

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

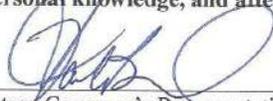
The State: [**CHECK ONLY ONE**]

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

OR

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

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



Signature Governor's Representative for Highway Safety

June 21, 2017

Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300

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

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

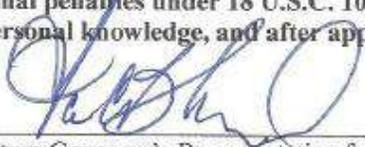
State: Georgia

Fiscal Year: 2018

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

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

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



Signature Governor's Representative for Highway Safety

06/21/2017

Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

SECTION 7: APPENDIX FFY 2017 CORE PERFORMANCE DETAILED DATA JUSTIFICATION

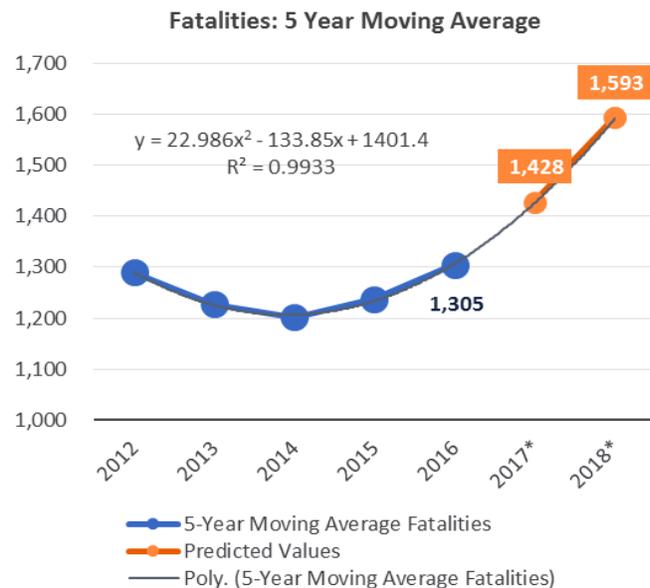


C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.

Based on the data from 2012-2014 there was a steady decrease in the number of traffic fatalities and the unweighted 5-year moving average of traffic fatalities. However, recent years (2015-2016) shows an upward trend in both the number of traffic fatalities and the 5-year moving average traffic fatalities.

The number of traffic fatalities increased by 23% from 1,164 fatalities in 2014 to 1,430 fatalities in 2015. Preliminary data, shows that fatalities continued to increase to 1,560 in 2016 (tabled below).

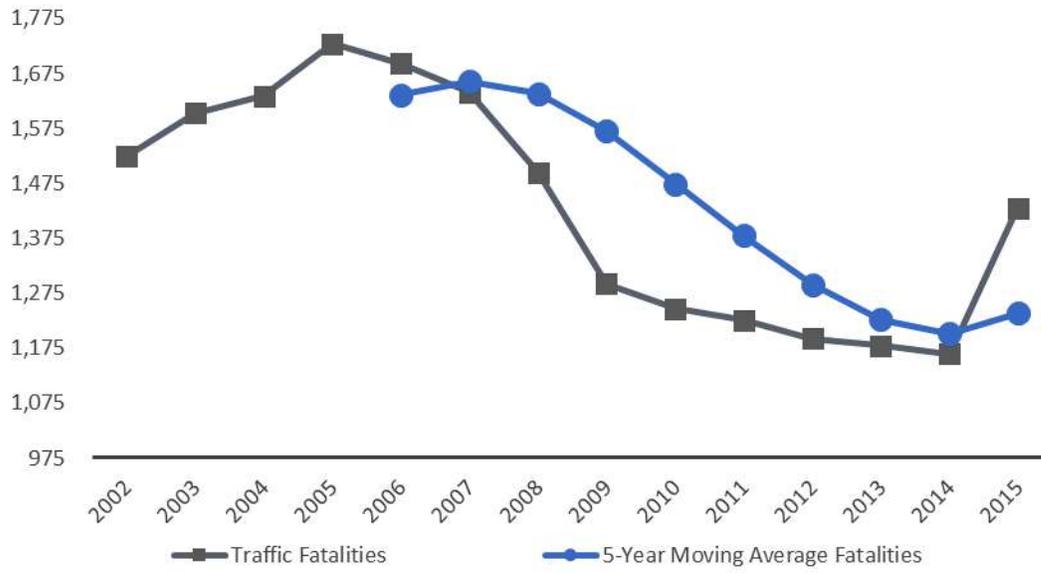
Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.99) (Figured to the right), GOHS has the 2018 target To maintain the 5-year moving average traffic fatalities under the project 1,593 (2012-2018) 5-year average by December 2018.



Year	Traffic Fatalities	5-Year Moving Average	Annual Change in Fatalities
2002	1,524	--	--
2003	1,603	--	79
2004	1,634	--	31
2005	1,729	--	95
2006	1,693	1,637	(36)
2007	1,641	1,660	(52)
2008	1,495	1,638	(146)
2009	1,292	1,570	(203)
2010	1,247	1,474	(45)
2011	1,226	1,380	(21)
2012	1,192	1,290	(34)
2013	1,180	1,227	(12)
2014	1,164	1,202	(16)
2015	1,430	1,238	266
2016*	1,560	1,305	130
2017*	1,884	1,428	324
2018*	2,266	1,593	382

Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red bolded text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

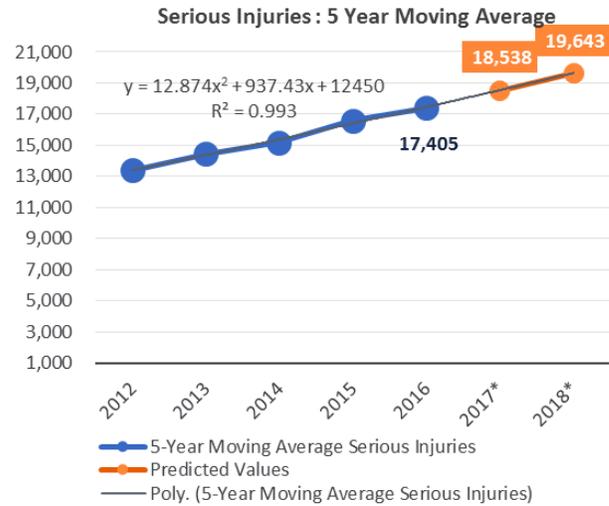
2002-2015 Georgia Traffic Fatalities & 5-Year Moving Averages



C-2 : To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

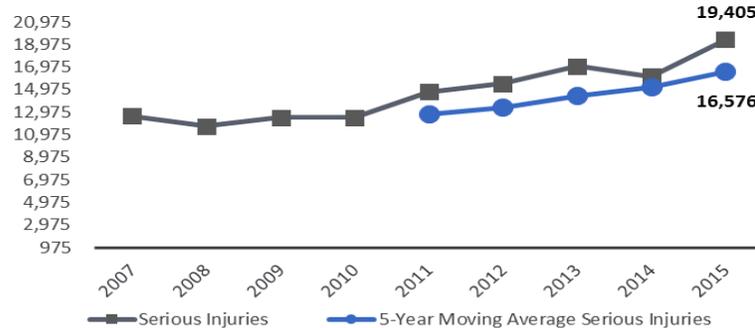
Since 2009, the number of serious injuries have steadily increased over time. In 2016, there were 18,900 serious traffic injuries in Georgia. The number of serious injuries decreased by 3% (505 less serious injuries) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.993) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

Year	Injuries	5-Year Moving Average	Actual Annual Change in Injuries
2007	12,620	--	--
2008	11,729	--	(891)
2009	12,482	--	753
2010	12,483	--	1
2011	14,756	12,814	2,273
2012	15,510	13,392	755
2013	17,040	14,454	1,530
2014	16,168	15,192	(872)
2015	19,405	16,576	3,236
2016	18,900	17,405	(505)
2017	21,177	18,538	2,277
2018	22,564	19,643	1,387



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

2007-2015 Georgia Traffic Injuries & Moving 5-Year Averages

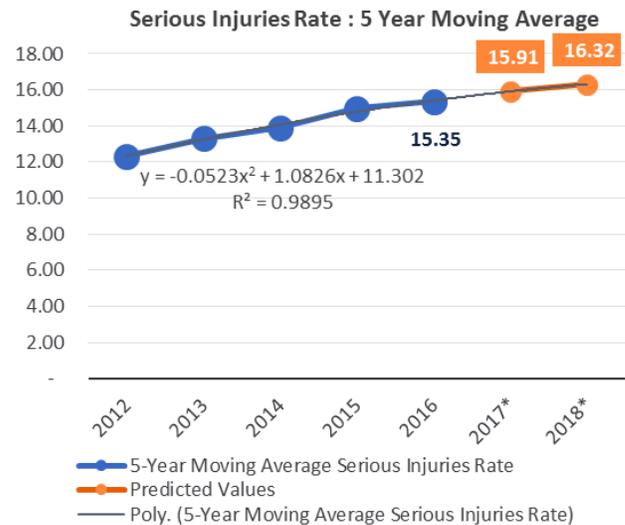


*]*Serious traffic-related injuries are defined as the sum of: 1) all pedestrian and bicycle crashes that were coded as serious; 2) all pedestrian and bicycle crashes that were coded as visible and was transport by EMS; 3) All other occupants that were coded as serious and transport by EMS; and 4) 50% of all other occupants that were coded visible, transport by EMS, and damage to vehicle (extensive or fire present).*

C-2a : To maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.

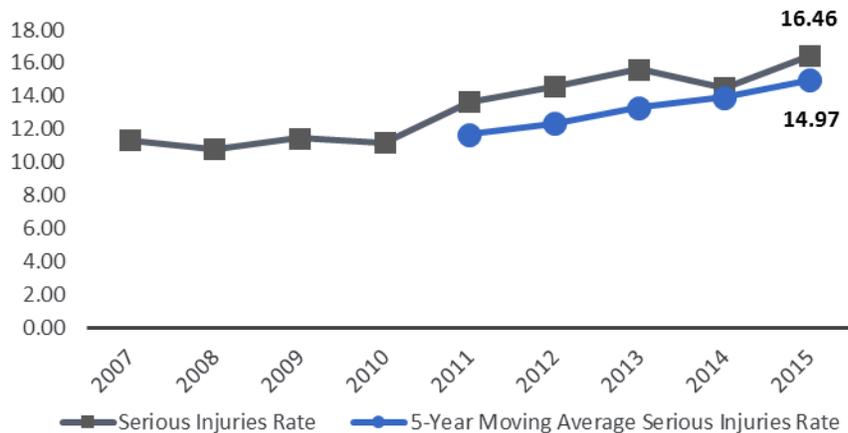
Since 2010, the number of serious injuries have unsteadily increased over time. In 2016, there were 15.55 serious traffic injuries in Georgia for every 100 million vehicle miles traveled. The number of serious injuries decreased by 6% in 2016 in comparison to 2015 rate of 16.46 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9895) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.

Year	Serious Injuries Rate	5-Year Moving Average	Actual Annual Change in Injuries
2007	11.32	--	--
2008	10.81	--	(0.5)
2009	11.44	--	0.6
2010	11.17	--	(0.3)
2011	13.67	11.68	2.5
2012	14.60	12.34	0.9
2013	15.61	13.30	1.0
2014	14.52	13.92	(1.1)
2015	16.46	14.97	1.9
2016	15.55	15.35	(0.9)
2017	17.44	15.91	1.9
2018	17.63	16.32	0.2



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

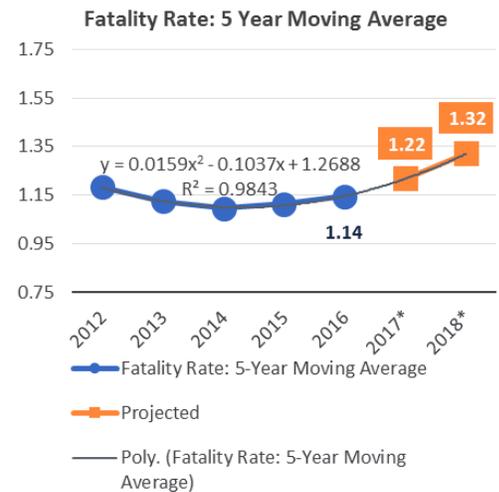
2006-2016 Georgia Traffic Injuries & Moving 5-Year Averages



C-3: To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.

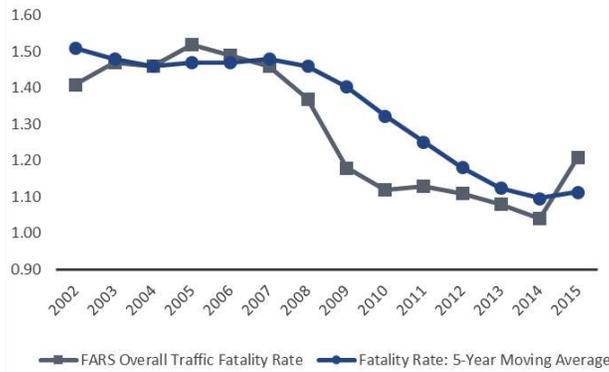
Since 2014, the traffic fatality rate steadily increased. In 2016, there were 1.49 traffic fatalities in Georgia for every 100 million vehicle miles travelled. The fatality rate increased by 23% from 1.04 in 2014 to 1.28 in 2016 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9843) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018

Year	Traffic Fatalities	VMT (millions)	Overall Traffic Fatality Rate	5-Year Moving Average
2002	1,524	292,562,380	1.41	1.51
2003	1,603	296,810,993	1.47	1.48
2004	1,634	306,695,953	1.46	1.46
2005	1,729	303,298,695	1.52	1.47
2006	1,693	304,811,865	1.49	1.47
2007	1,641	305,327,543	1.46	1.49
2008	1,495	297,362,000	1.37	1.44
2009	1,292	298,892,000	1.18	1.40
2010	1,247	306,056,000	1.12	1.32
2011	1,226	295,733,000	1.13	1.25
2012	1,192	291,005,000	1.11	1.18
2013	1,180	299,020,177	1.08	1.12
2014	1,164	305,054,428	1.04	1.10
2015	1,430	323,046,521	1.21	1.11
2016*	1,560	333,087,637	1.28	1.14
2017	1,884	423,085,560	1.49	1.22
2018	2,266	470,319,634	1.60	1.32



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

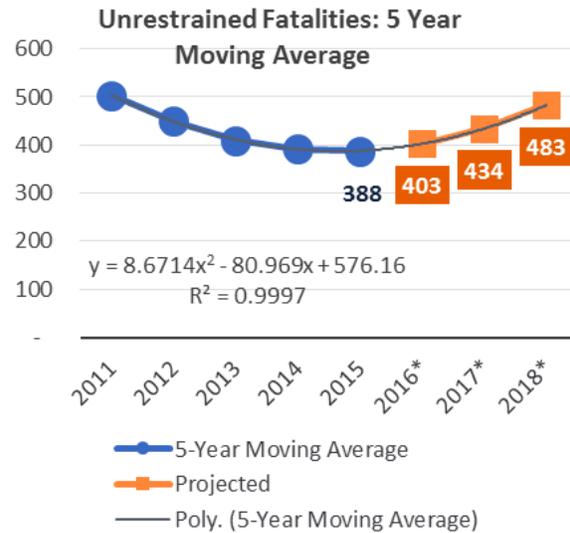
Georgia Traffic Fatality Rates (Fatalities per 100M VMT) & 5-Year Moving Average Fatalities Rates: 2002-2015



C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

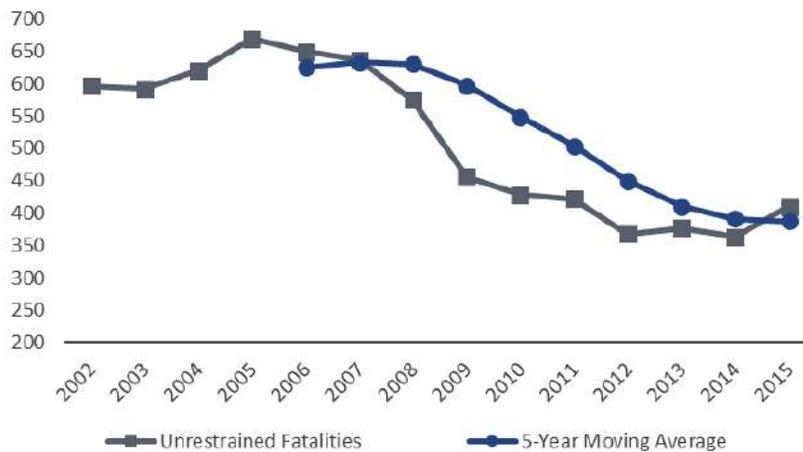
Since 2005, the number of unrestrained traffic fatalities has unsteadily decreased. In 2015, there were 410 unrestrained fatalities. The number of unrestrained fatalities increased by 13% (47 more fatalities) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9997) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Unrestrained Fatalities	5-Year Moving Average
2005	1,729	669	--
2006	1,693	649	625
2007	1,641	637	634
2008	1,495	575	630
2009	1,292	456	597
2010	1,247	428	549
2011	1,226	422	504
2012	1,192	368	450
2013	1,180	377	410
2014	1,164	363	392
2015	1,430	410	388
2016	1,560	494	402
2017	1,884	618	434
2018	2,266	807	483



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

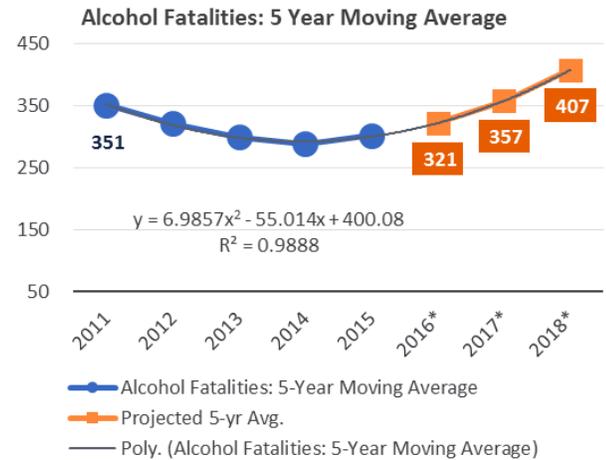
Georgia Unrestrained Traffic Fatalities & 5-Year Moving Average Fatalities Rates: 2005-2015



C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.

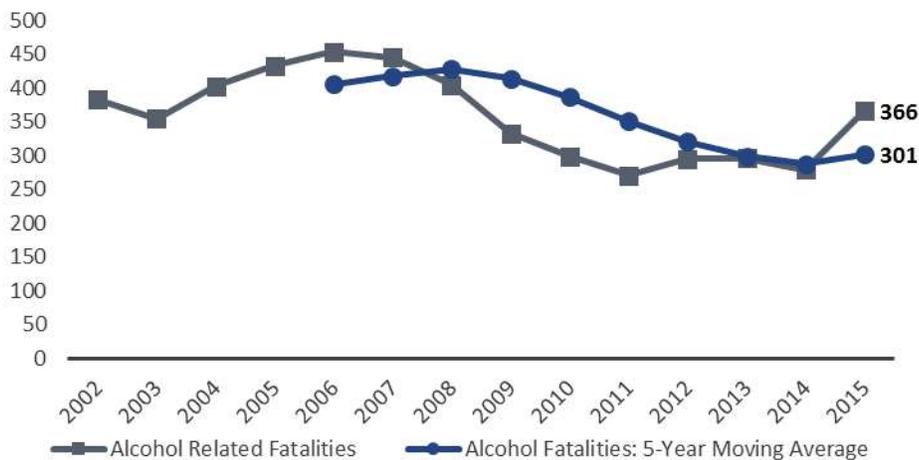
Since 2006, the number of alcohol related traffic fatalities has unsteadily decreased. In 2015, there were 366 alcohol related fatalities. The number of alcohol related fatalities increased by 31% (87 more fatalities) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9888) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Alcohol Related Fatalities	Alcohol Related Fatalities	5-Year Moving Average
2004	1,634	25%	403	--
2005	1,729	25%	433	--
2006	1,693	27%	454	406
2007	1,641	27%	445	418
2008	1,495	27%	405	428
2009	1,292	26%	333	414
2010	1,247	24%	299	387
2011	1,226	22%	271	351
2012	1,192	25%	295	321
2013	1,180	25%	296	299
2014	1,164	24%	279	288
2015	1,430	26%	366	301
2016	1,560	24%	371	321
2017	1,884	28%	523	357
2018	2,266	18%	415	407



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

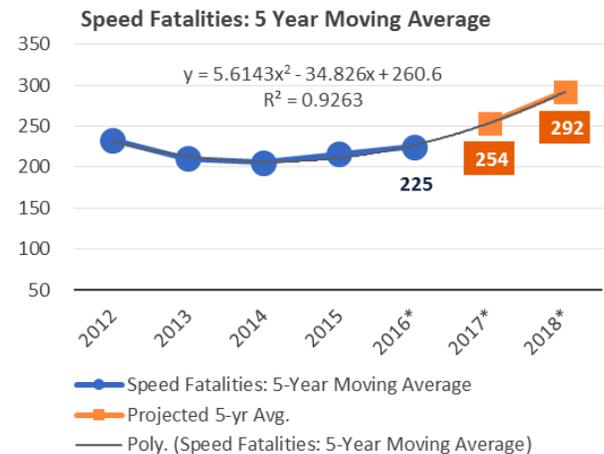
2002-2015 Georgia Alcohol Related Fatalities & 5-Year Moving Averages



C-6: To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

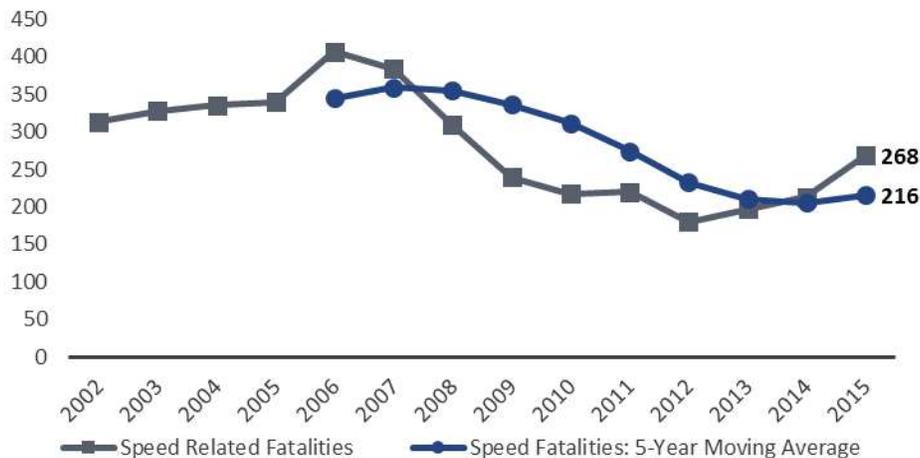
Since 2006, the number of speed related traffic fatalities has unsteadily decreased. In 2016, there were an estimated 266 speed related fatalities. The number of speed related fatalities increased by 25% (53 more fatalities) in 2016 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9263) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Speed Related Fatalities	Speed Related Fatalities	5-Year Moving Average
2004	1,634	21%	335	--
2005	1,729	20%	340	--
2006	1,693	24%	407	345
2007	1,641	23%	384	359
2008	1,495	21%	309	355
2009	1,292	18%	239	336
2010	1,247	17%	217	311
2011	1,226	18%	220	274
2012	1,192	15%	180	233
2013	1,180	17%	197	211
2014	1,164	18%	213	205
2015	1,430	19%	268	216
2016*	1,560	17%	266	225
2017	1,884	17%	324	254
2018	2,266	20%	458	292



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

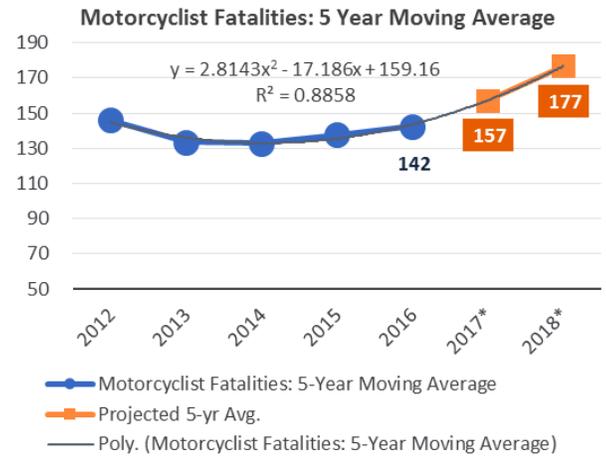
2002-2015 Georgia Speed Related Fatalities & 5-Year Moving Averages



C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

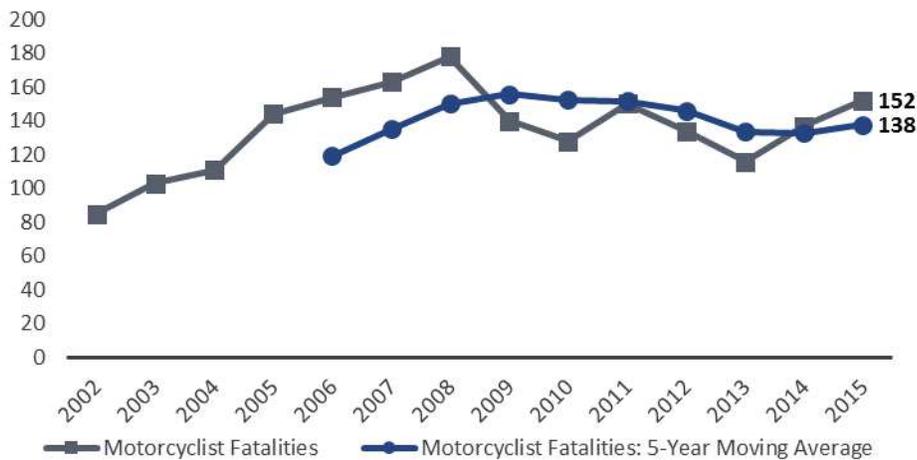
Since 2007, more than 10% of all traffic fatalities were motorcyclists. In 2016, there were an estimated 173 motorcyclist fatalities. The number of motorcyclist fatalities increased by 26% (36 more fatalities) in 2016 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.8858) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Motorcyclist Fatalities	Motorcyclist Fatalities	5-Year Moving Average
2004	1,634	7%	111	--
2005	1,729	8%	144	--
2006	1,693	9%	154	119
2007	1,641	10%	163	135
2008	1,495	12%	178	150
2009	1,292	11%	140	156
2010	1,247	10%	128	153
2011	1,226	12%	150	152
2012	1,192	11%	134	146
2013	1,180	10%	116	134
2014	1,164	12%	137	133
2015	1,430	11%	152	138
2016*	1,560	11%	173	142
2017	1,884	11%	208	157
2018	2,266	12%	264	177



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

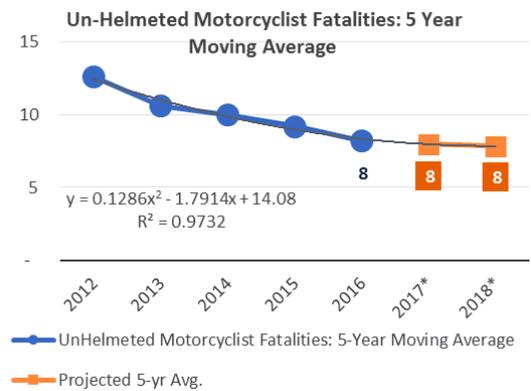
2002-2015 Georgia Motorcyclist Fatalities & 5-Year Moving Averages



C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

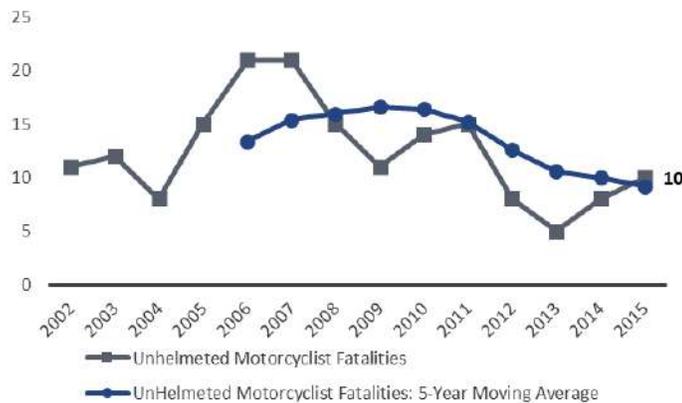
Since 2013, the number of motorcyclists not wearing a helmet has steadily increased. In 2016, there were an estimated 10 un-helmeted motorcyclist fatalities. The number of motorcyclist fatalities increased by 20% (2 more fatalities) in 2016 in comparison to 2014 (tabled below). The 5-year moving average has steadily decreased by at least 1 since 2008. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9732) (figured to the right), GOHS has the 2018 target to reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Year	Motorcyclist Fatalities	Percent Unhelmeted Motorcyclist Fatalities	Unhelmeted Motorcyclist Fatalities	5-Year Moving Average
2004	111	7%	8	--
2005	144	10%	15	--
2006	154	14%	21	13
2007	163	13%	21	15
2008	178	8%	15	16
2009	140	8%	11	17
2010	128	11%	14	16
2011	150	10%	15	15
2012	134	6%	8	13
2013	116	4%	5	11
2014	137	6%	8	10
2015	152	7%	10	9
2016	173	6%	10	8
2017*	209	3%	6	8
2018*	264	1%	3	8



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

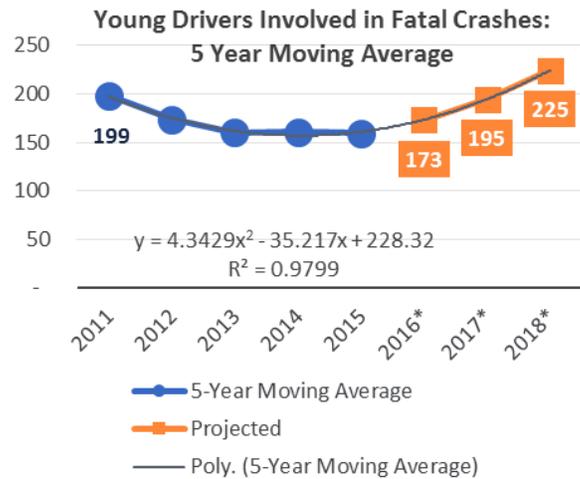
2002-2015 Georgia Un-Helmeted Motorcyclist Fatalities & 5-Year Moving Averages



C-9: To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.

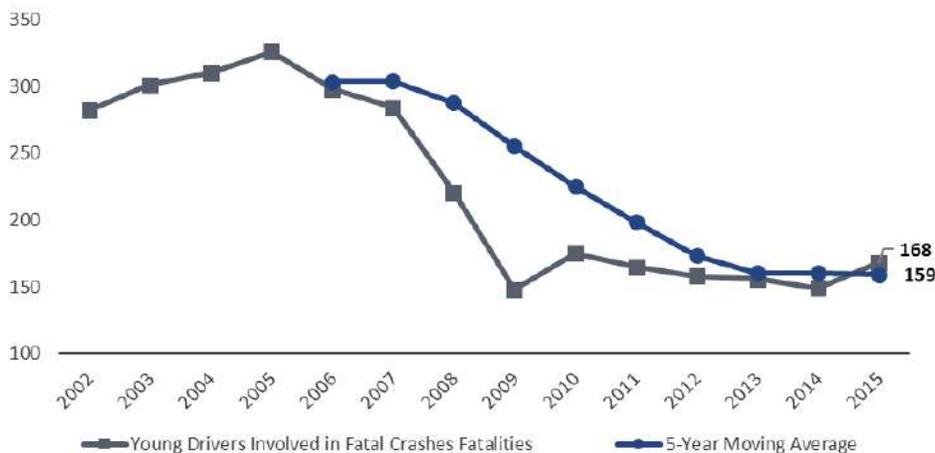
Since 2006, the number of young drivers involved in fatal crashes has unsteadily decreased. In 2015, there were 168 young drivers involved in fatal crashes. The number of young drivers involved in fatal crashes increased by 13% (19 more young drivers) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9799) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.

Year	Young Drivers Involved in Fatal Crashes Fatalities	5-Year Moving Average
2003	301	--
2004	310	--
2005	326	--
2006	298	303
2007	284	304
2008	221	288
2009	148	255
2010	175	225
2011	165	199
2012	158	173
2013	156	160
2014	149	161
2015	168	159
2016*	213	173
2017*	319	195
2018*	434	225



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

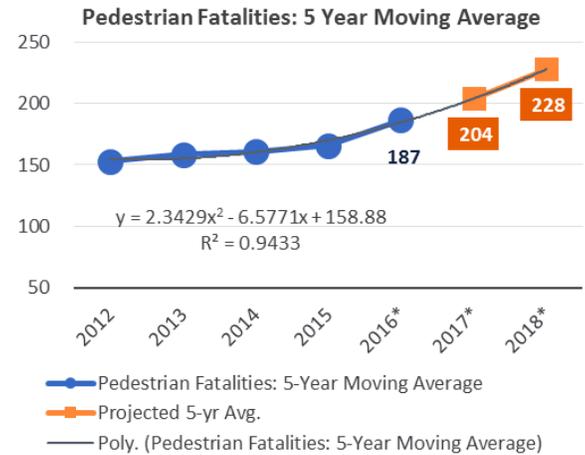
2002-2015 Young Drivers Involved in Fatal Crashes & 5-Year Moving Averages



C-10: To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.

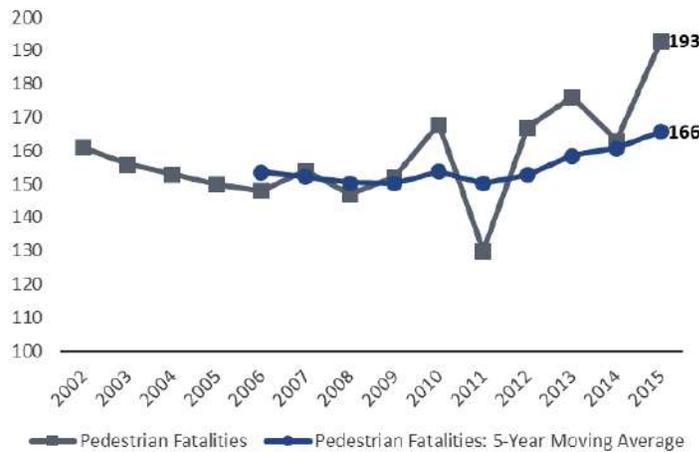
Since 2011, the number of pedestrian fatalities have steadily increased over time. In 2016, there were 234 pedestrian fatalities in Georgia. The number of pedestrian fatalities increased by 3% (41 more fatalities) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9433) (figured to the right), GOHS has the 2018 target To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Pedestrian Fatalities	Pedestrian Fatalities	5-Year Moving Average
2004	1,634	9.4%	153	--
2005	1,729	8.7%	150	--
2006	1,693	8.7%	148	154
2007	1,641	9.4%	154	152
2008	1,495	9.8%	147	150
2009	1,292	11.8%	152	150
2010	1,247	13.5%	168	154
2011	1,226	10.6%	130	150
2012	1,192	14.0%	167	153
2013	1,180	14.9%	176	159
2014	1,164	14.0%	163	161
2015	1,430	13.5%	193	166
2016*	1,560	15.0%	234	187
2017	1,884	13.4%	252	204
2018	2,266	15.2%	344	228



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

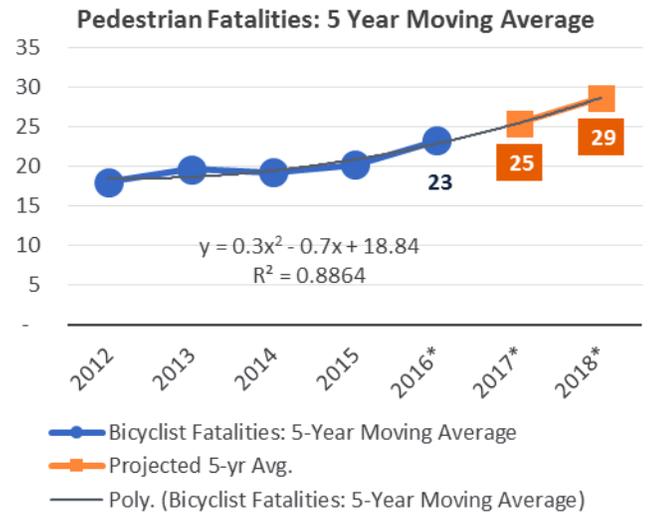
2002-2015 Georgia Pedestrian Fatalities & 5-Year Moving Averages



C-11: To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

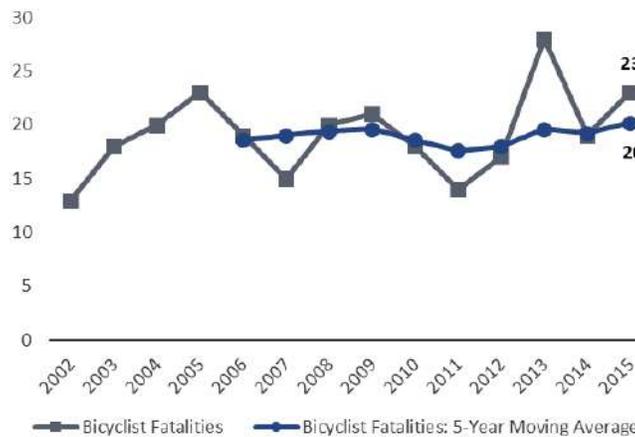
Since 2014, the number of bicyclist fatalities have steadily increased over time. In 2016, there were 29 bicyclist fatalities in Georgia. The number of bicyclist fatalities increased by 26% (6 more fatalities) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.8864) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Bicyclist Fatalities	Bicyclist Fatalities	5-Year Moving Average
2002	1,524	0.9%	13	--
2003	1,603	1.1%	18	--
2004	1,634	1.2%	20	--
2005	1,729	1.3%	23	--
2006	1,693	1.1%	19	19
2007	1,641	0.9%	15	19
2008	1,495	1.3%	20	19
2009	1,292	1.6%	21	20
2010	1,247	1.4%	18	19
2011	1,226	1.1%	14	18
2012	1,192	1.4%	17	18
2013	1,180	2.4%	28	20
2014	1,164	1.6%	19	19
2015	1,430	1.6%	23	20
2016*	1,560	1.9%	29	23
2017	1,884	1.5%	28	25
2018	2,266	2.1%	47	29



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

2002-2015 Georgia Bicyclists Fatalities & 5-Year Moving Averages

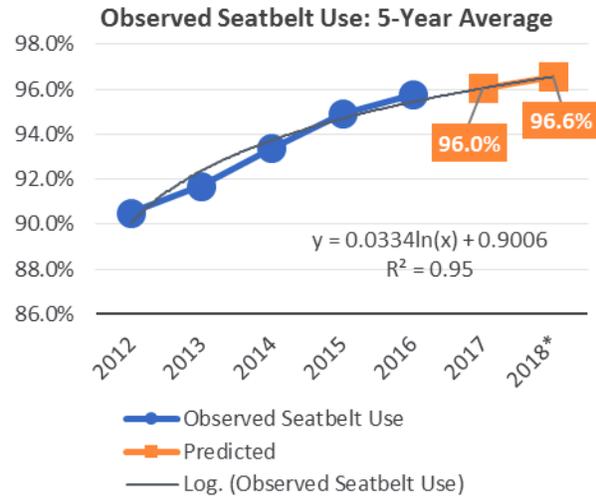


B-1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

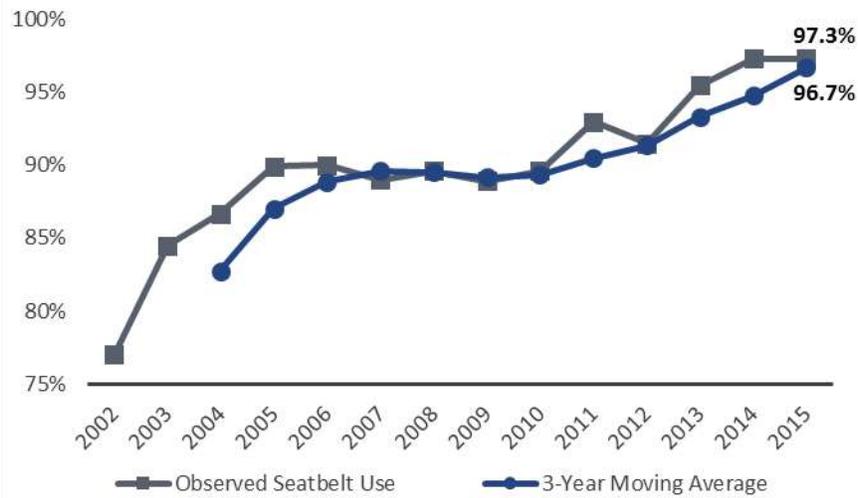
Statewide safety belt usage in 2016 for drivers and passengers of passenger cars, trucks, and vans was 97.2%, a 0.1% net decrease from 2015. In 2016, the 5-year moving average seatbelt usage rate was 95.8%. GOHS has the 2018 target to increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Year	Observed Seatbelt Use	5-Year Moving Average
2006	90.0%	85.6%
2007	89.0%	88.0%
2008	89.6%	89.0%
2009	88.9%	89.5%
2010	89.6%	89.4%
2011	93.0%	90.0%
2012	91.5%	90.5%
2013	95.5%	91.7%
2014	97.3%	93.4%
2015	97.3%	94.9%
2016	97.2%	95.8%
2017	100.0%	96.0%
2018*	94.0%	96.6%

Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 3-year moving average modeling used to establish and inform 2017 targets.



2002-2015 Georgia Observed Restraint Use & Moving 5-Year Averages



SECTION 8: 405 APPLICATION





2018 SECTION 405 GRANT APPLICATION



06/29/17

Georgia Governor's Office of Highway Safety

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



Table of Contents

SECTION 8: 405 APPLICATION	178
I. OCCUPANT PROTECTION (405 B)	181
OCCUPANT PROTECTION.....	182
CLICK IT OR TICKET MOBILIZATION.....	185
CHILD PASSENGER SAFETY TECHNICIAN.....	185
CHILD RESTRAINT INSPECTION STATIONS.....	186
CHILD RESTRAINT INSPECTION STATIONS BY COUNTY.....	186
GEORGIA STATE PATROL (GSP).....	186
DEPARTMENT OF PUBLIC HEALTH (DPH), CHILD OCCUPANT SAFETY PROJECT.....	187
DEPARTMENT OF PUBLIC HEALTH TRAINING DATES.....	189
CITY OF ATLANTA FIRE RESCUE DEPARTMENT.....	190
II. STATE TRAFFIC SAFETY INFORMATION SYSTEMS IMPROVEMENTS (405C)	192
TRAFFIC SAFETY INFORMATION SYSTEMS.....	193
GEORGIA TRAFFIC RECORDS ASSESSMENT UPDATE REPORT.....	195
III. IMPAIRED DRIVING COUNTERMEASURES (405D)	200
ASSURANCE STATEMENT.....	201
IV. DISTRACTED DRIVING (405E)	205
DISTRACTED DRIVING.....	209
PAID/EARNED MEDIA.....	211
V. MOTORCYCLE SAFETY (405F)	215
V. MOTORCYCLE SAFETY (405F)	215
QUALIFYING CRITERIA: MOTORCYCLIST AWARENESS PROGRAM.....	217
LAW TO DESIGNATE STATE AUTHORITY OVER MOTORCYCLIST.....	227
QUALIFYING CRITERIA: IMPAIRED DRIVING.....	233
IMPAIRED DRIVING PROGRAM GENERAL DESCRIPTION.....	236
LAW DEFINING IMPAIRMENT.....	237
VI. NON-MOTORIZED SAFETY (405H)	237
PEDESTRIAN AND BICYCLE SAFETY.....	237

405 (b)
23 CFR 1300.21

I. Occupant Protection (405 b)

Occupant Protection

PROGRAM TARGETS: The overall program target is to maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

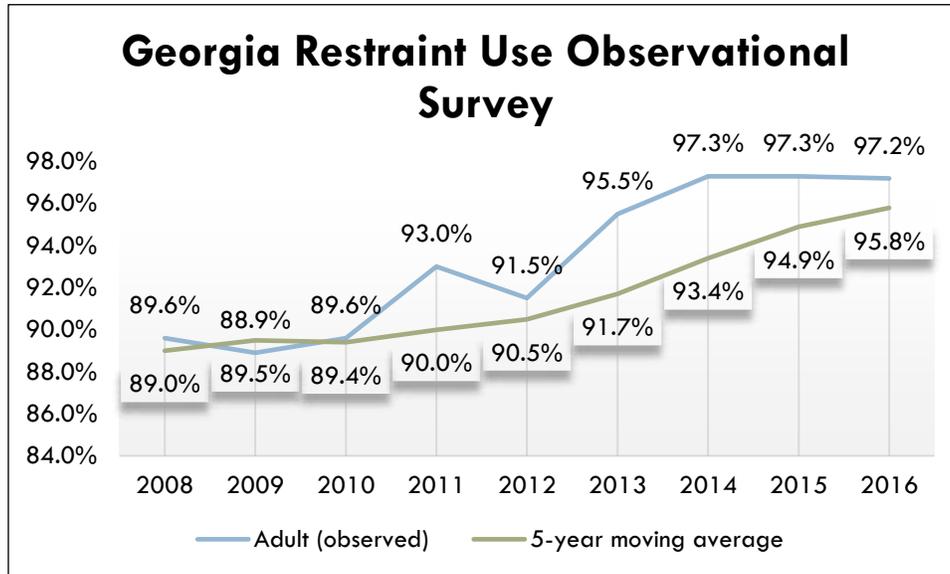
- Primary enforcement seatbelt use law (CTW, Chapter 2: Pages 9-10)
- Seat Distribution and Inspection Sites (CTW, Chapter 2: pages 4, 31)
- Child Passenger Safety Caravan and Thunder Task Force (CTW, Chapter 2: page 13-16, 24-25)

Problem Identification and Program Justification

One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In Georgia, forty-six (46%) of all vehicle crash fatalities in 2015 were attributed to non-restraint use. The National Highway Traffic Safety Administration (NHTSA) data that shows nationally safety belts, when used, reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%) and the risk of moderate-to-critical injury by fifty percent (50%). For light-truck occupants, seat belts reduce the risk of fatal injury by sixty percent (60%) and moderate-to-critical injury by sixty-five percent (65%). Research on the effectiveness of child safety seats has found them to reduce fatal injury by seventy-one percent (71%) for infants and by fifty-four percent (54%) for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are fifty-eight percent (58%) and fifty-nine percent (59%), respectively.

The Governor’s Office of Highway Safety (GOHS), will partner with a research contractor to conduct an annual observational survey of restraint use. Results suggest that safety belt use varies geographically and demographically. Non-users are disproportionately male and pickup truck occupants. Highlights from the September 2016 report are as follows:

- Statewide safety belt usage in 2016 for drivers and passengers of passenger cars, trucks, and vans was 97.2%, a decrease of 0.1% from 2015.
- Safety belt usage was 98.5% in passenger cars, 96.3% in vans, and 94.5% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.3%), followed by non-Atlanta MSAs (96.6%), and rural areas (96.0%).
- Child safety seat usage in 2016 was 99.3%, an increase of 1.9% from the 2015 usage rate. Child safety seat usage was highest in the Atlanta MSA (99.8%), followed by non-Atlanta MSAs (97.9%) and rural areas (96.7%).



In 2015, a total of 97 child occupants ages 4 years and under were involved in a fatal motor vehicle crashes (Crashes that led to one or more fatalities) in Georgia. Of those child occupants involved in fatal crashes, 50 were injured and 16 were killed. Only 56 percent of the 16 fatal injured children were reported using a child restraint system, such as a child safety seat or a booster seat.

Based upon the 2016 Observational seatbelt survey results, Georgia will try a new approach to reach rural Georgians. The results in child safety restraint survey showed statewide usage at 99.3%; however, rural Georgia was at 96.7% versus Metro Atlanta at 99.8%. These are excellent results but we know more can be done. We will work with The GA Department of Public Health (DPH) to set up Regional Coordinators across the state that will be focused on child passenger safety education within their local region. These coordinators will be full time employees of DPH and will reside within their region. We feel this will help with trainings and coordination among fire, EMS, and law enforcement.

In the three-year period from 2005 to 2007, hospitalization charges for 248 children who were hospitalized due to motor vehicle traffic related injuries were about \$7 million. An additional \$5 million in charges was for the 5,111 emergency room visits for the same period. Because of a gap in our law and what the statistics were showing, Georgia introduced and passed new legislation, Senate Bill 88. On July 1, 2011 Georgia's new law went into effect requiring children to be properly restrained in a child passenger safety restraint device until they reach eight (8) years of age.

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, not placing their children in restraints or not placing their children in restraints properly.

FFY 2018 Performance Objectives

- Objective 1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.
- Objective 2: To increase the use of child safety restraint systems for children age seven and under of 99.6% in 2018.
- Objective 3: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Strategies

1. Sponsor a minimum of four (4) attendees to highway safety conferences such as LifeSavers.
2. 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).
3. Continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level.
4. Develop an Occupant Protection initiative within each law enforcement and educational grant funded by the Governor's Office of Highway Safety (GOHS).
5. Facilitate an annual meeting for Georgia's certified Child Passenger Safety Technician (CPST) Instructors to provide program updates and improve Child Passenger Safety (CPS) class instructions.
6. Implement a Georgia Child Passenger Safety Advisory Board (meeting annually while hosting a tab on the Governor's Office of Highway Safety (GOHS) website for technicians) in an effort to provide program direction and technical guidance to communities and organizations in the area of Child Passenger Safety (CPS).
7. Host one Child Passenger Safety Caravan with representatives from each of the Child Passenger Safety (CPS) focus grants, saturating Child Passenger Safety (CPS) public information and education programs to communities most at risk to be held during National Child Passenger Safety Week.
8. Provide funds to conduct sixteen (16) Child Passenger Safety Technician (CPST) Certification Courses and to offer 24 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2018 to encourage recertification and enhance the quality of instruction.
9. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
10. Provide funds to coordinate and conduct sixteen (16) minority outreach presentations in Child Passenger Safety (CPS) for Spanish-speaking communities with high Hispanic/Latino populations.
11. Provide funds for a research contractor to conduct the Governor's Office of Highway Safety (GOHS) Annual Statewide Safety Belt Use Rate Survey in accordance with National Highway Traffic Safety Administration's criteria.
12. Provide funds so at least 90% of Georgia's 159 counties are provided mini-grants for child safety seats focused on low-income families.
13. Maintain a listserve of all Child Passenger Safety Technicians to disseminate current information, including upcoming certification and recertification courses.

Click It or Ticket Mobilization

The Governor's Office of Highway (GOHS) recognizes that law enforcement plays an important role in overall highway safety in the State. Campaigns such as "Click It or Ticket" have proven that high visibility enforcement is the key to saving lives on Georgia's roadways. Georgia has a total of 42,955 law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses. The Governor's Office of Highway Safety (GOHS) continues to seek the support of everyone in implementing the campaign activities.

The Georgia Governor's Office of Highway Safety coordinates two statewide, high visibility Click it or Ticket Mobilizations each fiscal year. During FFY2017, GOHS also coordinated the Click-It or Ticket Border 2 Border event. Mobilization dates, enforcement strategies and logistics are discussed with Georgia law enforcement officers during Regional Traffic Enforcement Network meetings and also communicated on the Georgia Traffic Enforcement Network (GATEN) list-serve to over 800 law enforcement officers and prosecutors. The plan is to involve all Georgia law enforcement officers with a blanket approach of high visibility Click it or Ticket enforcement initiatives across the entire state. Jurisdictions that are over represented with unbelted fatalities are targeted with extra efforts and stepped up night time seat belt enforcement checkpoints. In addition to enforcement efforts during the two week Click it or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, a philosophy of 24/7 occupant protection enforcement efforts.

Georgia's fatalities have been reduced every year for the past nine years and Georgia law enforcement recognizes that continued high visibility enforcement of seat belt and child safety seat violations are vital to this continued trend of traffic fatality reductions.

In Federal Fiscal Year (FFY) 2018, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) Traffic Enforcement Mobilization Campaigns planned:

- November 17 – November 26, 2017 which covers the Thanksgiving Holiday Period
- May 21 – June 3, 2018 which covers the Memorial Day Holiday Period

The Governor's Office of Highway Safety (GOHS) requires its grantees, both law enforcement and educational, to participate in these statewide initiatives, resulting in major statewide efforts to reduce occupant protection violations. In a 2012 poll conducted by the Survey Research Center at the University of Georgia, 93% of respondents reported hearing of Click it or Ticket (CIOT), and 95% reported always wearing a safety belt.

Child Passenger Safety Technician

Georgia is currently maintaining 2,341 certified Child Passenger Safety Technicians (CPST) and sixty-nine (69) certified Child Passenger Safety (CPS) Instructors. The average National recertification rate was about 58.8% in calendar year 2015, while Georgia was above the average recertification rate at 61.1%. Certification courses will again be held statewide in an effort to reach all areas of the state. Locations have been chosen based on requests from high-risk areas. Every attempt will be made to schedule courses outside of Georgia's hottest and coldest months due to the required outdoor training. In compliance with the National Certification program, all courses end with a seat check event on the final day. The courses are generally open to the public for participation with special outreach to law enforcement, fire and emergency rescue, public health, school systems and child care.

Atlanta Fire Department, Department of Public Health (DPH), and Georgia State Patrol (GSP) will continue to work in certifying and re-certifying as many Child Passenger Safety Technicians (CPSTs) as possible.

Child Restraint Inspection Stations

Georgia hosts Child Restraint Inspection Stations statewide and services 154 (of 159) counties. Certified Child Passenger Safety Technicians (CPST) are available by appointment at each fitting station to assist local parents and caregivers with properly installing child safety seats and providing extra resources when necessary. The Governor's Office of Highway Safety (GOHS) maintains an updated list of Inspection Stations on the website at www.gahighwaysafety.org. This list identifies the location and contact person of every Inspection Station in Georgia. Inspection Stations are maintained by local health departments, fire stations, and law enforcement agencies, and reach over 97% of Georgia's population. As of 2016, Georgia's population estimate is to be over 10 million. The Governor's Office of Highway Safety (GOHS) will continue to work to increase the number of Inspection Stations to reach 100% of Georgia's population. This list identifies the location and contact person of each station. The list also represents and/or services the majority (97%) of Georgia's population and illustrates the Governor's Office of Highway Safety (GOHS) outreach efforts in reaching and providing services to the underserved areas through the inclusion of Health Departments, Fire departments, and local agencies statewide serving as active inspection stations in 154 counties (of 159). The Governor's Office of Highway Safety (GOHS) will work with partners to expand the number of statewide inspection stations and keep updated lists posted on the Governor's Office of Highway Safety (GOHS) website.

Child Restraint Inspection Stations by County

<http://www.gahighwaysafety.org/campaigns/child-safety-seat-fitting-locations/>

Click on the link above to view a map of Georgia Child Restraint Inspections by County. Click on each individual county for updated local fitting station listings as of 2017.

In an effort to recruit, train and maintain technicians, the following partners will perform the following activities:

Georgia State Patrol (GSP)

In 2010 the Georgia State Patrol set for itself a goal of having all Georgia State Troopers become certified Child Passenger Safety Technicians. The curriculum comes from the nationally recognized 32-hour Child Passenger Safety certification that is governed by Safe Kid's Worldwide. The intent is for troopers to be more educated about child safety seats and to better enforce state law as it relates to such, but more importantly to be able to educate parents and caregivers about the proper use and installation of child seats that would ultimately save lives.

The initial step was to identify a core group of troopers to become Child Passenger Safety Instructors who could then begin the process of certifying all sworn officers in the department. The initial group that was identified to begin the process was the Safety Education Unit members. These members were chosen for their instructor experience and the fact that they were already Child Passenger Safety Technicians. With the help of the Georgia Traffic Injury Prevention Institute, these members were mentored and trained as instructors. Other members of the department eventually became instructors and there are now fourteen (14) Troopers certified as Child Passenger Safety Technician (CPST) Instructors statewide.

Newly employed Troopers are now taught the 32-hour curriculum as part of the basic training received in trooper school. The Department of Public Safety now has 694 active nationally certified child safety seat technicians (CPST). These technicians are qualified to hold child seat checks in their respective work assignments as well as correct misuse found in their regular course of patrol duties.

These certifications are good for two years. Recertification courses are taught periodically around the state to recertify technicians and to update them on new procedures. Child Passenger Safety Instructors continually attend training seminars to stay abreast of current teaching material and to maintain their status as instructors.

Department of Public Health (DPH), Child Occupant Safety Project

Department of Public Health (DPH) collaborates with other Governor's Office of Highway Safety (GOHS) grantees and agencies that address Child Passenger Safety (CPS) issues throughout Georgia to strengthen Child Passenger Safety (CPS) programs statewide. In particular, educating caregivers and professionals in the proper use is critical to a successful statewide program that addresses child occupant safety. Project staff, routinely teach CPS awareness trainings to fire and EMS personnel, law enforcement officers, hospital personnel, and other professionals. Additionally, educational classes for caregivers are offered once a month in more than 90% of the counties in the State.

Department of Public Health Recruiting Strategies

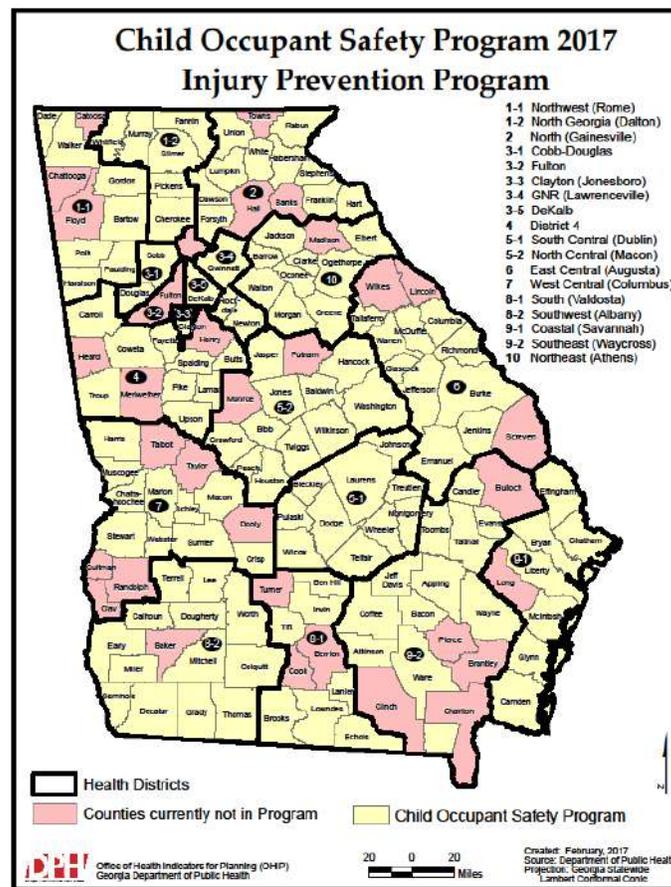
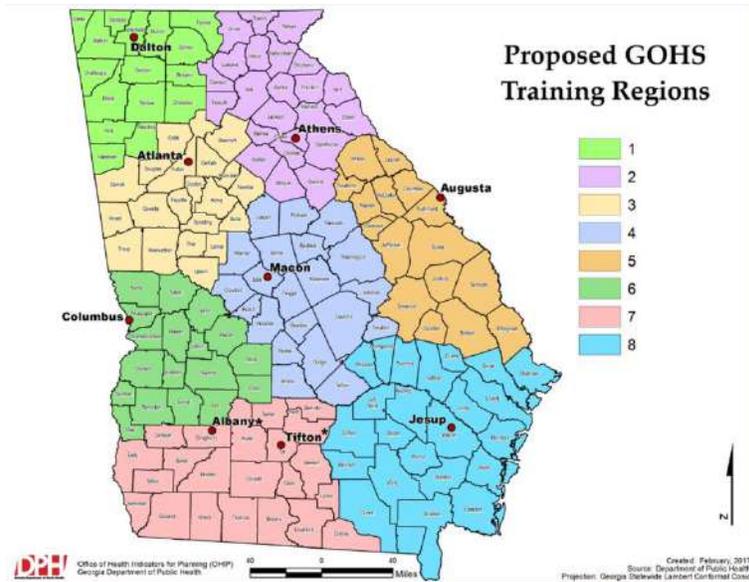
- Provide education and/ or technical assistance to Georgia's hospitals or healthcare professionals regarding Child Passenger Safety (CPS) initiatives.
- Increase awareness of Child Passenger Safety (CPS) issues throughout the state by exhibiting in at least five conferences for healthcare and childcare professionals, and/ or health-related events for the public and child safety professionals.
- Work with at least five (5) community partners to expand awareness outreach to Spanish-speaking and other minority populations.

Department of Public Health Training Strategies

- Build statewide special needs training capacity by teaching the 16-hour "Safe Travel for All Children: Transporting Children with Special Health Care Needs" training course at least twice per year.
- Build statewide capacity by teaching "Improving Occupant Protection for Non-Critical Pediatric Patients in Ambulances: A Training Curriculum for EMS Personnel" training course at least once per year.
- Teach "The Power is in Your Pen" training for law enforcement officers at least eight (8) times during the FY 18 grant year.
- Conduct at least 16 Child Passenger Safety courses and one Instructor Development course.
- Conduct 16 minority outreach presentations in Child Passenger Safety for Spanish speaking communities with high Hispanic/Latino populations.

Department of Public Health Maintenance Strategies

- Provide assistance to mini grantee instructors as needed, as well as conduct Child Passenger Safety Technician (CPST) instructor meetings and training
- Teach at least 16 Child Passenger Safety Technician (CPST) recertification/renewal classes and facilitate recertifications through verifying seat "check-offs" for 75 Child Passenger Safety Technicians (CPST).
- Maintain and update Child Passenger Safety Technician and Instructor curricula as needed



Department of Public Health Training Dates

Child Passenger Safety Technician Courses			
*All locations are tentative, pending training staff and room confirmation			
Location		Date	Students
Region 1:	Catoosa	November 2017	10
	Haralson	May 2018	10
Region 2:	Elbert	October 2017	10
	Lumpkin	May 2018	10
Region 3:	Fulton	January 2018	10
	Gwinnett	March 2018	10
Region 4:	Washington	February 2018	10
	Crawford	April 2018	10
Region 5:	Screven	December 2017	10
	Columbia	May 2018	10
Region 6:	Muscogee	November 2017	10
	Sumter	April 2018	10
Region 7:	Worth	January 2018	10
	Lowndes	March 2018	10
Region 8:	Camden	February 2018	10
	Chatham	April 2018	10
Alternate sites:	Spalding	November 2017	
	Glynn	June 2018	
	DeKalb	July 2018	

CPST CEU classes

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

Location	Date
Spalding Co	November 2017
Roswell	February 2018
Augusta	June 2018
Online CEU webinar	Continuously online starting Nov. 1, 2017

Transporting Children with Special Healthcare Needs

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

Location	Date
Macon	November 2017
Columbus	April 2018

Regional Specific Trainings	
Training	Frequency offered
CPST Renewal	Upon request, up to quarterly
Safely transporting pediatric patients in ambulances (EMS)	Once a year
Keeping Kids Safe (hospital program)	Once a year and upon request
Power in the Pen (law enforcement)	Twice a year

City of Atlanta Fire Rescue Department

Atlanta Fire has implemented a best practice in that all new fire personnel recruits are trained in Child Passenger Safety (CPS) before they become fire fighters. In FFY 2017 grant personnel trained and recertified over two hundred and ten (210) firefighters, police officers and Court personnel as child passenger safety technicians.

City of Atlanta Fire Rescue Department Recruiting Strategies

- Train all new fire personnel recruits in Child Passenger Safety (CPS) before becoming fire fighters.
- Teach new and current police officers, Court personnel and Safe Kids members in Child Passenger Safety (CPS) awareness training.

City of Atlanta Fire Rescue Department Training & Maintenance Strategies

- Host at least 4 Child Passenger Safety Technician (CPST) courses and at least 41 Child Passenger Safety Technician (CPST) re-certification courses; thereby certifying over 200 fire personnel, Court personnel and law enforcement as new technicians and/or re-certification.

City of Atlanta Child Safety Seat Events

Date	Location
October 2017	Atlanta (2)
November 2017	South Fulton
December 2017	Atlanta
March 2018	Columbus/Augusta/Macon
April 2018	Atlanta/East Point/Clayton County/Chamblee
May 2018	Forest Park/TBA/
June 2018	Atlanta
July 2018	Summerville/TBA/Amerigroup (5)
August 2018	Decatur
September 2018	Tucker/TBA

Paid/Earned Media

Paid and earned media programs represent a major component of the Governor's Office of Highway Safety's (GOHS) efforts to reduce the prevalence of traffic crashes, injuries and fatalities. GOHS has adopted a "year round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote safety belt and child restraint use, promote sober driving and encourage safe driving practices overall.

GOHS will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia. Targeted cable buys will also occur in counties where data indicates a weakness in safety belt use or wish to reinforce current strong numbers. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties.

GOHS highway safety grantees, Traffic Enforcement Networks and community partners will be utilized fully to coordinate and conduct local earned media events during and around the Click it or Ticket (CIOT) campaigns.

GOHS will maintain current strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

Total paid media for May 2017 Click it or Ticket (CIOT) is \$240,000. For the November 2016 Click it or Ticket (CIOT) campaign, invoices totaled \$239,745 with an additional \$70,579 value added in bonus spots.

405 (c)
(23 CFR 1300.22)

II. State Traffic Safety Information Systems Improvements (405c)

Traffic Safety Information Systems

PROGRAM GOALS: Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 91% in performance period Jan 1 - Dec 31, 2017 to 95% by performance period Jan 1 - Dec 31, 2018.

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.

	2008	2009	2010	2011	2012	2013	2014	2015
Traffic Fatalities	1,495	1,292	1,247	1,226	1,192	1,180	1,164	1,430
Fatalities Rate*	1.33	1.18	1.14	1.13	1.11	1.08	1.04	1.21
Crashes	306,342	286,896	290,611	289,002	315,459	332,067	333,963	385,221
Crash Rate++	2.72	2.63	2.66	2.66	2.93	3.04	2.99	3.26
Serious Injuries	11,729	12,482	12,483	14,756	15,510	17,040	16,168	19,405
Serious injury Rate++	10.81	11.44	11.17	13.67	14.6	15.61	14.52	16.46
VMT(millions)	112,541	109,057	109,258	108,454	107,488	109,355	111,535	118,107

*Rates are calculated per 100 million Vehicle Miles Traveled

++Rates are calculated per million Vehicle Miles Traveled

There is a need to develop and 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 (LEAs), governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, and the resources and funding for programs becomes more limited, the need for accurate data becomes more critical. Over the past year, Georgia has continued the expansion of electronic citation programs. Also, the need for a crash repository has been achieved through the GEARS program that provides a free service to collect crash information throughout the state. The electronic crash reporting system also continues to be implemented and has seen a great deal of success and cooperation within the law enforcement agencies throughout the state. As of April 2017, 92% of the state's crash records are now being submitted electronically.

The goal remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. This capacity is crucial to the planning, implementation, and evaluation of highway safety programs. It provides the foundation for programs to ensure they are adequately prioritized, data driven, and evaluated for effectiveness. Further, in order to support jurisdiction-level improvement programs, the system must have the capacity to produce reports and analyses at the local level. This capacity is now available from LexisNexis, the vendor who manages the state crash repository via contract with Georgia Department of Transportation (GDOT). The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. The State Traffic Records Coordinator, along with the Traffic Records Coordinating Committee (TRCC), operates from a strategic plan that guides the Committee's mission. The plan includes a long-range plan, support of the Traffic Records Coordinator, improvements in the process of crash location, to include latitudinal and longitudinal specific locations, better communication to reporting agencies, and support of the Crash Outcome Data Evaluation System (CODES).

FFY 2018 Georgia Traffic Safety Information Systems Improvement Application

Click on the links below for the full FFY2018 Georgia Traffic Safety Information Systems Improvement Application including:

- Meeting Materials
- Membership
- Traffic Records Coordinator
- Traffic Records Strategic Plan
- Traffic Records Performance Measures
- Certifications

Direct link: [FFY2017 Georgia Traffic Safety Information Systems Improvement Application](#)

Or <http://www.gahighwaysafety.org/traffic-records-coordinating-committee/>, then click FFY2018 Traffic Safety Information Systems Application

Georgia Traffic Records Assessment Update Report

Assessment Completed June 4, 2014 / Update Report Prepared June 30, 2017

This document presents the recommendations from Georgia's 2014 Traffic Records Assessment and indicates which of these the state will work to implement in the next year. The recommendations are copied directly from the Assessment with the exception of the TRCC and Strategic Plan sections. For these two areas, the report addresses recommendations found in the "Opportunities" section of each along with the plans the state has made at this point to address them.

TRCC Management

Opportunities

Georgia does not identify performance measures for all six core systems. At present, only two performance measures have been identified for injury surveillance and only one measure for crash. No other core systems had performance measures identified.

Status

Intend to Implement. The state plans to develop performance measures for at least four of the six core systems by December 31, 2017, and for all six by the following year.

The TRCC used only one source of federal funds for the current year but in the past also utilized other available sources such as 402 funds. Leveraging additional sources of available funding would provide additional opportunities for the TRCC to address areas where the TRCC did not meet the Advisory ideal.

Status

Intend to Implement. The state plans to seek additional sources of funding for specific projects.

Instead of consulting with agency level IT staff when planning and implementing a project, the TRCC relies on the agency's IT staff to identify any needs and assistance it requires only through the application process. This opportunity to ensure core system integration, adherence to State standards, and the pursuit of modern, scalable, and supportable technologies is lost unless the applying agency, on its own, identifies any requirements in the application they submit for funding to the TRCC.

Status

Not to be Implemented. Consensus is that coordination with the state IT agency would not assure core system integration.

As part of its agenda, the TRCC would be wise to routinely address any technical assistance and training needs by the member agencies comprising the TRCC. Unless the topic is specifically brought up by a member agency during its regular meeting, the TRCC does not proactively address this potential need.

Status

Intend to Implement. The Technical Committee will recommend that the TRCC specifically raise technical assistance and training needs.

The TRCC lacks a statewide traffic records inventory. Such a pursuit would serve to provide a consolidated documentation of the systems maintained by the various custodial agencies that could improve accessibility to and the analysis of the traffic records system for all stakeholders.

Status

Intend to Implement. The state plans to develop a traffic records inventory within the next year.

The technical committee met only twice in calendar year 2013. The charter calls for the technical committee to meet monthly but only if there is business before the committee. The ideal benchmark in the Advisory is that the TRCC should meet at least quarterly and the technical committee should work to get back on this ideal schedule at a minimum.

Status

Implemented. The Technical Committee will henceforth meet at least quarterly. The TRCC Charter has been revised to reflect this change.

The TRCC does not oversee quality control and improvement programs impacting the core data systems. This is being left up to the individual stakeholder agencies, but without proper monitoring and coordination by the TRCC the core data systems will be individually instead of collectively measured which could result in jeopardizing the reliability and credibility for highway safety and traffic system improvements.

Status

Intend to Implement. The Technical Committee will compile an inventory of quality control and improvement programs and will share this compendium with the TRCC.

Information about quality control and improvement programs is inconsistent or incomplete. A statement from the driver component indicates that the Department of Driver Services “has established some respectable performance measures for timeliness, accuracy, completeness and uniformity” but there is no documentation for them and no reference to them from the TRCC. There were inconsistencies for other core components.

Status

Intend to Implement. The sharing of information to implement this opportunity will serve as the foundation for the item above.

Insufficient information about the citation/adjudication component was provided for this assessment to compare its operations with the Advisory. The TRCC could become informed and involved in monitoring this valuable component of the traffic records system that has ties to the crash reporting and the driver history file and is highly important for safety data analysis.

Status

Intend to Implement. The TRCC plans to identify and address barriers to participation by the citation/adjudication agency stakeholders.

Strategic Plan Management**Opportunities**

The Georgia Strategic Plan lacks overall strategies to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of the six core data systems. However, the 2014 Plan includes projects that address one or more of the six attributes, in alignment with the six core data systems. It appears that projects are submitted through eGOHS Plus, the electronic grant management system and are reviewed for conformance with its requirements that include measurable objectives. Projects are also reviewed and approved by the TRCC Technical Committee in accordance with the Strategic Plan. The Executive Committee finalizes approval on all projects.

The TRCC does not have a formal process for identifying technical assistance and training needs. These needs are addressed within the context of individual projects and/or data systems. Technical assistance and training needs are addressed at the project level. A process to identify and address the technical and training needs as part of the overall strategic plan would be advantageous.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by December 2017. The revision will include an annual process to identify and address training needs.

The TRCC does not have a process for leveraging federal funds and assistance programs in the 2014 Plan. Identifying and seeking out additional funding sources for traffic records improvements such as the Highway Safety Improvement Plan (HSIP) as a source of funds that are now eligible for traffic records improvements.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process for leveraging federal funds and assistance programs.

The TRCC does not have a formalized process for integrating state and local data needs and goals into the Plan. At present, needs and goals are most commonly identified through the TRCC Executive and Technical Committee membership and are addressed on a case-by-case basis.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process for integrating state and local data needs and goals into the plan.

It does not appear the 2104 Plan has a formal tracking system to measure the responsiveness of stakeholder needs for each of its projects. It appears that the State partially meets this ideal in that the Department of Public Health (DPH) operates a web site, called OASIS. OASIS enables researchers, stakeholders, and the public to access, sort, and download a wide variety of public health data. The State is moving towards making other traffic safety data more accessible to stakeholders, local users, and the public.

Status

Intend to Implement. In conjunction with the Strategic Plan revision, a process by which stakeholder needs and responses are tracked will be included. It should be noted that crash reports are available to involved parties and researchers through an ecommerce site.

The TRCC does not have a formal process for identifying and resolving coordination impediments; however, TRCC members can bring such issues to the TRCC when they meet. Without coordination with the key federal data systems, it is difficult for the TRCC to identify and address any impediments.

Status

The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process to identify and resolve coordination impediments, in particular those involving key federal data systems.

The TRCC reviews and updates the Plan on an annual cycle prior to submitting the document to NHTSA for funding. The Technical Committee reviews and updates the Plan that is then submitted to the Executive Committee for approval. The 2014 Plan does not make provisions for coordination with key federal traffic records data systems. The Plan should identify the coordination with FARS, PDPS, MCMIS, and CDLIS.

Status

Intend to Implement. The Plan revision described above will include identification of coordination with the key federal traffic records data systems.

Crash Recommendations

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

- Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The state intends to make improvements in each of these areas in the next twelve months. The improvements planned include, but are not limited to the following:

- Fully implement the data ranges and rules for validation and edit checks.
- Continue and expand the quality control checks for crash locations.
- Develop documentation for and expand the recent process of monitoring submissions from third party vendors (software programs other than Appriss) to identify errors associated with training or software updates.
- Implement a process to track reports returned for corrections and resubmitted and supplemental reports.

Vehicle Recommendations

- Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The TRCC does not plan to pursue the improvements described above. The vehicle staff within the Department of Revenue are not participants in the TRCC Technical Committee and maintain the vehicle data system as an independent and separate entity.

Driver Recommendations

- Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. The state plans to explore linking the State's DUI, Crash and Citation systems to the driver system.

Roadway Recommendations

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

Status

Intend to Implement. The state plans to implement the Roadway recommendations as soon as is feasible. One example is to encourage the adoption of performance measures for roadway inventory data.

Citation / Adjudication Recommendations

- Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. Although the lack of sufficient responses prevented the assessment of this system, the TRCC intends to work with citation/adjudication stakeholders to identify opportunities to implement the statewide citation data warehouse.

EMS / Injury Surveillance Recommendations

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

Status

Partially Implemented. The state intends to continue the above improvements by the following:

- Pursuing limited correction authority to appropriate GEMSIS personnel to resolve obvious errors in submitted data.
- Exploring the integration of GEMSIS and the Central Trauma Registry.
- Develop a set of detailed data quality management reports for each of the injury surveillance systems.

Data Use and Integration Recommendations

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

Status

Intend to Implement. The state plans to implement this improvement by projects such as the completion of the comprehensive data system inventory.

Target Population

The target populations are the producers and consumers of traffic records.

FFY 2018 Performance Objectives

- To continue implementation of the long-range Strategic Plan for traffic records in improvement in Georgia.
- To co-sponsor the Georgia Traffic Records Coordinating Committee for continued synchronization and cooperation among various governmental and law enforcement entities.
- To support the Georgia Traffic Records Coordinator to provide leadership in the implementation of the long-term strategic plan.
- To promote and support research initiatives related to highway safety in Georgia.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

Strategies

1. Provide funding to support major initiatives needed to implement and maintain an accurate and reliable system of collecting, processing, analyzing, and reporting data in Georgia.
2. Provide funding to promote the continued installation and operation of a Uniform Traffic Citation Electronic Communication Program for courts throughout Georgia.
3. Support the utilization of the Records Management System (RMS) provided by LexisNexis for interested Law Enforcement Agencies (LEAs) that do not have an electronic RMS).
4. Support the vendors of electronic Records Management Systems (RMSs) in developing electronic crash reporting capacity for their clients by working with LexisNexis to implement data transfer interfaces for crash reports.

**405 (d)
(23 CFR 1300.23)**

III. Impaired Driving Countermeasures (405d)

Assurance Statement



Governor's Office of Highway Safety

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Telephone: 404.656.6996 or 888.420.0767 • Facsimile: 404.651.9107
www.gahighwaysafety.org

Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 15, 2017

Ms. Carmen Hayes
Regional Administrator
Atlanta Federal Center
61 Forsyth Street SW
Suite 17T30
Atlanta, GA 30303

Dear Ms. Hayes:

As Georgia Governor's Office of Highway Safety Representative, I'm pleased to inform you that Georgia continues to be classified as a Low-Range State for the purpose of the Fiscal Year 2018 Section 405d Impaired Driving Grant. Georgia is in full compliance with FAST ACT guidelines set forth by the National Highway Traffic Safety Administration.

The State of Georgia will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Should you have additional questions, please feel free to contact me at 404-656-6996 or via email at hblackwood@gohs.ga.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Harris Blackwood", is written over a faint circular watermark.

Harris Blackwood
GOHS Director

HB/cmh



An Equal Opportunity Employer



FY18 405(d)
Impaired Driving Countermeasures

State

Georgia

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check both boxes below]

- The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

- The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force and continues to use this plan:

Date of previously submitted plan:	<input style="width: 100px; height: 15px;" type="text"/>
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High-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

New Statewide Impaired Driving Plan:

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

Updated Statewide Impaired Driving Plan:

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:

The State updates its assessment review and spending plan provided as HSP page or attachment #:

**405 (e)
(23 CFR 1300.24)**

IV. Distracted Driving (405e)



FY18 405(e) Distracted Driving

State

Georgia

PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

Check this box only if applying for a Distracted Driving grant.

[Fill in *all* blanks related to the checked box.]

Comprehensive Distracted Driving Grant:

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least \$25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on texting while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, with a minimum fine of at least \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from youth cell phone use ban:

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if the State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving
Grant for Fiscal Year 2018

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

07/01/2010

Date last amended:

07/01/2010

Legal citation(s):

Basic text messaging statute:

40-6-241.1

Primary enforcement:

Yes

Fine for a violation of the basic text messaging statute:

\$150.00

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

07/01/2010

Date last amended:

07/01/2010

Legal citation(s):

Prohibition on youth cell phone use while driving:

Yes

Definition of covered wireless communication devices:

Cellular telephone, a text-messaging device, a personal digital assistant, a stand alone computer

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

Distracted Driving

PROGRAM GOALS: To reduce motor vehicle crashes, injuries and fatalities through a systematic delivery of effective distracted driving countermeasures. To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2014 calendar base year of 3.1% to 2.5% by 2017.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Governor’s Office of Highway Safety, Communication and Outreach on Distracted Driving (CTW, Chapter 4: pages 20-21)

Problem Identification and Program Justification

“The National Highway Traffic Safety Administration estimates that there are over 3,000 deaths annually from distraction-affected crashes – crashes in which drivers lost focus on the safe control of their vehicles due to manual, visual, or cognitive distraction. Studies show that texting simultaneously involves manual, visual, and mental distraction and is among the worst of all driver distractions” (NHTSA Blueprint for Ending Distracted Driving, (www.distraction.gov)). Nearly all motor vehicle crashes are a result of distracted driving, simply because one of the drivers involved wasn’t paying attention to the road for whatever reason(s). There are many different ways drivers can become distracted while driving. Talking on a cell phone, texting, using GPS or other devices, talking and looking to a passenger, and eating among many other distractions, always increases the possibility of a crash.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions, as information pointing to distraction is gathered through self-reporting, witness testimony, and evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among young drivers.

Among the areas of greatest concern with respect to cell phone use is texting while driving, which was banned in Georgia on July 1, 2010. Additionally, the increase in the number of wireless subscriptions (estimated at more than 300 million) - and a growing number of devices and services designed to keep people connected- has greatly increased the number of people using cell phones while driving.

Based on the data from 2010-2015 there has been great unsteady decline in the percentage of drivers involved in fatal crashes that were distracted at the time of crash. The number of drivers distracted during the time of the fatal crash has nearly remained the same in 2013 and 2014, with 3.1% of all drivers reported being distracted. In 2015, there was a slight increase to 3.5% of all drivers reported as being distracted when involved in a fatal crash.

Year	Total Drivers Involved in Fatal Crashes	Number of Drivers Distracted	% of Drivers Distracted
2010	1,686	175	10.4%
2011	1,689	61	3.6%
2012	1,676	45	2.7%
2013	1,621	50	3.1%
2014	1,622	51	3.1%
2015	2,041	72	3.5%

Source: Georgia Crash Reporting System

In developing strong countermeasures to address this problem(s), Georgia will look to national research in developing distracted driving prevention strategies. Controlling this epidemic will require an educational effort similar to the one Georgia implemented aimed in recent years at improving the safety belt use rate and controlling impaired driving. This effort included the development of a public service announcement, enforcement and increased public awareness.

Georgia's Distracted Driving Laws

Georgia Law Prohibiting Texting While Driving (O.C.G.A. 40-6-241.2)

Any driver age 18 or over is prohibited from reading, writing, or sending a text message while driving. This ban applies to any texting device including cell phones, and applies to text messages, instant messages, email and Internet data. Exceptions are provided for emergency personnel, drivers responding to emergencies, and drivers who are fully parked. The fine for a conviction is \$150. A conviction for either violation will result in the accumulation of 1 point on the driving record.

Georgia Law Prohibiting Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1)

Any driver under age 18 who holds a Class D license or a learner's permit is prohibited from using any wireless device while driving. This includes cell phones, computers, and all texting devices. Exceptions are provided for emergencies and for drivers who are fully parked. The fine for a conviction is \$150, or \$300 if involved in an accident while using a wireless device.

While both laws mentioned above do not address increased fines for repeat offenses, the statutes provide for a very high fine of \$150 and in the event of a crash, the fine is doubled to \$300 (40-6-241.1).

Within Georgia's Department of Driver Services Driving Manual, there is no provision for the testing of distracted driving. However, pages 28 and 33 of the Driving Manual <http://www.eregulations.com/georgia/driver/> clearly address the Prohibition on Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1) A full copy of this document is located within both the Highway Safety Plan Distracted Driving section and the 405e Distracted Driving Application.

FFY 2018 Performance Objectives

Objective: To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2015 calendar base year of 3.5% to 2.5% by 2018.

Strategies

6. Continue to develop statewide media campaigns including *You Drive. You Text. You Pay.*, *One Text or Call Could Wreck it All*, and *Phone in One Hand, Ticket in the Other*
7. Continue to partner with EndDD.org and the Georgia Trial Lawyers Association to educate students on the dangers of distracted driving.
8. Partner with Huddle Inc. Ticket Program to provide advertising on ticket backs for high school sporting and extracurricular events. Huddle partners with 158 of Georgia's 159 counties (427 schools) by providing tickets at no charge to schools. Each ticket will contain a highway safety distracted driving message targeting youth. In addition, the distracted driving message will be placed on spring/fall event programs and a distracted driving PA announcement will be played at each event.
9. To partner with local agencies to implement innovative HVE, education, and advertising campaigns targeting distracted driving.
10. Based upon the qualifying criteria under the 405e Distracted Driving, Georgia will be applying for funds under the Fast Act for the Special Distracted Driving Grant.

Paid/Earned Media

Paid and earned media programs represent a major component of the Governor's Office of Highway Safety's (GOHS) efforts to reduce the prevalence of traffic crashes, injuries and fatalities. GOHS has adopted a "year round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote safety belt and child restraint use, promote sober driving and encourage safe driving practices overall.

GOHS will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia. Targeted buys will also occur in counties where data indicates a weakness in distracted driving or where we wish to reinforce existing strong numbers. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties.

GOHS will maintain current strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

For 2017, 405e funds were used for distracted driving messaging totaling \$748,500.33. That includes \$181,000 for a high school football ticket message contract with Huddle, Inc and \$567,500.33 for other distracted driving contracts and projects.

O.C.G.A. § 40-6-241

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241 (2015)

§ 40-6-241. Driver to exercise due care; proper use of radios and mobile telephones allowed

A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle, provided that, except as prohibited by Code Sections 40-6-241.1 and 40-6-241.2, the proper use of a radio, citizens band radio, mobile telephone, or amateur or ham radio shall not be a violation of this Code section.

HISTORY: Code 1933, § 68A-1103, enacted by Ga. L. 1974, p. 633, § 1; Ga. L. 1990, p. 2048, § 5; Ga. L. 2010, p. 1156, § 2/HB 23; Ga. L. 2010, p. 1158, § 3/SB 360.

O.C.G.A. § 40-6-241.1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
 CHAPTER 6. UNIFORM RULES OF THE ROAD
 ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241.1 (2015)

§ 40-6-241.1. Definitions; prohibition on certain persons operating motor vehicle while engaging in wireless communications; exceptions; penalties

(a) As used in the Code section, the term:

(1) "Engage in a wireless communication" means talking, writing, sending, or reading a text-based communication, or listening on a wireless telecommunications device.

(2) "Wireless telecommunications device" means a cellular telephone, a text-messaging device, a personal digital assistant, a standalone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription-based emergency communications, in-vehicle security, navigation, and remote diagnostics systems or amateur or ham radio devices.

(b) Except in a driver emergency and as provided in subsection (c) of this Code section, no person who has an instruction permit or a Class D license and is under 18 years of age shall operate a motor vehicle on any public road or highway of this state while engaging in a wireless communication using a wireless telecommunications device.

(c) The provisions of this Code section shall not apply to a person who has an instruction permit or a Class D license and is under 18 years of age who engages in a wireless communication using a wireless telecommunications device to do any of the following:

(1) Report a traffic accident, medical emergency, or serious road hazard;

(2) Report a situation in which the person believes his or her personal safety is in jeopardy;

(3) Report or avert the perpetration or potential perpetration of a criminal act against the driver or another person; or

(4) Engage in a wireless communication while the motor vehicle is lawfully parked.

(d) (1) Any conviction for a violation of the provisions of this Code section shall be punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition of the case of unlawfully operating a motor vehicle while using a wireless telecommunications device to the Department of Driver Services.

(2) If the operator of the moving motor vehicle is involved in an accident at the time of a violation of this Code section, then the fine shall be equal to double the amount of the fine imposed in paragraph (1) of this subsection. The law enforcement officer investigating the accident shall indicate on the written accident form whether such operator was engaging in a wireless communication at the time of the accident.

(e) Each violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.1, enacted by Ga. L. 2010, p. 1156, § 3/HB 23.

O.C.G.A. § 40-6-241.2

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
 CHAPTER 6. UNIFORM RULES OF THE ROAD
 ARTICLE 11. MISCELLANEOUS PROVISIONS
 O.C.G.A. § 40-6-241.2 (2015)

§ 40-6-241.2. Writing, sending, or reading text based communication while operating motor vehicle prohibited; prohibited uses of wireless telecommunication devices by drivers of commercial vehicles; exceptions; penalties for violation

(a) As used in this Code section, the term "wireless telecommunications device" means a cellular telephone, a text messaging device, a personal digital assistant, a standalone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription based emergency communications, in-vehicle security, navigation devices, and remote diagnostics systems, or amateur or ham radio devices.

(b) (1) No person who is 18 years of age or older or who has a Class C license shall operate a motor vehicle on any public road or highway of this state while using a wireless telecommunications device to write, send, or read any text based communication, including but not limited to a text message, instant message, e-mail, or Internet data.

(2) No person shall operate a commercial motor vehicle on any public road or highway of this state while:

(A) Holding a wireless telecommunications device to conduct a voice communication;

(B) Using more than a single button on a wireless telecommunications device to initiate or terminate a voice communication; or

(C) Reaching for a wireless telecommunications device in such a manner that requires the driver to maneuver so that he or she is no longer in a seated driving position properly restrained by a safety belt.

(c) The provisions of this Code section shall not apply to:

(1) A person reporting a traffic accident, medical emergency, fire, serious road hazard, or a situation in which the person reasonably believes a person's health or safety is in immediate jeopardy;

(2) A person reporting the perpetration or potential perpetration of a crime;

(3) A public utility employee or contractor acting within the scope of his or her employment when responding to a public utility emergency;

(4) A law enforcement officer, firefighter, emergency medical services personnel, ambulance driver, or other similarly employed public safety first responder during the performance of his or her official duties; or

(5) A person engaging in wireless communication while in a motor vehicle which is lawfully parked.

(d) Any conviction for a violation of the provisions of this Code section shall be a misdemeanor punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition to the Department of Driver Services. Any violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.2, enacted by Ga. L. 2010, p. 1158, § 4/SB 360; Ga. L. 2015, p. 1370, § 6/ HB 118.

405 (f)
(23 CFR 1300.25)

V. Motorcycle Safety (405f)



Governor's Office of Highway Safety
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Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 21, 2017

Ms. Carmen Hayes
Regional Administrator
National Highway Traffic Safety Administration
Atlanta Federal Center
61 Forsyth Street SW
Suite 17T30
Atlanta, GA 30303

Dear Ms. Hayes:

As Georgia Governor's Office of Highway Safety Representative, I'm pleased to submit Georgia's Motorcycle Safety Application. The attached information within this section addresses the following two (2) criteria: Motorcycle Awareness Program and Impaired Driving Program.

The Governor's Office of Highway Safety (GOHS), in conjunction with the Department of Driver Services (DDS), which serves as the state authority and regulatory agency for motorcycle safety, has developed a motorcycle awareness program. The motorcycle awareness program is designed to educate motorists to Share the Road and encourage motorcycle operators to participate in rider education programs and to wear proper safety apparel. In addition, within Georgia's Strategic Highway Safety Plan (SHSP), the Motorcycle Safety Task Force and the Motorcycle Safety Advisory Group will play a major part in the development and implementation of activities outlined in the attached information.

Should you have further questions, please feel free to contact me at 404-656-6996 or via email at hblackwood@gohs.ga.gov.

As always, thank you for the assistance you and your staff continue to provide this office. With our combined efforts Georgia will continue to make strides in reducing motorcycle related crashes, injuries and fatalities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harris Blackwood'.

Harris Blackwood
GOHS Director

HB/sw



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Qualifying Criteria: Motorcyclist Awareness Program

PROGRAM GOALS: 1) To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018. 2) To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Data Used to Identify Priorities

Motorcycles are an increasingly popular means of transportation. In 2016, there were 196,277 registered motorcycles in the state of Georgia, an increase from 2014. The number of registered motorcycles continues to increase from 2008. However, the percentage of motorcycle fatalities has remained fairly consistent during the same time period. In 2015, more than 7 out of every 10,000 registered motorcyclists died – the same basic rate as in 2011. GOHS partially attribute this increase to the current economic situation and the fact that people were trying to find less expensive ways to commute.

Motorcycle Fatalities per 100,000 Registered Motorcycles 2010-2015

Year	Motorcyclist Fatalities	Registrations	Motorcyclist Fatalities per 100,000 Motorcycle Registrations
2010	128	196,958	64.99
2011	150	199,620	75.14
2012	134	201,207	66.6
2013	116	200,133	57.96
2014	137	199,575	68.65
2015	152	200,410	75.84

Source: National Highway Traffic Safety Administration (NHTSA)/ FARS

In 2015, 10.6 percent (152 persons) of the people killed in motor vehicle crashes in Georgia were motorcyclists—a 10.9% INCREASE since the previous year. Of these, 95 percent (145) were riders and 6 percent (97) were passengers. In 2008, Georgia experienced the highest in motorcycle fatality count within fifteen years (178 motorcyclist fatalities). Contributing factors include alcohol, speed, distraction, and rider inexperience. Un-helmeted rider deaths are on the increase plus we are unsure of those that are being killed while wearing the non-Department of Transportation (DOT) approved helmets.

Nationally in 2015, motorcycle fatalities have decreased 6% from 2008 when there were 5,312 rider deaths. The problem is that in 2008, motorcycle deaths accounted for 15.5% of the overall traffic deaths. In 2015, motorcyclists accounted for 14% of all traffic fatalities nationwide and 4% of all occupants injured.

Motorcycle and scooter riders continue to face more risks of crashing and being injured than passengers in four-wheeled vehicles. Motorcycles are complex to operate and more exposed to a greater number of hazards than cars and trucks. Too many riders lack the basic skills to adapt their current driving habits to the special demands of a motorcycle. Other road users are also unaware of the special characteristics of motorcycles which can also lead to crashes. Georgia has utilized the *Riders Helping Riders* program and a mix of communication mechanisms to draw attention to the dangers of impaired riding (e.g. newspapers, community meetings, e-mail, posters, fliers, mini-planners and law enforcement mobilizations). *Riders Helping Riders* is a rider-training program based on findings that riders tend to look out for each other, but for various reasons, are hesitant to intervene in the drinking and riding behavior of their peers. The program communicates the drinking and riding problem, the need for rider intervention as it relates to drinking and riding behavior of their peers, and tools that riders can use to help prevent the drinking and riding of their peers.

Motorcyclists may not be aware that they lack the specialized skills to operate a motorcycle safely. Unlicensed riders may continue to ride under either a 'perennial permit' or with no endorsement at all and lack the basic skills needed to operate a motorcycle safely.

In Georgia during the 2015 calendar year, over 60 percent of all motorcyclist crashes occurred in metropolitan areas including Atlanta, Gainesville, Augusta, Savannah, Macon, and Columbus. According to Georgia's Crash Reporting System data, Fulton, DeKalb, Cobb, and Gwinnett counties had the highest number of motorcycle crashes in 2015.

Alcohol is also a significant risk factor among Georgia motorcycle rider fatalities. Every year through 2008, alcohol related motorcycle fatalities showed a steady increase in Georgia. According to the Fatality Analysis Reporting System in 2015, 25 percent (36) of the motorcycle riders killed in fatal crashes (145) contained a BAC at or above a .08. This is less than the national level of 1,285 (27%) of 4,684 motorcycle riders who were alcohol impaired (BAC of .08 g/dL or higher).

In 2015, Georgia has an alcohol reporting rate of 38% -- 38% of all drivers involved in fatal crashes were tested for alcohol consumption with recorded BAC. In Georgia, 2,041 drivers were involved in fatal crashes, and 776 drivers were tested. The highest alcohol testing occurred among the fatally injured (59%), followed by Non-Incapacitating Evident Injured drivers (21%).

Georgia Motorcycle Riders (Operators) Killed by Year and the Riders Blood Alcohol Concentration (BAC)

Year		Surviving Drivers/Motorcycle Rider		Killed Drivers/Motorcycle Rider		Total Drivers/Motorcycle Rider	
		Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS
2011	Georgia	847	226	842	507	1,689	733
	US	23,025	7,484	20,815	15,846	43,840	23,330
2012	Georgia	883	184	793	470	1,676	654
	US	23,943	6,653	21,394	14,792	45,337	21,445
2013	Georgia	899	230	722	439	1,621	669
	US	23,703	6,630	20,871	14,905	44,574	21,535
2014	Georgia	835	187	787	481	1,622	668
	US	23,818	6,368	20,765	14,800	44,583	21,168
2015	Georgia	1,101	226	940	550	2,041	776
	US	26,463	7,214	22,150	15,421	48,613	22,635

Source: FARS 2011-2015

The chart below indicates the number of motorcycle crashes with another vehicle by County for 2015, and lists the

counties in order from most crashes to least crashes.

2015 Motorcycle Crashes by County

Data Source: Georgia Crash Reporting System

County	Total Motorcycle Crashes 2015	County	Total Motorcycle Crashes 2015
FULTON	342	CRISP	3
DEKALB	246	DADE	3
COBB	218	HARALSON	3
GWINNETT	206	HARRIS	3
CHATHAM	180	LEE	3
MUSCOGEE	90	MCDUFFIE	3
CLAYTON	71	MCINTOSH	3
RICHMOND	71	MADISON	3
HENRY	60	MERIWETHER	3
BIBB	58	PIKE	3
CHEROKEE	57	WAYNE	3
CLARKE	57	BRANTLEY	2
HALL	55	DOOLY	2
DOUGLAS	52	FRANKLIN	2
HOUSTON	43	IRWIN	2
BARTOW	41	JEFFERSON	2
FORSYTH	40	MORGAN	2
NEWTON	40	OCONEE	2
COLUMBIA	37	OGLETHORPE	2
FLOYD	37	PIERCE	2
COWETA	36	PULASKI	2
LOWNDES	34	STEWART	2
ROCKDALE	32	TALBOT	2
CARROLL	31	TATTNALL	2
WALTON	29	TOOMBS	2
GLYNN	27	APPLING	1
PAULDING	27	ATKINSON	1
LUMPKIN	24	BROOKS	1
WHITFIELD	22	CHARLTON	1
LIBERTY	21	EARLY	1
CATOOSA	19	ELBERT	1
TROUP	19	EMANUEL	1
BULLOCH	18	HART	1

DAWSON	16	JASPER	1
GORDON	16	JEFF DAVIS	1
BARROW	14	JENKINS	1
FAYETTE	14	LANIER	1
HABERSHAM	14	MACON	1
CAMDEN	13	MITCHELL	1
GILMER	13	MONTGOMERY	1
BALDWIN	12	SUMTER	1
WALKER	12	TELFAIR	1
DOUGHERTY	11	TERRELL	1
PICKENS	11	TWIGGS	1
FANNIN	10	WILCOX	1
JACKSON	10	WILKES	1
PEACH	9	WILKINSON	1
POLK	9	BACON	0
UPSON	9	BAKER	0
WHITE	9	BURKE	0
BRYAN	8	CALHOUN	0
COLQUITT	8	CANDLER	0
EFFINGHAM	8	CHATTAHOOCHEE	0
PUTNAM	8	CLAY	0
SPALDING	8	CLINCH	0
COFFEE	7	DODGE	0
JONES	7	ECHOLS	0
STEPHENS	7	EVANS	0
THOMAS	7	GLASCOCK	0
TIFT	7	GREEN	0
BANKS	6	HANCOCK	0
BUTTS	6	HEARD	0
CHATTOOGA	6	JOHNSON	0
DECATUR	6	LINCOLN	0
GRADY	6	LONG	0
LAMAR	6	MARION	0
LAURENS	6	MILLER	0
TOWNS	6	QUITMAN	0
WORTH	6	RANDOLPH	0
BLECKLEY	5	SCHLEY	0
MONROE	5	SCREVEN	0
MURRAY	5	SEMINOLE	0

RABUN	5	TALIAFERRO	0
UNION	5	TAYLOR	0
COOK	4	TREUTLEN	0
WARE	4	TURNER	0
WASHINGTON	4	WARREN	0
BEN HILL	3	WEBSTER	0
BERRIEN	3	WHEELER	0
CRAWFORD	3		
		Total	2800

2017 Georgia Motorcycle Registrations by County

(Ranked from highest to lowest number of registrations)

Highlighted counties will be impacted by the GOHS Motorcycle Communications Plan.		Counties representing 51.3% of registrants		Rural/Mountain highway routes			
Total as of 04/30/17	202,314						
COBB	13,642	BRYAN	1,373	PUTNAM	535	JEFF DAVIS	201
GWINNETT	13,451	BULLOCH	1,226	JASPER	524	BACON	191
FULTON	10,481	MURRAY	1,191	WORTH	526	SEMINOLE	194
DEKALB	7,169	LUMPKIN	1,209	BURKE	488	EVANS	184
CHEROKEE	7,017	HARRIS	1,194	GRADY	471	WILKES	193
HENRY	5,330	HABERSHAM	1,181	TOWNS	495	CHARLTON	176
CHATHAM	5,014	POLK	1,173	MCDUFFIE	498	TERRELL	173
FORSYTH	4,923	UNION	1,177	TOOMBS	454	PULASKI	179
HALL	4,759	GILMER	1,146	BERRIEN	451	IRWIN	175
PAULDING	4,503	FANNIN	1,086	ELBERT	447	TALBOT	172
COWETA	4,283	DOUGHERTY	1,043	LONG	437	LINCOLN	167
HOUSTON	4,004	DAWSON	986	CRAWFORD	431	MACON	161
COLUMBIA	3,620	WHITE	963	DADE	421	EARLY	163
BARTOW	3,261	LAURENS	889	DECATUR	423	MARION	161
DOUGLAS	3,270	HARALSON	898	SUMTER	422	TREUTLEN	156
RICHMOND	3,123	THOMAS	802	OGLETHORPE	382	MONTGOMERY	154
CLAYTON	3,080	MADISON	790	TATTNALL	376	TELFAIR	151
CARROLL	3,075	BUTTS	793	EMANUEL	372	TAYLOR	147
MUSCOGEE	2,902	MONROE	793	BRANTLEY	341	JOHNSON	122
FAYETTE	2,945	JONES	802	HEARD	342	TURNER	115
ROCKDALE	1,810	OCONEE	795	BLECKLEY	344	WILCOX	114
NEWTON	2,750	PIKE	784	PIERCE	350	JENKINS	110
WALTON	2,566	LEE	768	WASHINGTON	307	HANCOCK	107
LOWNDES	2,482	STEPHENS	732	CRISP	307	ATKINSON	105
FLOYD	2,395	BALDWIN	713	DODGE	313	MILLER	93
BARROW	2,393	COLQUITT	681	GREENE	300	ECHOLS	85
WHITFIELD	2,353	FRANKLIN	693	COOK	296	WARREN	86
EFFINGHAM	2,135	BANKS	673	APPLING	300	CLINCH	80
WALKER	2,094	HART	668	BROOKS	280	SCHLEY	78
JACKSON	2,077	TIFT	676	BEN HILL	278	RANDOLPH	74
BIBB	1,885	UPSON	653	MCINTOSH	266	WHEELER	64
CAMDEN	1,873	PEACH	645	MITCHELL	279	STEWART	60
LIBERTY	1,797	COFFEE	647	LANIER	237	GLASCOCK	57
GLYNN	1,782	MORGAN	623	CANDLER	219	CALHOUN	47
CATOOSA	1,716	WAYNE	595	DOOLY	215	WEBSTER	46
GORDON	1,669	CHATTOOGA	583	SCREVEN	217	QUITMAN	42
SPALDING	1,560	LAMAR	592	CHATTAHOOC	214	CLAY	44
TROUP	1,544	RABUN	593	WILKINSON	202	BAKER	31
CLARKE	1,401	MERIWETHER	566	TWIGGS	204	TALIAFERRO	26
PICKENS	1,370	WARE	567	JEFFERSON	201		

SOURCE: Georgia Department of Revenue, Vehicle Registration Renewal Stats. Web. 14 Jun. 2017. < <https://mvd.dor.ga.gov/motor/stats/renewalstats.aspx> >.

Collaboration Among Agencies and Organizations

Motorcycle awareness programs in FFY 2017 were successful due to collaboration among agencies and organizations. In development of the *Share the Road* motorcycle awareness program, the Governor's Office of Highway Safety (GOHS) initiated collaboration among agencies and organizations in the early planning stages. In order to create a successful program, the Governor's Office of Highway Safety (GOHS) continues to work with the riding community in the form of a motorcycle task force. This task force consisted of members from, but not limited to: American Bikers Active Toward Education (ABATE), Gold Wing Road Riders Association (GWRRA), Harley Owners Group (HOG), Regulators M.C. of Athens, Emergency Medical Services (EMS) and Department of Transportation (DOT). The successful partnerships with these key stakeholders allowed the Governor's Office of Highway Safety (GOHS) to spread the motorcycle awareness messages riders and motorists throughout the state.

Once the team was created, it was imperative for the success of the motorcycle awareness program to continue collaboration and develop new partnerships with other groups and individuals that had an impact on motorcycle safety. The task force created through the Governor's Office of Highway Safety (GOHS) and their overall mission was to reduce motorcycle related injuries and fatalities on Georgia roadways by bringing awareness to motorists and motorcyclists through campaigns and programs.

Department of Driver Services (DDS) Georgia Motorcycle Safety Program (GMSP) collaborated with a number of agencies and organizations as well including many of those mentioned above. As a part of the Georgia Motorcycle Safety Program (GMSP) ongoing outreach efforts, one of the focus areas are affinity groups, motorcycle dealers and shops. The efforts centralized on the 3 main messages of safety, awareness and rider education. They distributed marketing materials, provided counter top handouts, attended events and offered mobile license testing at select locations.

Groups and dealers enable the program to have mass visibility to potential riders that can be introduced to the joys and responsibilities of motorcycling. It reinforces the need for continued learning for the experienced rider. And finally, it allows Georgia Motorcycle Safety Program (GMSP) to position itself as the subject-matter expert in rider education and the licensing process for riding legally in the state of Georgia. Past involvement includes: BMW Owners of GA; Southern Cruisers; Gold Wing Road Riders Association of GA; GA Harley Owners Group; ABATE of GA; Freedom Motorsports; Cycle Nation; WOW Motorcycles and Mountain Motorsports. Georgia Motorcycle Safety Program (GMSP) also works with The Governor's Office of Highway Safety (GOHS), The National Highway Traffic Safety Administration (NHTSA), National Association of State Motorcycle Safety Administrators (SMSA), law enforcement and other non-governmental organizations.

In addition to motorcycle event, Georgia Motorcycle Safety Program (GMSP) distributes highway safety information such as occupant protection requirements (Safety Belts, Child Protection devices etc.), reminders about laws (Move Over, Super Speeder etc.), and other awareness issues.

Strategic Communications Plan

Overview

Georgia's Strategic Communication Plan targets those counties that account for the majority of registered motorcycles in the state. These counties include Fulton, Chatham, Cobb, Gwinnett, DeKalb, Richmond, Henry, Cherokee, Forsyth, Paulding, Hall, Houston, Coweta, Columbia, Bartow, Douglas, Clayton, and Carroll. Therefore, Georgia created a Strategic Communication Plan to educate motorists in those target counties and the Atlanta metropolitan area. In FFY 2018, the Governor's Office of Highway Safety (GOHS) will use a mix of communication mechanisms to draw attention to the problem (e.g. newspapers, community meetings, e-mail, posters, flyers, mini-planners, instructor-led training and law enforcement mobilizations) to deliver the message of motorcycle awareness.

Two agencies are responsible for executing a comprehensive motorcycle safety program, which includes public outreach and communication: The Department of Driver Services (DDS) and the Georgia Governor's Office of Highway Safety (GOHS).

The Department of Driver Services (DDS) is responsible for motorcycle licensing and administering rider education courses in Georgia. This includes contracting with possible training centers, training instructors, scheduling classes, etc. Under the legislation that created its motorcycle safety program, the Department of Driver Services (DDS) is also to provide a Public Information and Awareness effort. This activity has been executed collaboratively with the Governor's Office of Highway Safety (GOHS).

The Governor's Office of Highway Safety (GOHS) has the primary responsibility of collecting and evaluating data, developing an annual highway safety plan and longer term Strategic Highway Safety Plan (SHSP). Annually, the Governor's Office of Highway Safety (GOHS) provides highway safety funds to support the effort of eligible government agencies and private organizations to eliminate or reduce highway safety problems and enhance highway safety consistent with Georgia's Highway Safety Plan. The Governor's Office of Highway Safety (GOHS) also conducts its own public outreach and communication programs.

Efforts between the Governor's Office of Highway Safety (GOHS) and the Department of Driver Services (DDS) are coordinated through the Strategic Highway Safety Plan (SHSP) Motorcycle Task Force and the Georgia Motorcycle Program Coordinator. This plan supports the safety goals of the Highway Safety Plan and the Strategic Highway Safety Plan (SHSP).

The Governor's Office of Highway Safety (GOHS) Public Information Officer (PIO) engages the services of the media through a statewide media contract and earned media. The media efforts will aid in the development of new campaign messages and designs of new campaign collateral for the 2018 riding season. The contractor will be asked to integrate an evaluation program into the campaign as well.

Motorcycle Safety Plan

Motorcycle and scooter riders in Georgia as well as all drivers of passenger vehicles who may endanger these users.

FFY 2018 Performance Objectives

- Objective 1: To decrease the total number of motorcycle crashes
- Objective 2: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Strategies

To help achieve these goals, the communication efforts will focus primarily on those areas where the majority of serious motorcycle crashes occur, in the major metropolitan area of Georgia. These metropolitan areas include: Atlanta, Gainesville, Augusta, Savannah, Macon, and Columbus, where a majority of the crashes occurred in 2015. In addition, these efforts will also focus on the counties with the highest number of registered motorcyclists and counties with the highest number of motorcycle crashes involving alcohol.

In addition to the objectives of the Highway Safety Plan and Strategic Highway Safety Plan, other process goals have been set by previous planning efforts. The Motorcycle Safety Strategic Work Group, which also established the

Motorcycle Safety Task Force, outlined three major goals for communication:

- Develop specific public information materials for specific audience.
- Identify problems and target audiences for public information campaigns.
- Utilize all Department of Driver Service Centers for disseminating literature to target audiences.

In addition to the Highway Safety Plan strategies, the Motorcycle Safety Task Team is partnering and developing the following programs:

- Create and disseminate effective communication and outreach campaigns to increase motorist's awareness of motorcycles.
- Encourage proper licensed Riders Skills Test. (RST)
- Develop and promulgate a Public Service Announcement (PSA) designed to educate motorists about motorcycle safety using the "Share the Road" message.
- Create and disseminate effective educational and awareness communications to riders on how alcohol and other drugs affect motorcycle operator skills in the counties where motorcycle crashes are the highest.
- Participate in motorcycle rallies, motorcycle shows and charity rides to promote the Share the Road message and Georgia Motor Safety Program (GMSP) throughout the state. The Department of Driver Services (DDS) and Governor's Office of Highway Safety (GOHS) web site will also be used to promote the program.
- Promote the Share the Road campaign within the top counties where motorcycle fatalities are highest.
- Utilize strategies identified within the Department of Public Safety Motorcycle Fatalities Reduction Plan.

Law to Designate State Authority over Motorcyclist

O.C.G.A. TITLE 40 Chapter 15

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. TITLE 40 Chapter 15 (2015)

TITLE 40 Chapter 15 NOTE

O.C.G.A. § 40-15-1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-1 (2015)

§ 40-15-1. Definitions

As used in this chapter, the term:

- (1) "Board" means the Board of Driver Services.
- (2) "Commissioner" means the commissioner of driver services.
- (3) "Coordinator" means the state-wide motorcycle safety coordinator provided for in Code Section 40-15-4.
- (4) "Department" means the Department of Driver Services.
- (5) "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor and a moped.
- (6) "Operator" means any person who drives or is in actual physical control of a motorcycle.
- (7) "Program" means a motorcycle operator safety training program provided for in Code Section 40-15-2.

HISTORY: Code 1981, § 40-15-1, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 1505, § 1; Ga. L. 2000, p. 951, § 8-1; Ga. L. 2005, p. 334, § 23-2/ HB 501.

Title Note

Chapter Note

O.C.G.A. § 40-15-2

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-2 (2015)

§ 40-15-2. Establishment and operation of programs; provisions of programs; certificates of completion

(a) (1) The department is authorized to set up, establish, and operate a motorcycle operator safety training program for the purpose of assisting motorcycle operators to meet the requirements for licensed driving of motorcycles in this state.

(2) The coordinator, with the approval of the commissioner, shall be authorized to set up, establish, and operate additional motorcycle operator safety training programs.

(b) Any such programs shall provide courses on motorcycle operator safety. The programs shall be based on the Motorcycle Safety Foundation Motorcycle Rider Course or its equivalent in quality, utility, and merit.

(c) The department shall issue a certificate of completion to each person who satisfactorily completes the motorcycle operator safety training program.

HISTORY: Code 1981, § 40-15-2, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1992, p. 6, § 40; Ga. L. 1997, p. 1505, § 2.

Title Note

Chapter Note

O.C.G.A. § 40-15-3

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-3 (2015)

§ 40-15-3. Authorization of board to promulgate rules, prescribe fees, and set student requirements

The board is authorized to adopt, promulgate, and establish rules and regulations for the operation of any motorcycle operator safety training program; to provide for the entrance and enrollment of students; to prescribe fees for the course; and to prescribe the ages, requirements, and conditions under which students may be received for instruction in any such program.

HISTORY: Code 1981, § 40-15-3, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1.

Title Note

[Chapter Note](#)

O.C.G.A. § 40-15-4

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-4 (2015)

§ 40-15-4. Coordinator authorized; duties and requirements

(a) The commissioner shall appoint a state-wide motorcycle safety coordinator who shall carry out and enforce the provisions of this chapter and the rules and regulations of the department. The coordinator shall be placed in the unclassified service as defined by Code Section 45-20-2 and shall serve at the pleasure of the commissioner.

(b) The coordinator shall also be authorized to:

- (1) Promote motorcycle safety throughout the state;
- (2) Provide consultation to the various departments of state government and local political subdivisions relating to motorcycle safety; and
- (3) Do any other thing deemed necessary by the commissioner to promote motorcycle safety in the state.

HISTORY: Code 1981, § 40-15-4, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1994, p. 97, § 40; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 1505, § 3; Ga. L. 2009, p. 745, § 1/SB 97; Ga. L. 2012, p. 446, § 2-62/HB 642.

O.C.G.A. § 40-15-5

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-5 (2015)

§ 40-15-5. Requirements for instructors

Every person who desires to qualify as an instructor in a motorcycle operator safety training program shall meet the following requirements:

(1) Be of good moral character;

(2) Give satisfactory performance on a written, oral, performance, or combination examination administered by the coordinator testing both knowledge of the field of motorcycle operator education and skills necessary to instruct and impart motorcycle driving skills and safety to students. The instructor training program shall provide for a course of instruction based on the Motorcycle Safety Foundation's Instructor Course or its equivalent in quality, utility, and merit. This course of instruction shall be held periodically based on the applications received and the need for instructors, and an examination fee prescribed by the coordinator shall be charged;

(3) Be physically able to operate safely a motorcycle and to instruct others in the operation of motorcycles; and

(4) Hold a valid Class M driver's license.

HISTORY: Code 1981, § 40-15-5, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1994, p. 97, § 40.

Title Note

[Chapter Note](#)

Qualifying Criteria: Impaired Driving

Data used for Georgia's Impaired Driving and Impaired Motorcycle Operation Problem

The chart below shows the counties where the Highway Enforcement of Aggressive Traffic (H.E.A.T) Units are currently located, the amount of their funding, their overall fatalities, alcohol fatalities at .08 or greater, and the motorcycle fatalities:

County	Grantee	Grant Amount	Total				Alcohol .08+				Motorcycle			
			2012	2013	2014	2015	2012	2013	2014	2015	2012	2013	2014	2015
Bartow	Bartow Co SO	128,661.78	27	17	21	29	3	4	7	6	1	2	3	4
Bibb	Bibb Co SO	53,753.09	17	31	23	21	5	7	6	7	3	2	3	4
Bulloch	DPS-Nighthawks		11	15	16	15	2	5	6	4	0	2	1	0
Chatham	Savannah PD	249,975.74	20	44	26	54	6	13	9	15	2	6	6	7
Clarke	Athens-Clarke Co PD	117,422.19	7	7	9	15	2	2	1	6	3	1	2	4
Cobb	Marietta PD	55,533.06	47	59	49	49	14	19	11	13	6	5	3	4
Coffee	Douglas PD	79,310.65	12	3	6	7	0	0	2	2	0	0	0	1
DeKalb	DeKalb Co PD	69,707.83	76	70	55	83	22	21	13	26	15	9	6	8
Dougherty	DPS- Nighthawks		5	10	12	13	3	1	2	3	0	2	0	0
Douglas	Douglas Co SO	64,481.18	21	19	12	22	6	5	3	4	2	2	4	5
Fulton	DPS- Nighthawks		77	85	77	104	21	21	19	31	12	9	9	13
Glynn	Glynn Co PD	54,225.99	13	13	16	9	5	1	3	1	1	3	0	0
Gwinnett	DPS- Nighthawks		45	45	55	67	12	11	14	21	6	8	9	12
Habersham	Habersham Co. SO	52,072.20	10	7	5	9	2	1	3	4	1	1	1	1
Hall	Hall Co SO	249,694.34	26	17	21	33	7	8	4	10	4	0	4	4
Henry	Henry Co PD	60,911.34	23	26	26	29	4	5	8	6	1	2	4	3
Houston	Houston Co SO	155,002.21	15	9	8	11	2	2	1	3	2	0	2	2
Lowndes	Lowndes Co SO	126,010.79	10	7	13	18	1	0	2	3	2	1	0	1
Muscogee	DPS- Nighthawks		20	14	17	14	7	5	4	5	3	1	5	1
Newton	Newton Co SO	250,000.00	12	18	7	18	4	4	2	8	3	1	0	1
Richmond	Richmond Co SO	82,702.97	40	23	27	27	9	8	6	7	4	5	4	5

Note- DPS Nighthawks are part of the GA State Patrol and split their time between the counties of Fulton/Gwinnett/Chatham/Bulloch and Muscogee/Dougherty

Fulton/Gwinnett- North Team, Chatham/Bulloch- South Team; Combined Funding of 2,235,959.69

Muscogee/Dougherty- Middle GA Team; Funding 919,617.51

The chart below shows the counties where motorcycle crashes involving another vehicle occurred which involved an impaired motorcycle operator in 2015:

2015 Motorcycle Crashes by County - Impaired Operator			
Data Source: Georgia Crash Reporting System			
County	Total Impaired Motorcycle Crashes 2015	County	Total Impaired Motorcycle Crashes 2015
DEKALB	6	GORDON	0
FULTON	5	GRADY	0
CLAYTON	3	GREEN	0
HALL	3	HANCOCK	0
NEWTON	3	HARALSON	0
RICHMOND	3	HARRIS	0
BULLOCH	2	HART	0
CAMDEN	2	HEARD	0
CATOOSA	2	IRWIN	0
CHATHAM	2	JASPER	0
CHEROKEE	2	JEFF DAVIS	0
COBB	2	JEFFERSON	0
COWETA	2	JENKINS	0
GWINNETT	2	JOHNSON	0
HABERSHAM	2	JONES	0
BARTOW	1	LAMAR	0
BRANTLEY	1	LANIER	0
BRYAN	1	LAURENS	0
CARROLL	1	LIBERTY	0
CLARKE	1	LINCOLN	0
FANNIN	1	LONG	0
FAYETTE	1	MACON	0
HENRY	1	MADISON	0
HOUSTON	1	MARION	0
JACKSON	1	MCDUFFIE	0
LEE	1	MCINTOSH	0
LOWNDES	1	MERIWETHER	0
LUMPKIN	1	MILLER	0
MUSCOGEE	1	MITCHELL	0
PICKENS	1	MONROE	0
POLK	1	MONTGOMERY	0
STEPHENS	1	MORGAN	0

THOMAS	1	MURRAY	0
WHITFIELD	1	OCONEE	0
APPLING	0	OGLETHORPE	0
ATKINSON	0	PAULDING	0
BACON	0	PEACH	0
BAKER	0	PIERCE	0
BALDWIN	0	PIKE	0
BANKS	0	PULASKI	0
BARROW	0	PUTNAM	0
BEN HILL	0	QUITMAN	0
BERRIEN	0	RABUN	0
BIBB	0	RANDOLPH	0
BLECKLEY	0	ROCKDALE	0
BROOKS	0	SCHLEY	0
BURKE	0	SCREVEN	0
BUTTS	0	SEMINOLE	0
CALHOUN	0	SPALDING	0
CANDLER	0	STEWART	0
CHARLTON	0	SUMTER	0
CHATTAHOOCHEE	0	TALBOT	0
CHATTOOGA	0	TALIAFERRO	0
CLAY	0	TATTNALL	0
CLINCH	0	TAYLOR	0
COFFEE	0	TELFAIR	0
COLQUITT	0	TERRELL	0
COLUMBIA	0	TIFT	0
COOK	0	TOOMBS	0
CRAWFORD	0	TOWNS	0
CRISP	0	TREUTLEN	0
DADE	0	TROUP	0
DAWSON	0	TURNER	0
DECATUR	0	TWIGGS	0
DODGE	0	UNION	0
DOOLY	0	UPSON	0
DOUGHERTY	0	WALKER	0
DOUGLAS	0	WALTON	0
EARLY	0	WARE	0
ECHOLS	0	WARREN	0
EFFINGHAM	0	WASHINGTON	0

ELBERT	0	WAYNE	0
EMANUEL	0	WEBSTER	0
EVANS	0	WHEELER	0
FLOYD	0	WHITE	0
FORSYTH	0	WILCOX	0
FRANKLIN	0	WILKES	0
GILMER	0	WILKINSON	0
GLASCOCK	0	WORTH	0
GLYNN	0	Total	60

Motorcyclists in age groups 20-29 years of age and 40-49 years' account for seventy-six (76) deaths or fifty percent (50%) of all motorcycle fatalities according 2015 FARS Data.

Motorcyclist Fatalities by Age, 2011-2015

Year	Age						Unknown	Total
	<20	20-29	30-39	40-49	50-59	>59		
2011	3	27	31	35	21	33	0	150
2012	3	30	32	30	22	17	0	134
2013	5	25	24	28	22	12	1	117
2014	4	41	24	29	28	11	0	137
2015	2	47	26	29	26	22	0	152

Impaired Driving Program General Description

The National Highway Traffic Safety Administration (NHTSA) reports that in 2015, 35,092 people were killed in motor vehicle traffic crashes in the United States, of which 10,265 (29%) were alcohol-related. Every fifty-one minutes in America, someone is killed in an alcohol-related crash. Nationally, these crashes result in more than \$44 billion in economic costs on an annual basis.

Table 1. Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia	Year				
	2011	2012	2013	2014	2015
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	271	295	299	278	366
Annual Percent Change	-9%	9%	1%	-7%	+31.6%

As indicated in Table 1, alcohol was associated with 366 highway fatalities in Georgia during 2015. This equates to twenty-six percent (26%) of Georgia's overall fatalities. 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 exposed to impaired driving when compared to those not related to alcohol or drugs.

As presented in Table 2 below, The U.S. and Georgia had an increase in overall fatalities as well as increase in alcohol related fatalities. Data shows from 2011-2015, Georgia experienced increase in overall crash fatalities of 266 (22.8%) and an increase of 88 (31.6%) in alcohol-related traffic deaths. These numbers indicate that Georgia should emphasize preventative measures for countering the problems of driving under the influence of alcohol.

Table 2. US and Georgia Total Fatalities and Alcohol Related Fatalities Comparison

MEASURE	REGION	2011	2012	2013	2014	2015
Total Fatalities	Georgia	1,226	1,192	1,179	1,164	1,430
	US	32,479	33,782	32,894	32,675	35,092
Alcohol Related-Fatalities	Georgia	271	295	299	278	366
	US	9,865	10,336	10,110	9,967	10,265
% of Alcohol Related Fatalities	Georgia	22%	25%	25%	24%	26%
	US	30%	31%	31%	31%	29%

The Governor's Office of Highway Safety's (GOHS) impaired driving program includes the following program areas which also include emphasis on motorcycle safety:

Impaired Driving Enforcement – H.E.A.T.

Aggressive traffic has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers. The Governor's Office of Highway Safety's (GOHS) impaired driving program is geared toward jurisdictions where the incidences of impaired crashes among motorist and motorcyclist are the highest within the State of Georgia.

Since 2002, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. Originally, three officers from six counties, the City of College Park, and the City of Atlanta came together to form a team of twenty-four officers to form H.E.A.T. (Highway Enforcement of Aggressive Traffic). Since this formation, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has continued to grow with agencies being added across the state. In FFY 2017, GOHS funded seventeen (17) agencies across the state where speed and impaired driving crashes and fatalities are consistently high. The Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2018.

The Highway Enforcement of Aggressive Traffic (H.E.A.T) Units were established for the purpose of reducing the number of driving incidents. This project will focus on impaired driving and speeding, two of the main aggressive driving related violations. This will be accomplished through enforcement and education.

The overall goals of the H.E.A.T. programs are to:

- Reduce the number of impaired driving crashes in jurisdictions located by 10%,
- Enforce laws targeting aggressive driving around Georgia.

Alcohol and Other Drug Countermeasures

Governor's Office of Highway Safety (GOHS) will administer and manage alcohol programs (funding 405 (f)). This includes but is not limited to: overseeing in-house grants and contracts, seeking and managing grants that foster the agency's mission, collecting and analyzing data, seeking partnerships in the communities, and to providing training and public information necessary to ensure proper and efficient use of federal highway safety funds. The public information will include the creation of brochures, collateral messaging items and effective communication with the media and public which will be available.

The State of Georgia maintains an annual comprehensive plan for conducting high visibility impaired driving enforcement and that plan will continue for the remainder of FY 2017 and FY 2018. The plan includes the following:

1. Strategic impaired driving enforcement which is designed to reach motorcyclist and motorist in geographic subdivisions that account for a majority of the state's population and half of the state's alcohol-related fatalities. Please see list of counties in the state ranked from highest to lowest in impaired driving related crashes for all vehicle types.
2. Three statewide impaired driving mobilizations that occur during the holidays of July 4th, Labor Day (September), and December holidays.
3. Strategic mobilizations for geographic subdivisions that show abnormal increases in traffic injuries and/or deaths (Thunder Task Force).

Georgia law enforcement agencies will participate in four impaired driving mobilizations by conducting checkpoints and/or saturation patrols on at least four nights during the national impaired driving campaigns as well as on a quarterly basis throughout FY 2018.

The four (4) impaired driving mobilizations are as follows:

1. December 2017/New Year 2018
2. Thunder Task Force (Three Dates TBD)
3. July Fourth 2018
4. Labor Day 2018

Strategic Impaired Driving Enforcement

The H.E.A.T. (Highway Enforcement of Aggressive Traffic) program was initiated in January of 2002 and consisted of seven counties in the Metropolitan Atlanta area. The program consisted of specialized traffic enforcement units that focused on impaired and speeding enforcement. These elite units comprised of highly trained law enforcement personnel who are equipped with the latest information and training on impaired driving program by targeting high-risk locations. The Highway Enforcement of Aggressive Traffic (H.E.A.T.) program has maintained its high standards and currently has 17 agencies representing 20 counties strategically located across Georgia in FY 2017. Each of the participating law enforcement agencies conduct checkpoints on at least four nights during the national impaired driving campaign. They also participate in monthly checkpoints throughout the remainder of the year.

Statewide Impaired Driving Mobilization

Georgia participates in three annual statewide mobilizations to combat impaired driving. These campaigns occur during the Fourth of July, Labor Day, and December holidays. Georgia utilizes its Traffic Enforcement Networks (TEN) which provide state and local law enforcement officers with a structured means of collaborating regionally on their unique highway safety priorities with emphasis on impaired driving. They also provide the ability to communicate regional highway safety priorities up the chain-of-command, to reach local and state policy makers, community leaders, legislators and others. The 16 regional networks are instrumental in carrying out this statewide impaired-driving enforcement campaign. The traffic enforcement networks work closely with The Georgia State Patrol. Over the past few years the Georgia State Patrol has allowed for a full-time trooper to be assigned in the Governor's Office of Highway Safety (GOHS).

Strategic Thunder Mobilizations

The Governor's Office of Highway Safety has established a taskforce consisting of state wide officers (H.E.A.T.), troopers and sheriff's deputies. The Governor's Office of Highway Safety (GOHS) "Thunder" taskforce is a specialized traffic enforcement unit designed to help Georgia communities combat unusually high amount of traffic crashes, injuries and fatalities. Their mission is to reduce highway deaths and serious injuries by changing the illegal driving behaviors of motorcyclist and motorists in the region through an increased law enforcement presence in those high crash corridors. The task force was established in 2007 and continues to be very effective in reducing highway crashes, injuries and deaths.

As you can see alcohol is also a significant risk factor for Georgia motorcycle riders. Every year since 1998, alcohol related motorcycle fatalities have been increasing in Georgia. According to the National Highway Traffic Safety Administration (NHTSA), in 2015, twenty-seven percent (27%) of all fatally injured motorcycle riders had BAC levels of .08 g/dL or higher. Across the U.S., the percentage with BAC .08 g/dL or above was highest for fatally injured motorcycle riders among two age groups, 35-39 (37%), followed by 45-49 (36%). Nighttime single vehicle crashes are the most dangerous for impaired motorcycle riders. Sixty-three percent (63%) of those type crashes result in the death of a motorcyclist.

Law Defining Impairment

O.C.G.A. § 40-5-67.1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 5. DRIVERS' LICENSES
ARTICLE 3. CANCELLATION, SUSPENSION, AND REVOCATION OF LICENSES

O.C.G.A. § 40-5-67.1 (2015)

§ 40-5-67.1. Chemical tests; implied consent notices; rights of motorists; test results; refusal to submit; suspension or denial; hearing and review; compensation of officers; inspection and certification of breath-testing instruments

(a) The test or tests required under Code Section 40-5-55 shall be administered as soon as possible at the request of a law enforcement officer having reasonable grounds to believe that the person has been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 and the officer has arrested such person for a violation of Code Section 40-6-391, any federal law in conformity with Code Section 40-6-391, or any local ordinance which adopts Code Section 40-6-391 by reference or the person has been involved in a traffic accident resulting in serious injuries or fatalities. Subject to Code Section 40-6-392, the requesting law enforcement officer shall designate which test or tests shall be administered initially and may subsequently require a test or tests of any substances not initially tested.

(b) At the time a chemical test or tests are requested, the arresting officer shall select and read to the person the appropriate implied consent notice from the following:

(1) Implied consent notice for suspects under age 21:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, your Georgia driver's license or privilege to drive on the highways of this state will be suspended for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate an alcohol concentration of 0.02 grams or more, your Georgia driver's license or privilege to drive on the highways of this state may be suspended for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which

tests) under the implied consent law?"

(2) Implied consent notice for suspects age 21 or over:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, your Georgia driver's license or privilege to drive on the highways of this state will be suspended for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate an alcohol concentration of 0.08 grams or more, your Georgia driver's license or privilege to drive on the highways of this state may be suspended for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which tests) under the implied consent law?"

(3) Implied consent notice for commercial motor vehicle driver suspects:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, you will be disqualified from operating a commercial motor vehicle for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate the presence of any alcohol, you will be issued an out-of-service order and will be prohibited from operating a motor vehicle for 24 hours. If the results indicate an alcohol concentration of 0.04 grams or more, you will be disqualified from operating a commercial motor vehicle for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which tests) under the implied consent law?"

If any such notice is used by a law enforcement officer to advise a person of his or her rights regarding the administration of chemical testing, such person shall be deemed to have been properly advised of his or her rights under this Code section and under Code Section 40-6-392 and the results of any chemical test, or the refusal to submit to a test, shall be admitted into evidence against such person. Such notice shall be read in its entirety but need not be read exactly so long as the substance of the notice remains unchanged.

(c) If a person under arrest or a person who was involved in any traffic accident resulting in serious injuries or fatalities submits to a chemical test upon the request of a law enforcement officer and the test results indicate that a suspension or disqualification is required under this Code section, the results shall be reported to the department. Upon the receipt of a report of the law enforcement officer that the officer had reasonable grounds to believe the arrested person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 or that such person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state and was involved in a traffic accident involving serious injuries or fatalities and that the person submitted to a chemical test at the request of the law enforcement officer and the test results indicate either an alcohol concentration of 0.08 grams or more or, for a person under the age of 21, an alcohol concentration of 0.02 grams or more, the department shall

suspend the person's driver's license, permit, or nonresident operating privilege pursuant to Code Section 40-5-67.2, subject to review as provided for in this chapter. Upon the receipt of a report of the law enforcement officer that the arrested person had been operating or was in actual physical control of a moving commercial motor vehicle and the test results indicate an alcohol concentration of 0.04 grams or more, the department shall disqualify the person from operating a motor vehicle for a minimum period of one year.

(d) If a person under arrest or a person who was involved in any traffic accident resulting in serious injuries or fatalities refuses, upon the request of a law enforcement officer, to submit to a chemical test designated by the law enforcement officer as provided in subsection (a) of this Code section, no test shall be given; but the law enforcement officer shall report the refusal to the department. Upon the receipt of a report of the law enforcement officer that the officer had reasonable grounds to believe the arrested person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 or that such person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state and was involved in a traffic accident which resulted in serious injuries or fatalities and that the person had refused to submit to the test upon the request of the law enforcement officer, the department shall suspend the person's driver's license, permit, or nonresident operating privilege for a period of one year or if the person was operating or in actual physical control of a commercial motor vehicle, the department shall disqualify the person from operating a commercial motor vehicle and shall suspend the person's driver's license, permit, or nonresident operating privilege, subject to review as provided for in this chapter.

(d.1) Nothing in this Code section shall be deemed to preclude the acquisition or admission of evidence of a violation of Code Section 40-6-391 if obtained by voluntary consent or a search warrant as authorized by the Constitution or laws of this state or the United States.

(e) If the person is a resident without a driver's license, commercial driver's license, or permit to operate a motor vehicle in this state, the department shall deny issuance of a license or permit to such person for the same period provided in subsection (c) or (d) of this Code section, whichever is applicable, for suspension of a license or permit or disqualification to operate a commercial motor vehicle subject to review as provided for in this chapter.

(f) (1) The law enforcement officer, acting on behalf of the department, shall personally serve the notice of intention to suspend or disqualify the license of the arrested person or other person refusing such test on such person at the time of the person's refusal to submit to a test or at the time at which such a test indicates that suspension or disqualification is required under this Code section. The law enforcement officer shall take possession of any driver's license or permit held by any person whose license is subject to suspension pursuant to subsection (c) or (d) of this Code section, if any, and shall issue a 30-day temporary permit. The officer shall forward the person's driver's license to the department along with the notice of intent to suspend or disqualify and the report required by subsection (c) or (d) of this Code section within ten calendar days after the date of the arrest of such person. This paragraph shall not apply to any person issued a 180-day temporary permit pursuant to subsection (b) of Code Section 40-5-67. The failure of the officer to transmit the report required by this Code section within ten calendar days shall not prevent the department from accepting such report and utilizing it in the suspension of a driver's license as provided in this Code section.

(2) If notice has not been given by the arresting officer, the department, upon receipt of the report of such officer, shall suspend the person's driver's license, permit, or nonresident operating privilege or disqualify such person from operating a motor vehicle and, by regular mail, at the last known address, notify such person of such suspension or disqualification. The notice shall inform the person of the grounds of suspension or disqualification, the effective date of the suspension or disqualification, and the right to review. The notice shall be deemed received three days after mailing.

(g) (1) A person whose driver's license is suspended or who is disqualified from operating a commercial motor vehicle pursuant to this Code section shall remit to the department a \$150.00 filing fee together with a request, in writing, for a hearing within ten business days from the date of personal notice or receipt of notice sent by certified mail or statutory overnight delivery, return receipt requested, or the right to said hearing shall be deemed waived. Within 30 days after receiving a written request for a hearing, the department shall hold a hearing as is provided in Chapter 13 of Title 50, the "Georgia Administrative Procedure Act." The hearing shall be recorded.

(2) The scope of the hearing shall be limited to the following issues:

(A) (i) Whether the law enforcement officer had reasonable grounds to believe the person was driving or in actual physical control of a moving motor vehicle while under the influence of alcohol or a controlled substance and was lawfully placed under arrest for violating Code Section 40-6-391; or

(ii) Whether the person was involved in a motor vehicle accident or collision resulting in serious injury or fatality; and

(B) Whether at the time of the request for the test or tests the officer informed the person of the person's implied consent rights and the consequence of submitting or refusing to submit to such test; and

(C) (i) Whether the person refused the test; or

(ii) Whether a test or tests were administered and the results indicated an alcohol concentration of 0.08 grams or more or, for a person under the age of 21, an alcohol concentration of 0.02 grams or more or, for a person operating or having actual physical control of a commercial motor vehicle, an alcohol concentration of 0.04 grams or more; and

(D) Whether the test or tests were properly administered by an individual possessing a valid permit issued by the Division of Forensic Sciences of the Georgia Bureau of Investigation on an instrument approved by the Division of Forensic Sciences or a test conducted by the Division of Forensic Sciences, including whether the machine at the time of the test was operated with all its electronic and operating components prescribed by its manufacturer properly attached and in good working order, which shall be required. A copy of the operator's permit showing that the operator has been trained on the particular type of instrument used and one of the original copies of the test results or, where the test is performed by the Division of Forensic Sciences, a copy of the crime lab report shall satisfy the requirements of this subparagraph.

(3) The hearing officer shall, within five calendar days after such hearing, forward a decision to the department to rescind or sustain the driver's license suspension or disqualification. If no hearing is requested within the ten business days specified above, and the failure to request such hearing is due in whole or in part to the reasonably avoidable fault of the person, the right to a hearing shall have been waived. The request for a hearing shall not stay the suspension of the driver's license; provided, however, that if the hearing is timely requested and is not held before the expiration of the temporary permit and the delay is not due in whole or in part to the reasonably avoidable fault of the person, the suspension shall be stayed until such time as the hearing is held and the hearing officer's decision is made.

(4) In the event the person is acquitted of a violation of Code Section 40-6-391 or such charge is initially disposed of other than by a conviction or plea of nolo contendere, then the suspension shall be terminated and deleted from the driver's license record. An accepted plea of nolo contendere shall be entered on the driver's license record and shall be considered and counted as a conviction for purposes of any future violations of Code Section 40-6-391. In the event of an acquittal or other disposition other than by a conviction or plea of nolo contendere, the driver's license restoration fee shall be promptly returned by the department to the licensee.

(h) If the suspension is sustained after such a hearing, the person whose license has been suspended under this Code section shall have a right to file for a judicial review of the department's final decision, as provided for in Chapter 13 of Title 50, the "Georgia Administrative Procedure Act"; while such appeal is pending, the order of the department shall not be stayed.

(i) Subject to the limitations of this subsection, any law enforcement officer who attends a hearing provided for by subsection (g) of this Code section for the purpose of giving testimony relative to the subject of such hearing shall be compensated in the amount of \$20.00 for each day's attendance at such hearing. In the event a law enforcement officer gives testimony at two or more different hearings on the same day, such officer shall receive only \$20.00 for attendance at all hearings. The compensation provided for in this subsection shall not be paid to any law enforcement officer who is on regular duty or who is on a lunch or other break from regular duty at the time the officer attends any such hearing. The compensation provided for by this subsection shall be paid to the law enforcement officer by

the department from department funds at such time and in such manner as the commissioner shall provide by rules or regulations. The commissioner shall also require verification of a law enforcement officer's qualifying to receive the payment authorized by this subsection by requiring the completion of an appropriate document in substantially the following form:

IMPLIED CONSENT HEARING ATTENDANCE RECORD

OFFICER: S.S. No.

ADDRESS:

Street City State ZIP Code

DATE: TIME: A.M.
P.M.

CASE:

This is to certify that the police officer named above attended an implied consent hearing as a witness or complainant on the date and time shown above.

HEARING OFFICER: TITLE:

I certify that I appeared at the implied consent hearing described above on the date and time shown above and that I was not on regular duty at the time of attending the hearing and that I have not received and will not receive compensation from my regular employer for attending the hearing.

Signature of officer:

APPROVED FOR PAYMENT:

Comptroller

(i) Each time an approved breath-testing instrument is inspected, the inspector shall prepare a certificate which shall be signed under oath by the inspector and which shall include the following language:

"This breath-testing instrument (serial no.) was thoroughly inspected, tested, and standardized by the undersigned on (date) and all of its electronic and operating components prescribed by its manufacturer are properly attached and are in good working order."

When properly prepared and executed, as prescribed in this subsection, the certificate shall, notwithstanding any other provision of law, be self-authenticating, shall be admissible in any court of law, and shall satisfy the pertinent requirements of paragraph (1) of subsection (a) of Code Section 40-6-392 and subparagraph (g)(2)(F) of this Code section.

HISTORY: Code 1981, § 40-5-67.1, enacted by Ga. L. 1992, p. 2564, § 6; Ga. L. 1994, p. 472, § 1; Ga. L. 1994, p. 1600, § 3-6; Ga. L. 1995, p. 1160, §§ 1-3; Ga. L. 1995, Ex. Sess., p. 5, § 1; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 760, § 20; Ga. L. 1998, p. 210, § 2; Ga. L. 2000, p. 951, §§ 5-29--5-32; Ga. L. 2000, p. 1589, § 3; Ga. L. 2001, p. 208, § 1-3; Ga. L. 2006, p. 329, § 2/HB 1275; Ga. L. 2007, p. 47, § 40/SB 103; Ga. L. 2010, p. 9, § 1-80/HB 1055; Ga. L. 2011, p. 355, § 9/HB 269.

O.C.G.A. § 40-6-391

GEORGIA CODE
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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 15. SERIOUS TRAFFIC OFFENSES

O.C.G.A. § 40-6-391 (2015)

§ 40-6-391. Driving under the influence of alcohol, drugs, or other intoxicating substances; penalties; publication of notice of conviction for persons convicted for second time; endangering a child

(a) A person shall not drive or be in actual physical control of any moving vehicle while:

(1) Under the influence of alcohol to the extent that it is less safe for the person to drive;

(2) Under the influence of any drug to the extent that it is less safe for the person to drive;

(3) Under the intentional influence of any glue, aerosol, or other toxic vapor to the extent that it is less safe for the person to drive;

(4) Under the combined influence of any two or more of the substances specified in paragraphs (1) through (3) of this subsection to the extent that it is less safe for the person to drive;

(5) The person's alcohol concentration is 0.08 grams or more at any time within three hours after such driving or being in actual physical control from alcohol consumed before such driving or being in actual physical control ended; or

(6) Subject to the provisions of subsection (b) of this Code section, there is any amount of marijuana or a controlled substance, as defined in Code Section 16-13-21, present in the person's blood or urine, or both, including the metabolites and derivatives of each or both without regard to whether or not any alcohol is present in the person's breath or blood.

(b) The fact that any person charged with violating this Code section is or has been legally entitled to use a drug shall not constitute a defense against any charge of violating this Code section; provided, however, that such person shall not be in violation of this Code section unless such person is rendered incapable of driving safely as a result of using a drug other than alcohol which such person is legally entitled to use.

(c) Every person convicted of violating this Code section shall, upon a first or second conviction thereof, be guilty of a misdemeanor, upon a third conviction thereof, be guilty of a high and aggravated misdemeanor, and upon a fourth or subsequent conviction thereof, be guilty of a felony except as otherwise provided in paragraph (4) of this subsection and shall be punished as follows:

(1) First conviction with no conviction of and no plea of nolo contendere accepted to a charge of violating this Code section within the previous ten years, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$300.00 and not more than \$1,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not fewer than ten days nor more than 12 months, which period of imprisonment may, at the sole discretion of the judge, be suspended, stayed, or probated, except that if the offender's alcohol concentration at the time of the offense was 0.08 grams or more, the judge may suspend, stay, or probate all but 24 hours of any term of imprisonment imposed under this subparagraph;

(C) Not fewer than 40 hours of community service, except that for a conviction for violation of subsection (k) of this Code section where the person's alcohol concentration at the time of the offense was less than 0.08 grams, the period of community service shall be not fewer than 20 hours;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; provided, however, that in the court's discretion such evaluation may be waived; and

(F) If the person is sentenced to a period of imprisonment for fewer than 12 months, a period of probation of 12 months less any days during which the person is actually incarcerated;

(2) For the second conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$600.00 and not more than \$1,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not fewer than 90 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 72 hours of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

(3) For the third conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$1,000.00 and not more than \$5,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A mandatory period of imprisonment of not fewer than 120 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 15 days of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

(4) For the fourth or subsequent conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$1,000.00 and not more than \$5,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not less than one year and not more than five years; provided, however, that the judge may suspend, stay, or probate all but 90 days of any term of imprisonment imposed under this paragraph. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose;

(C) Not fewer than 60 days of community service; provided, however, that if a defendant is sentenced to serve three years of actual imprisonment, the judge may suspend the community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of five years less any days during which the person is actually imprisoned;

provided, however, that if the ten-year period of time as measured in this paragraph commenced prior to July 1, 2008, then such fourth or subsequent conviction shall be a misdemeanor of a high and aggravated nature and punished as provided in paragraph (3) of this subsection;

(5) If a person has been convicted of violating subsection (k) of this Code section premised on a refusal to submit to required testing or where such person's alcohol concentration at the time of the offense was 0.08 grams or more, and such person is subsequently convicted of violating subsection (a) of this Code section, such person shall be punished by applying the applicable level or grade of conviction specified in this subsection such that the previous conviction of violating subsection (k) of this Code section shall be considered a previous conviction of violating subsection (a) of this Code section;

(6) For the purpose of imposing a sentence under this subsection, a plea of nolo contendere based on a violation of this Code section shall constitute a conviction; and

(7) For purposes of determining the number of prior convictions or pleas of nolo contendere pursuant to the felony provisions of paragraph (4) of this subsection, only those offenses for which a conviction is obtained or a plea of nolo contendere is accepted on or after July 1, 2008, shall be considered; provided, however, that nothing in this subsection shall be construed as limiting or modifying in any way administrative proceedings or sentence enhancement provisions under Georgia law, including, but not limited to, provisions relating to punishment of recidivist offenders pursuant to Title 17.

(d) (1) Notwithstanding the limits set forth in any municipal charter, any municipal court of any municipality shall be authorized to impose the misdemeanor or high and aggravated misdemeanor punishments provided for in this Code section upon a conviction of violating this Code section or upon a conviction of violating any ordinance adopting the provisions of this Code section.

(2) Notwithstanding any provision of this Code section to the contrary, any court authorized to hear misdemeanor or high and aggravated misdemeanor cases involving violations of this Code section shall be authorized to exercise the power to probate, suspend, or stay any sentence imposed. Such power shall, however, be limited to the conditions and limitations imposed by subsection (c) of this Code section.

(e) The foregoing limitations on punishment also shall apply when a defendant has been convicted of violating, by a single transaction, more than one of the four provisions of subsection (a) of this Code section.

(f) The provisions of Code Section 17-10-3, relating to general punishment for misdemeanors including traffic offenses, and the provisions of Article 3 of Chapter 8 of Title 42, relating to probation of first offenders, shall not apply to any person convicted of violating any provision of this Code section.

(g) (1) If the payment of the fine required under subsection (c) of this Code section will impose an economic hardship on the defendant, the judge, at his or her sole discretion, may order the defendant to pay such fine in installments and such order may be enforced through a contempt proceeding or a revocation of any probation otherwise authorized by this Code section.

(2) In the sole discretion of the judge, he or she may suspend up to one-half of the fine imposed under subsection (c) of this Code section conditioned upon the defendant's undergoing treatment in a substance abuse treatment program as defined in Code Section 40-5-1.

(h) For purposes of determining under this chapter prior convictions of or pleas of nolo contendere to violating this Code section, in addition to the offense prohibited by this Code section, a conviction of or plea of nolo contendere to any of the following offenses shall be deemed to be a violation of this Code section:

(1) Any federal law substantially conforming to or parallel with the offense covered under this Code section;

(2) Any local ordinance adopted pursuant to Article 14 of this chapter, which ordinance adopts the provisions of this Code section; or

(3) Any previously or currently existing law of this or any other state, which law was or is substantially conforming to or parallel with this Code section.

(i) A person shall not drive or be in actual physical control of any moving commercial motor vehicle while there is 0.04 percent or more by weight of alcohol in such person's blood, breath, or urine. Every person convicted of violating this subsection shall be guilty of a misdemeanor and, in addition to any disqualification resulting under Article 7 of Chapter 5 of this title, the "Uniform Commercial Driver's License Act," shall be fined as provided in subsection (c) of this Code section.

(j) (1) The clerk of the court in which a person is convicted a second or subsequent time under subsection (c) of this

Code section within five years, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted, shall cause to be published a notice of conviction for each such person convicted. Such notices of conviction shall be published in the manner of legal notices in the legal organ of the county in which such person resides or, in the case of nonresidents, in the legal organ of the county in which the person was convicted. Such notice of conviction shall be one column wide by two inches long and shall contain the photograph taken by the arresting law enforcement agency at the time of arrest, the name of the convicted person, the city, county, and zip code of the convicted person's residential address, and the date, time, place of arrest, and disposition of the case and shall be published once in the legal organ of the appropriate county in the second week following such conviction or as soon thereafter as publication may be made.

(2) The convicted person for which a notice of conviction is published pursuant to this subsection shall be assessed \$25.00 for the cost of publication of such notice and such assessment shall be imposed at the time of conviction in addition to any other fine imposed pursuant to this Code section.

(3) The clerk of the court, the publisher of any legal organ which publishes a notice of conviction, and any other person involved in the publication of an erroneous notice of conviction shall be immune from civil or criminal liability for such erroneous publication, provided such publication was made in good faith.

(k) (1) A person under the age of 21 shall not drive or be in actual physical control of any moving vehicle while the person's alcohol concentration is 0.02 grams or more at any time within three hours after such driving or being in physical control from alcohol consumed before such driving or being in actual physical control ended.

(2) Every person convicted of violating this subsection shall be guilty of a misdemeanor for the first and second convictions and upon a third or subsequent conviction thereof be guilty of a high and aggravated misdemeanor and shall be punished and fined as provided in subsection (c) of this Code section, provided that any term of imprisonment served shall be subject to the provisions of Code Section 17-10-3.1, and any period of community service imposed on such person shall be required to be completed within 60 days of the date of sentencing.

(3) No plea of nolo contendere shall be accepted for any person under the age of 21 charged with a violation of this Code section.

(l) A person who violates this Code section while transporting in a motor vehicle a child under the age of 14 years is guilty of the separate offense of endangering a child by driving under the influence of alcohol or drugs. The offense of endangering a child by driving under the influence of alcohol or drugs shall not be merged with the offense of driving under the influence of alcohol or drugs for the purposes of prosecution and sentencing. An offender who is convicted of a violation of this subsection shall be punished in accordance with the provisions of subsection (d) of Code Section 16-12-1.

HISTORY: Ga. L. 1953, Nov.-Dec. Sess., p. 556, § 47; Ga. L. 1968, p. 448, § 1; Code 1933, § 68A-902, enacted by Ga. L. 1974, p. 633, § 1; Ga. L. 1983, p. 1000, § 12; Ga. L. 1984, p. 22, § 40; Ga. L. 1985, p. 149, § 40; Ga. L. 1985, p. 758, § 17; Ga. L. 1987, p. 3, § 40; Ga. L. 1987, p. 904, § 1; Ga. L. 1988, p. 1893, § 2; Ga. L. 1989, p. 14, § 40; Ga. L. 1990, p. 2048, § 5; Ga. L. 1991, p. 1886, §§ 6-8; Ga. L. 1992, p. 2556, § 2; Ga. L. 1994, p. 1600, § 8; Ga. L. 1996, p. 1413, § 1; Ga. L. 1997, p. 760, § 23; Ga. L. 1999, p. 293, §§ 1, 2; Ga. L. 1999, p. 391, §§ 7, 8; Ga. L. 2001, p. 208, § 1-5; Ga. L. 2005, p. 334, § 18-15.1/HB 501; Ga. L. 2007, p. 47, § 40/SB 103; Ga. L. 2008, p. 498, §§ 2, 3, 4/HB 336; Ga. L. 2009, p. 8, § 40/SB 46; Ga. L. 2010, p. 422, § 1/HB 898; Ga. L. 2013, p. 294, § 4-48/HB 242; Ga. L. 2014, p. 710, §§ 1-19, 4-1/SB 298.

405 (h)
(23 CFR 1300.27)

VI. Non- Motorized Safety (405h)



FY18 405(h)
Non-Motorized Safety

State:

Georgia

PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

Check the this box only if applying for a Non-motorized Safety grant

[Check the box above *only* applying for this grant AND *only* if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent (2014) calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1300.27(d) in the fiscal year of the grant.

Pedestrian and Bicycle Safety

PROGRAM TARGETS: To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance target is to maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018 and to maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

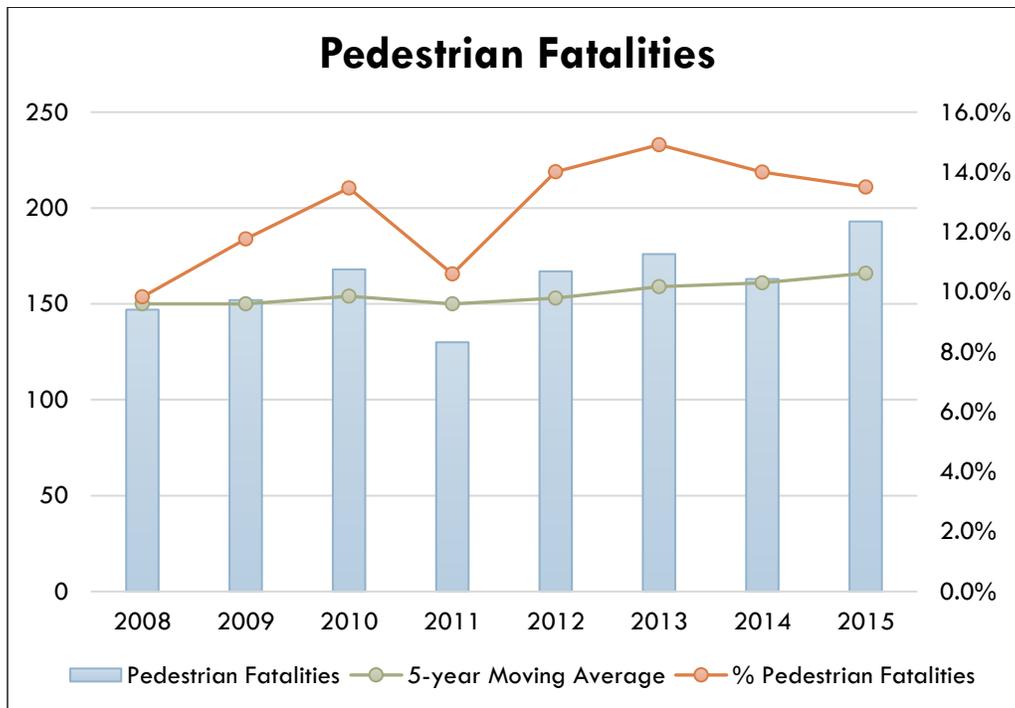
The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Savannah Bikes, Bike Athens, Atlanta Bicycle Campaign, GDOT (CTW, Chapter 9: pages 16-28)
- Brookhaven Police Dept. (CTW, Chapter 8: pages 18-21, 27-37)

Problem Identification and Program Justification – Pedestrians

In 2015 there were 5,376 pedestrians killed in traffic crashes in the U.S., an increase of 9.5% over 2014. On average 15 pedestrians are killed every day across the nation. Since 2006, the rate of pedestrian traffic deaths has increased from 11% to 15% of all traffic fatalities.

Georgia pedestrian safety programs are aimed to reduce pedestrian injuries and fatalities through education, enforcement, and outreach. Walking is encouraged as an alternate mode of transportation to motor vehicle travel.

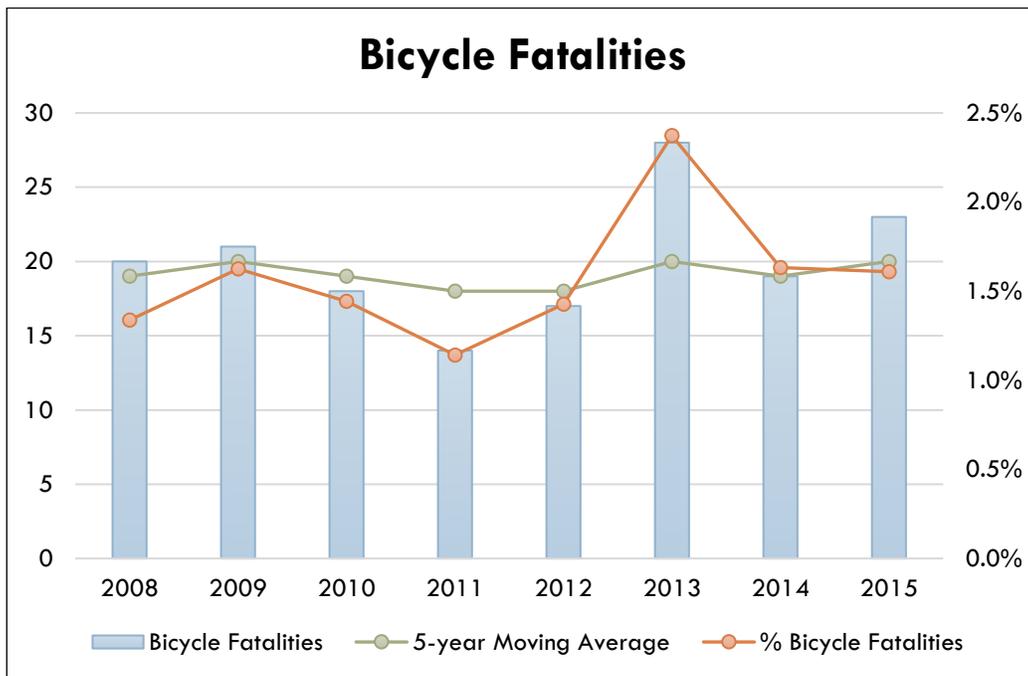


From 2008 through 2015, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2015, 193 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 13.5% of all motor vehicle fatalities in 2015, and the number of pedestrian fatalities increased by 30 deaths (18.4%) from the previous year.

Walking is a critical mode of transportation in Georgia – every trip begins and ends with walking. And many trips, in big cities and small towns around the state, can be accomplished entirely on foot. The fast growing metropolitan areas and economic hubs of Georgia rely on safe and attractive pedestrian walkways to accommodate pedestrian travel, enhance business districts, and provide access to homes, businesses, and schools. Many non-driving residents around the state rely on accessible walkways to access public transit. The safety and accessibility of pedestrian walkways are critical issues throughout the state and in urban areas.

Problem Identification and Program Justification - Bicyclists

Although not as common as motor vehicle and pedestrian incidences, bicycle casualties are still a major concern as they are on the rise. Nationally in 2015, there were 818 bicycle related deaths, an increase of 12% over 2014. In Georgia, after being able to reduce bicycle related fatalities from 28 in 2013 to 19 in 2014, we saw a 21% increase to 23 bicycle related deaths in 2015. Similar to pedestrian injuries, the majority of bicycle-related incidences occurred during the after school/night hours, on the weekends, in non-rural high traffic locations, and were primarily male (National Center for Statistics & Analysis).

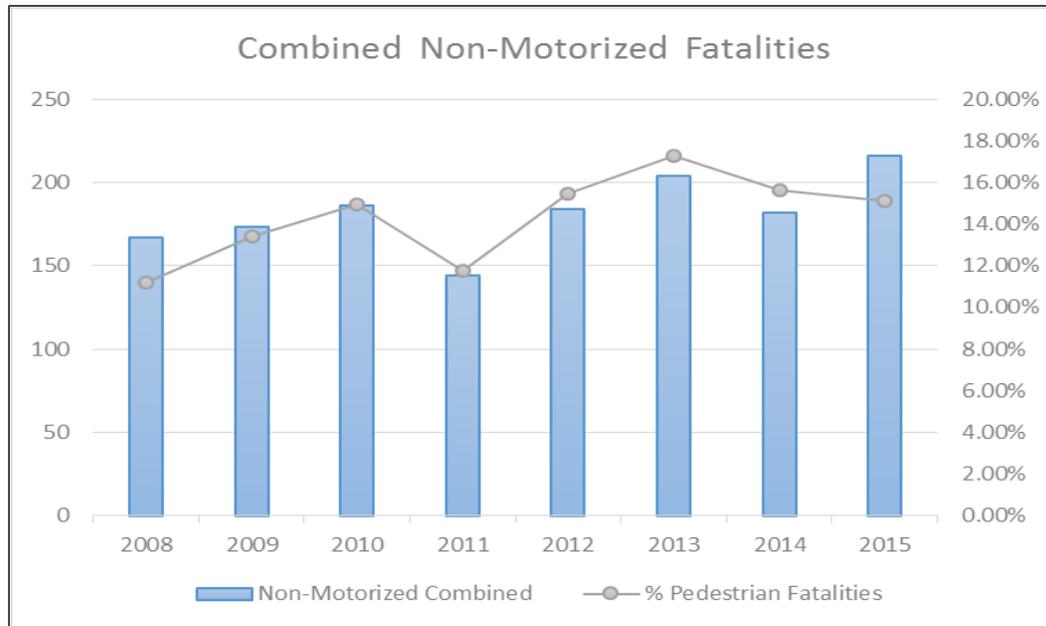


Bicyclists do not mix with larger vehicles without modification of roadway designs and traffic laws specifically designed to protect the persons most vulnerable to traffic injury and fatality. Deaths occurring to bicyclists represent 2.3% of all crash fatalities across the U.S. In Georgia bicycle related deaths accounted for 1.6% of all fatalities in 2015. The majority of these fatalities occurred between 3:00 pm and 9:00 pm.

Rapid urban growth has contributed to more and more roads being built with few considerations for the movement of pedestrians and bicyclists. Organizations that advocate for a balanced approach to development are beginning to impact planning and development. Neighborhood associations, faith communities, and city governments are working together to address these emerging safety concerns.

Bicycling is a healthy, inexpensive, and efficient mode of transportation throughout Georgia. The metropolitan areas around the state offer opportunities for bicycle commuting and active transportation while the rural roads offer many miles of scenic highway for exploring the state.

When you combine the pedestrian and bicycle fatalities for 2014, the numbers are astounding. According to the 2014 FARS data, 182 of the 1,164 total fatalities on Georgia roadways involved either a pedestrian or bicyclists. That equates to **15.64%** of the overall roadway fatalities involved a bicycle or pedestrian according to NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.



Target Population

The target population is pedestrians and bicyclists in Georgia.

FFY 2018 Performance Objectives

- To provide funds to agencies for the purpose of increasing pedestrian education, enforcement and engineering considerations.
- To provide funds to agencies for the purpose of increasing bicycle education, enforcement, and engineering considerations to encourage the ability for vehicles and cyclists to safely “share the road”.

FFY 2018 Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-10: To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- C-11: To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Strategies

1. Increase awareness and outreach of pedestrians, cyclists and motorists safe and legal road use through enforcement and education.
2. Provide funding for pedestrian and bicycle safety educational materials and equipment as requested.
3. Provide funding for pedestrian and bicycle safety through enforcement and training.
4. Provide funding to improve bicycle safety through education/outreach to drivers and bicyclists on sharing roadways safely and legally; media safety campaigns; and law enforcement partnerships to reduce dangerous behavior.
5. Collaborate with the Georgia Department of Transportation statewide pedestrian/bicycle coordinator to address pedestrian safety issues throughout Georgia.
6. Utilize state funds to implement Share the Road campaigns and projects as it relates to bicycle and pedestrian safety.
7. Based upon qualifying criteria for non-motorized safety grant, Georgia will be applying under the FAST Act (405h).