinate an award ceremony that will take place in the network region. All Chiefs and Sheriffs within the region will be invited to attend. The GOHS PIO will send press releases to local and state media announcing the award and coordinate a news conference to coincide with the presentation. The Director and/or Deputy Director of the GOHS, or their designee, will present the BAT Trailer to the Coordinator and cut a ribbon, placed across the side door, dedicating the trailer. This GOHS representative will also serve as moderator for the news conference, providing the media with needed information.

Use of the Trailers & Reporting:

The Network Coordinator will house the trailer at his/her law enforcement agency or a secure designated area. Any agency within the network that participates in network functions will be eligible to utilize the trailer as needed.

In the event that any agency within the network wishes to utilize the trailer, the Coordinator will schedule a date that a member of the requesting agency and the Coordinator can meet to inventory and "check out" the trailer. Once the trailer is inventoried, the requesting agency will sign for the equipment and take possession. When the agency has completed its use of the equipment, it will be returned to the Coordinator. At the time of return, the trailer will again be inventoried and signed by the Coordinator and the returning agency representative indicating that all equipment is present and in working order.

Check out Procedure:

1. During the initial check out, the network coordinator and requesting agency representative will inventory the trailer and fill out a GOHS inventory/inspection form. Any damage or missing equipment will be documented prior to issuance to requesting agency.
2. The Coordinator will provide the requesting agency with the GOHS Enforcement Activity Form. The Coordinator will require that the activity form be returned with the

trailer indicating enforcement activity achieved with use of the trailer. A separate enforcement report form must be completed for each checkpoint.

3. Upon return of the BAT Trailer, the Coordinator and Agency Representative will use the same inventory/inspection form to again inspect the trailer. Any missing equipment or damage will be documented. If any damage is found or equipment is missing, the regional LEL shall be notified and provided with the inspection form. The LEL will then contact the LEC and forward the documentation to the GOHS.
4. All agency reporting forms and inventory forms associated with the use of the trailer will be forwarded to the GOHS in the network's grant programmatic report. This information will be stored in a file designated for this specific trailer at the GOHS and will be maintained by the LEC and DSO. The same documentation will also be filed in the network's grant master file as part of their programmatic report.

Ownership of Trailers:

Although the awards will be made to the networks, the GOHS will retain ownership of all the awarded BAT Trailers and attached equipment. Upon issuance, a GOHS Property Transfer/Inventory Form will be completed by the LEC indicating all serial numbers that are associated with the awarded equipment. The Coordinator will sign the form, accepting responsibility for the equipment.

CIOT AND OZT Recognition Awards:

Upon the conclusion of each of the May, and November "Click it or Ticket" campaigns and the July, August and December "Operation Zero Tolerance" campaigns, the DSO will review the enforcement data for each period as collected by Gordy Wright of GSP. Twelve law enforcement agencies will be selected to receive recognition awards based on enforcement criteria developed by Gordy Wright and GOHS for the number of enforcement citations, arrests, educational events and road checks. Criteria used to select the agencies will require at least one educational or media event to occur within the period.

Agency Recognition Awards

- 4 Sheriff's Departments
- 4 Police Departments
- 3 GSP Posts
- 1 GSP Troop

Other categories for outstanding participation can be added at the discretion of the DSO. (ie. Campus PD, Military PD, etc.)

Once the agencies are selected, the Director will send a letter to each winning agency congratulating them on their award and advising them that the DSO will contact them to set up a meeting at their agency to present the award. Press releases will be generated by the GOHS PIO and sent to local agency media. In addition, the PIO will notify local Legislators and invite them

to participate in the award presentation. Notices of the award winners will be posted on the GATEN list serv. The Director and/or Deputy Director will make the presentations when possible. The DSO and LEC will make the presentations otherwise.

TARGET POPULATION

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

FFY 2005 PERFORMANCE OBJECTIVES

- Objective 1:* To increase a statewide safety belt usage rate beyond 86.7%.
- Objective 2:* To provide funds to law enforcement agencies that will focus on decreasing the number of persons killed in impaired driving crashes and large truck crash involvement.
- Objective 3:* To increase by 5% the number of Georgia law enforcement personnel who receive local and national professional training opportunities.
- Objective 4:* To maintain and strengthen partnerships with all Georgia law enforcement agencies and increase their participation in the Traffic Enforcement Networks by 10%.
- Objective 5:* To increase by 10% the number of corporate partners who provide support for the Governor's Office of Highway Safety's law enforcement project.
- Objective 6:* To create and implement public information and education strategies for the purpose of increasing public awareness of highway safety and law enforcement initiatives that reduce traffic crashes, injuries and fatalities statewide.

FFY 2005 PERFORMANCE OBJECTIVES

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

STRATEGIES

1. Provide training to sheriffs and their command staff. (*Task No. PT-05-01*)

2. Support Executive Level training for law enforcement agency heads and command staffs, encouraging traffic enforcement and highway safety as a departmental priority. *(Task No. PT-05-01)*
3. Continue to support and encourage occupant protection and child safety training for law enforcement officers. *(Task No. PT-05-01)*
4. Continue to make presentations to the New Chief's School, Chief and Sheriff's Association Training Conferences as well as Judge and Prosecutor training conferences. *(Task No. PT-05-01)*
5. Support specialized highway safety and traffic enforcement training for Georgia's law enforcement community. *(Task Nos. PT-05-01, PT-05-04)*
6. Encourage traffic engineers' participation and facilitate law enforcement recruitment efforts in each of the sixteen (16) regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia. *(Task No. PT-05-02)*
7. Continue to provide funding to our Law Enforcement partners to assist with providing the tools necessary for effective and professional traffic enforcement activities. *(Task No. PT-05-02 & Task No. PT-05-04)*
8. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting. *(Task No. PT-05-02)*
9. Continue to support and market Drug Recognition Expert and Standardized Field Sobriety Test training to Georgia's law enforcement agencies and officers. *(Task No. PT-05-03)*
10. Encourage and facilitate 100% law enforcement participation in five waves of high visibility enforcement during FFY 2005. *(Task Nos. PT-05-02 and PT-05-03)*
11. Continue to recruit corporate partners to assist with GOHS supported law enforcement campaigns and initiatives. *(Task Nos. PT-05-02 and PT-05-03)*
12. Encourage and facilitate law enforcement agencies to work with their local media in marketing GOHS high visibility enforcement initiatives. *(Task No. PT-05-03)*
13. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events. *(Task No. PT-05-04)*
14. Provide the necessary highway safety informational publications and collateral items to Georgia law enforcement agencies to assist them in marketing the highway safety messages of the Governor's Office of Highway Safety to the general public. *(Task No. PT-05-04)*
15. Continue to exhibit and promote GOHS initiatives and highway safety information at law enforcement, judiciary, and prosecutor training conferences as well as other public, governmental and private gatherings. *(Task No. PT-05-04)*

Police Traffic Services- Section 402

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

Task Number: PT-05-01

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

Funding: \$42,100

Project Title: Traffic Enforcement Networks

Task Number: PT-05-02

Project Summary: GOHS will provide small grants to Georgia's seventeen (17) regional traffic enforcement networks to support the goals and missions of the networks in providing traffic engineers, training, networking and communication opportunities to Georgia's traffic enforcement officers.

Albany PD	\$15,000	Jesup PD	\$15,000
Berrien Co SO	\$15,000	Oconee Co SO	\$15,000
Carroll Co SO	\$14,700	Pooler PD	\$15,000
Centerville PD	\$15,000	Tennille PD	\$15,000
Columbus PD	\$15,000	Union City PD	\$15,000
Conyers PD	\$15,000	Upton Co PD	\$15,000
Ft Oglethorpe PD	\$15,000	Woodstock PD	\$15,000
Gainesville PD	\$15,000	Wrens PD	\$15,000

Funding: \$239,700

Police Traffic Services- Section 402

Project Title: Law Enforcement Liaisons (four 4)

Task Number: PT-05-03

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

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

Funding: \$72,000

Project Title: Governor's Office of Highway Safety

Task Number: PT-05-04

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

Funding: \$665,000

SECTION 402 PEDESTRIAN AND BICYCLE SAFETY

PROGRAM GOAL: To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance goal is to reduce the pedestrian death rate from 1.80 to 1.75 fatalities per 100 thousand population.

PROBLEM IDENTIFICATION AND JUSTIFICATION

GOHS will extend conscientious efforts to counties for reducing deaths resulting from pedestrians being struck by motor vehicles. Priority assistance will take place in counties where more than 3 pedestrian deaths occurred in 2003. A total of 161 persons died from injuries sustained in pedestrian mishaps in the State.

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

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

2003 Georgia Pedestrian Crash Deaths by Age of Victim

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

(Source: FARS)

Bicycle crashes are affected by the same factors as other types of crashes, but they have far more deadly results. As with pedestrians, bicyclists do not mix with larger vehicles without modification of roadway designs and traffic laws specifically designed to protect the persons most vulnerable to traffic injury and fatality. Deaths occurring to bicyclists represent 1% of all crash fatalities. The majority of these fatalities occurred between 3 and 9 pm.

Fatalities Occurring to Bicyclists in Georgia (1994-2003)

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

(Source: FARS)

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

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

TARGET POPULATION

The target population is pedestrians and bicyclists in Georgia.

FFY 2005 PERFORMANCE OBJECTIVES

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

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

STRATEGIES

1. Provide funding for pedestrian safety educational materials and bicycle helmets as requested. *(Task No. PS-05-01)*
2. Increase awareness of motorist and cyclists use safe and legal means of sharing the road through enforcement and education. *(Task No. PS-05-01)*

Pedestrian / Bike Safety Countermeasures -- Section 402

Project Title: Atlanta Bicycle Campaign (*Share the Road Awareness Campaign*)

Task Number: PS-05-01

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

Funding: \$64,500

Project Title: Georgia State University Research

Task Number: PS-05-02

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

Funding: \$15,000

SECTION 402

COMMUNITY TRAFFIC SAFETY PROGRAMS

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2003, 1,603 people died in motor vehicle crashes compared with 619 homicides. Over the last decade motor vehicle crash fatalities have outnumbered murders by 3 to 1 every year.

Crashes are the leading cause of death for persons ages 1-34 and the largest contributor to spinal and head injuries. These crashes exact a major toll on community resources such as health care costs, workplace productivity and human services. However, community awareness of the extent of the problem remains limited because of fragmented and incomplete data.

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

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

Through a partnership with the Department of Human Resources – Injury Prevention Section, the Governor’s Office of Highway Safety is seeking to establish or improve child safety seat initiatives in 10 rural hospitals. Efforts to establish hospital-based child safety seat programs have proven more complex than first envisioned and have shown critical factors must be in place

in order to achieve a comprehensive program. These components include hospital administration buy-in, funding for seed seats, mechanisms for distributing seats, staff for interfacing with the hospitals as the program progresses, community support and resources and training for hospital staff.

TARGET POPULATIONS

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

FFY 2005 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

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

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

STRATEGIES

1. Establish a statewide highway safety programmatic database and evaluate funded programs. *(Task No. CP-05-01)*
2. Provide funds that focus on the delivery of an intervention for elderly drivers. Funds will be utilized to implement strategies that decrease the number of injuries and fatalities resulting from motor vehicle crashes involving elderly. *(Task No. CP-05-02)*
3. Conduct quarterly Safe Communities meetings to inform, update and educate coordinators of each program on traffic safety initiatives and an annual Georgia's Safe Communities Workshop for volunteers and other safety professional in Georgia. *(Task No. CP-05-03)*
4. Each Safe Communities program will participate in a minimum of three (3) national traffic safety campaigns and work with the Network of Employers for Traffic Safety program to assist four (4) employers with the development of their workplace traffic safety program. *(Task Nos. SA-05-01, SA-05-02, SA-05-03, SA-05-04 and SA-05-05)*
5. Continue to fund five Georgia Safe Communities located in DeKalb, Fulton, Cobb, Columbus/Muscogee and the City of Albany. *(Task Nos. SA-05-01, SA-05-02, SA-05-03, SA-05-04 and SA-05-05)*

SECTION 402 CTSP RESOURCE INFORMATION CENTERS AND CLEARINGHOUSE

PROGRAM GOAL: To increase public awareness and knowledge of highway safety and create a resource center where the highway safety materials are available through a distribution clearinghouse operation.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

The public often goes uninformed about the valuable resources and successful projects related to roadway safety. Without a systematic means of disseminating information, there is no way of determining who needs information and what kinds of items would be helpful. This resource center will assist in getting roadway safety materials to individuals, groups, and institutions across the state. GOHS has dramatically enhanced its website, URL www.gahighwaysafety.org, to increase the general public and stakeholders ability to acquire highway safety data and information. This site also provides an online store for the ability to order brochures and materials related to traffic safety.

FFY 2005 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

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

Measure 1: Comparison of the number of resource materials distributed statewide from FFY 2004 to FFY 2005.

STRATEGIES

1. Maintain GOHS Resource Information Training Center, which serves as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences. *(Task No. CP-05-03)*
2. Host Georgia's Statewide Traffic Safety Conference. *(Task No. CP-05-03)*

SECTION 402 CTSP MOTORCYCLE SAFETY

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

Deaths occurring to motorcyclists in Georgia have increased significantly over the last two years. Between 1994 and 2000, fatalities involving motorcyclists ranged from a low of 44 to a high of 66. In 2001, deaths to Georgia motorcyclists increased by 56% to 95. In 2002, there were 85 deaths among Georgia motorcyclists. In 2003, there were 103 motorcyclist deaths.

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

Compared with a passenger car occupant, a motorcycle rider is 26 times more likely to die in a crash, based on vehicle mile comparisons according to NHTSA (DOT HS 809 734). In Georgia, two 10 year age groups (30's and 40's) tied for having the most motorcycle related deaths in 2003 with each group having 28 fatalities. FARS reports that Georgia sustained 103 motorcycle fatalities in 2003 which is a 19 percent increase over the previous year. Of these fatalities, 41 operators did not possess a valid motorcycle license or permit. Sixty-eight (68) percent occurred outside city limits; 65 percent occurred between Friday and Sunday with about 25% on Sunday alone; and a helmet was reported to have been used in 85 percent of the fatalities. Nationally, 40% of the fatally injured operators tested positive for alcohol, and 32% had a BAC of .08 or higher. Crashes involving Georgia motorcyclists were not representative of the national statistics concerning alcohol impairment.

Target Population:

Georgia's entire ridership and potential riders will be targeted with newly developed motorcycle safety PI&E materials.

FFY 2005 PROGRAM OBJECTIVES

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

Objective 2: To utilize GOHS staff for the development of motorcycle safety brochure.

Objective 3: To utilize GOHS staff for designing and implementing a promotional strategy to address owners and riders of motorcycles

Ultimate Outcome Measure – Reduce unhelmeted motorcycle rider deaths from 11 in 2002 to not more than 8 in FY 2005.

Performance Measures:

Measure 1: The actual development of the motorcycle safety brochure.

Measure 2: The promotional plan to include collaborations with influence groups.

Measure 3: An estimate of the potential exposure of the motorcycle safety brochure for reaching the target audience.

STRATEGIES

1. GOHS will issue a Request for Proposals to solicit applications for motorcycle safety programs. *(Task No. MC-05-01)*
2. The motorcycle safety brochure will be developed after a review of related research and educational documents had been obtained. An expert staff member would be assigned the task of preparing the new brochure. The motorcycle safety brochure developmental process will include comments received from authorities in the motorcycle operator-training field and other GOHS program specialists and management. *(Task No. MC-05-01)*
3. The promotional plan will include the development and release of a press announcement; utilize the Law Enforcement Network to deliver copies to all motorcycle related businesses throughout the state; acquire the outlet use of all GOHS grantees, all Georgia high schools, all SADD chapters; all non-grant outreach communities (i.e. churches) and all GOHS related sister agencies (especially DMVS) for posting a pdf copy on their websites or linking to www.gahighwaysafety.org. *(Task No. MC-05-01)*

Community Traffic Safety Programs - Section 402

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

Task Number: CP-05-01

Project Summary: Establish a statewide highway safety programmatic database and evaluate program outcomes of all GOHS funded projects for FFY2005.

Funding: \$221,300

Project Title: Dept of Human Resources: Division of Public Health

Task Number: CP-05-02

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

Funding: \$89,800

Project Title: Governor's Office of Highway Safety

Task Number: CP-05-03

Project Summary: GOHS provides for the management and administration of NETS Programs, Safe Community Programs, in-house grants, contracts, regular operating expenses, training among other functions necessary to ensure the proper and efficient use of federal highway safety funds. GOHS will also provide management for a Resource Information Training Center to serve as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences.

Funding: \$827,200

Safe Communities Countermeasures - Section 402

Project Title: Safe Communities of DeKalb County

Task Number: SA-05-01

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

Funding: \$ 71,700

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

Task Number: SA-05-02

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

Funding: \$75,000

Project Title: Cobb Safe Communities

Task Number: SA-05-03

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

Funding: \$42,000

Safe Communities Countermeasures - Section 402

Project Title: Columbus Safe Communities

Task Number: SA-05-04

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

Funding: \$59,500

Project Title: Albany Safe Communities

Task Number: SA-05-05

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

Funding: \$58,800

Motorcycle Safety - Section 402 CTSP

Project Title: **Motorcycle Safety Education Program**

Task Number: **MC-05-01**

Project Summary: Provide education and awareness to communities or organizations to promote safe motorcycle operations to include motorcycle helmet use. The Governor's Office of Highway Safety proposes to develop a motorcycle safety brochure for statewide distribution to heighten the importance of rider safety by working collaboratively with governmental entities, public/private organizations and local grass root community coalitions to support the use of such.

Funding: **GOHS 402 CTSP Internal Budget (CP-05-03)**

OTHER FEDERALLY FUNDED PROGRAMS

SECTION 157A

PEDESTRIAN SAFETY

<p>PROGRAM GOAL: To reduce pedestrian risks of injury and decrease the number of pedestrians killed in motor vehicle crashes.</p>
--

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2003, three or more pedestrian deaths occurred in the following counties:

Bibb, Camden, Clayton, Cobb, DeKalb, Dougherty, Fulton, Gwinnett, Hall, Muscogee, Richmond, Troup, Whitfield

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

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

FFY 2005 PERFORMANCE OBJECTIVES

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

PERFORMANCE MEASURES

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

STRATEGIES

1. Provide funding to the Fulton County Board of Education to complete “Safety Streets Georgia.” *(Task No. 157A PS-05-01)*
2. Provide funding for pedestrian safety enforcement and training. Additionally, the Atlanta Police Department conducts pedestrian safety enforcement in conjunction with the H.E.A.T grant. *(Task No.157A PS-05-02)*
3. Provide financial incentives to communities that had more than 3 pedestrian fatalities for using guides such as the NHTSA guide, “Planning Community Pedestrian Safety Programs: An Agenda for Action” in addressing the problem and encouraging a least a 3 E’s concept. *(Task Nos. 157A-PS-05-02)*

Pedestrian Safety - Section 157A

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

Task Number: 157A-05-01

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

Funding: \$55,100

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

Task Number: 157A -05-02

Project Summary: Continue to educate pedestrians and motorists in the Atlanta metro area.

Funding: \$12,000

SECTION 163 (.08) Incentive

PROGRAM GOAL: To fund statewide comprehensive programs designed to reduce motor vehicle-related traffic crashes, injuries, fatalities and other associated costs and to implement pilot impaired driving countermeasure projects.

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

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

PROGRAM OBJECTIVE

- Objective 1: To implement a pilot project to study and outreach Latinos and occupant safety.*
- Objective 2: To continue strategic enforcement in Metro Atlanta through specialized H.E.A.T (Highway Enforcement of Aggressive Traffic) units.*
- Objective 3: To provide funding to organizations to address employee, high school students and the communications through public education and information campaigns.*

STRATEGIES

1. Provide funds to increase public information, education and enforcement of traffic laws through specialized traffic enforcement units in high-risk locations. *(Task Nos. 163SC-05-01, 163SC-05-02, 163SC-05-03, 163SC-05-04, 163SC-05-05, 163SC-05-06, 163AL-05-01, 163AL-05-02 and 163ID-05-01)*
2. Increase employee, high school students and community awareness of Georgia highway safety issues, safety programs and presentations. *(Task Nos. 163CP-05-01, 163CP-05-03 and 163CP-05-04)*
3. To educate Georgians on the dangers at highway-rail crossings and trespass prevention on railroad tracks and right of ways via the Mobile Exhibit Truck presentations. *(Task No. 163CP-05-02)*
4. Provide funds to conduct a study of Latinos and their highway safety crash involvement *(Task No. 163OP-05-01)*
5. To ensure administrative duties and management of GOHS programs and internal projects. *(Task No. 163PA-05-01)*

163 (.08) Incentive

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

Task Number: 163-SC-05-01

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

Funding: \$178,200

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

Task Number: 163-SC-05-02

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

Funding: \$114,200

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

Task Number: 163-SC-05-03

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

Funding: \$112,000

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

Task Number: 163-SC-05-04

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

Funding: \$124,000

163 (.08) Incentive

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

Task Number: 163-SC-05-05

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

Funding: \$139,100

Project Title: Cobb County Police Department DUI Task Force

Task Number: 163-AL-05-01

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

Funding: \$132,600

Project Title: GA State Patrol DUI Task Force

Task Number: 163-AL-05-02

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

Funding: \$499,840

163 (.08) Incentive

Project Title: Georgia Motor Trucking Foundation

Task Number: 163-CP-05-01

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

Funding: \$116,500

Project Title: Georgia Operation Lifesaver

Task Number: 163-CP-05-02

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

Funding: \$24,500

Project Title: Jesup Police Dept (Comprehensive Rural Hwy Safety Education Program)

Task Number: 163-CP-05-03

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

Funding: \$9,500

163 (.08) Incentive

Project Title: Safety Conscious Planning Forums and ISMP

Task Number: 163-CP-05-04

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

Funding: \$18,000

Project Title: Kennesaw State University

Task Number: 163-OP-05-01

Project Summary: Teach Hispanics highway safety laws and customs, use of safety belts, child restraints, and pedestrian laws.

Funding: \$17,000

Project Title: Governor's Office of Highway Safety

Task Number: 163-PA-05-01

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

Funding: \$110,000

163 (.08) Incentive – Paid Media

Project Title: Governor’s Office of Highway Safety

Task Number: 163-PM-05-01

Project Summary: In conjunction with NHTSA, GOHS will develop paid media messages for distribution to statewide and targeted areas for NHTSA/GOHS mobilization periods occurring during the 4th of July, Labor Day and 100 Days of Summer H.E.A.T campaigns.

Funding: \$700,000.00

163 (.08) Incentive – Traffic Records

Project Title: Governor’s Office of Highway Safety

Task Number: 163-TR-05-01

Project Summary: As indicated in the GDOT/GOHS Section 163 split letter that was submitted to NHTSA/FHWA on September 10, 2004, GOHS will utilize this funding for system development of electronic crash reporting when the plan of implementation is developed by the Traffic Records Coordinating Committee.

Funding: \$198,097.00

163 Incentive – Impaired Driving

Project Title: Georgia State Patrol DUI Task Force (Impaired Driving)

Task Number: 163-ID-05-01

Project Summary: The Georgia State Patrol will operate an Impaired Driving Task force for the purpose of deterring the number of persons who drink and drive. The project aims to educate the public on DUI laws, increase the impaired driver apprehension rate, and provide a heightened community presence.

Funding: \$178,760

SECTION 403 DEMONSTRATION GRANT

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

PROBLEM IDENTIFICATION AND PROGRAM JUSTIFICATION

In 2003 Georgia had 1,603 fatalities related to motor vehicle crashes. Impaired driving killed 488 persons in 2003. The chance of a crash being fatal was almost six times higher for crashes related to alcohol or drugs than crashes not related to driver impairment. In 2003, alcohol-related fatalities fell to 30% from 35% of all fatal crashes sustained in 2002. However, much improvement still exists for the State.

TARGET POPULATION

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

PERFORMANCE OBJECTIVE

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

STRATEGIES

1. Establish a partnership with the Administrative Office of the Courts to implement a demonstration project in three jurisdictions (Athens/Clarke County, Hall and Chatham Counties) to create a court model program to serve repeat DUI offenders. *(Task No. 403-05-01)*
2. Implement increased enforcement in demonstration sites through existing grants and have all law enforcement officers participating in the 403 Project trained in Standardized Field Sobriety Testing and proper use of impaired driving detection equipment during the 15-month enforcement period. *(Task No. 403-05-01)*
3. Increase public awareness of the demonstration court model that will serve repeat DUI offenders. *(Task No. 403-05-01)*

403 Demonstration

Project Title: Administrative Office of the Courts

Task Number: 403-05-01

Project Summary: Establish a partnership with the Administrative Office of the Courts to implement a demonstration project in three jurisdictions (Athens/Clarke County, Hall and Chatham Counties) to create a court model program to serve repeat DUI offenders.

Funding: \$247,387

GOHS Applications sought in FFY 2005 from NHTSA

GOHS has learned that because other states are in greater need, it will not be awarded funding for its recently submitted proposals for demonstrating a:

- Model Impaired Driving Records Information System (2 years, \$1,557,846); and
- Model Approach to Increasing Hispanic Safety Belt Use (2 years, \$318,572).

In the Model Impaired Driving Records Information project which begins with the issuance of electronic citations, Georgia proposes to demonstrate a model impaired driving records system in a pilot effort at the local level (DeKalb County) before expanding to an entire statewide initiative. The State reported its desire for a total system that allows for accurate, reliable and timely exchange and transmission of data between law enforcement agencies, the courts and DMVS. As such, the proposed electronic Model Impaired Driving Records Information System project will be effectively performed with the following features to:

1. Appropriately identify, charge and sanction impaired driving offenders based on their driving history;
2. Manage impaired driving cases from arrest through the completion of court and administrative sanctions;
3. Identify target populations and trends, evaluate countermeasures, and identify problematic components of the overall impaired driving control system;
4. Provide stakeholders with adequate and timely information necessary to fulfill their responsibilities; and
5. Reduce administrative costs for system stakeholders and increase system efficiencies. While this effort is directed at impaired drivers, it is understood that data on the behavior of all problem drivers will result from use of such a system.

In the other project, to increase safety belt use and to make improvements in long-term behavior and attitudes among Hispanics, Georgia GOHS reported that several strategies will be employed to obtain these safety and long term changes. The major focus for changes will best occur by working with Hispanic/Latino immigrant leaders, and training them to conduct peer-to-peer programs. The GOHS, along with its partners, is excited about the opportunity to demonstrate the ability to increase Hispanic safety belt use. The GOHS looks forward to the task of breaking down the cultural barriers and lack of understanding about safety belt use that have led to disproportionate deaths in the Hispanic communities. Our proposal included three sites, two experimental sites and a control community. We propose the cities of Canton and Ellijay, as experimental sites. Both of these cities have new immigrant populations that may outnumber non-immigrants populations. The burden of acculturation of new residents on these two communities is tremendous. Cedartown, Georgia, a community experiencing similar immigrant impact is proposed as a control site. Cedartown is similar in size. Canton, Ellijay and Cedartown are located in northern Georgia. They have similar resident cultural influences and similar economic profiles.

Georgia has a special interest in this highway safety problem because of the large population of Hispanic immigrants residing in the state. Further, effective countermeasures will benefit our efforts to meet the national goal of 1 fatality per 100 million vehicle miles of travel by 2008.

STATE CERTIFICATION AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

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

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

Certifications and Assurances

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under

grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction

or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

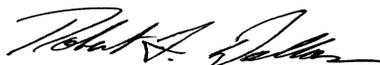
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2005 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

09/01/04

Date



DON'T LET PROM NIGHT END WITH LINE DANCING



TEENAGE AND ADULT DRIVER RESPONSIBILITY ACT



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

**ONE PARK TOWER
34 PEACHTREE STREET, NE
SUITE 1600
ATLANTA, GEORGIA 30303**

404-656-6996 Fax: 404-651-9107

Toll Free: 1-888-420-0767

www.gahighwaysafety.org