

from this. Children are also riding bicycles, many still without helmets. GOHS will help fund elementary school aged projects, including a bicycle rodeos and education projects.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
BP-1	2020 Bicycle Programs
BP-4	Governor’s Office of Highway Safety 405h

**Planned Activity: 2020 Bicycle Programs**

Planned activity number: **BP-1**

Primary Countermeasure Strategy ID: **Bicycle: Bicycle Safety Education for Adult Cyclists**

**Planned Activity Description**

Bicycle safety outreach programs to communities and schools; classes to public on bicycle and helmet safety in the overall state, and within 6 different communities.

**Intended Subrecipients**

Savannah Bike, Georgia Bikes, Fulton County Sheriff, Bike Athens, Atlanta Bicycle Coalition, Georgia Southern University PD

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Bicycle: Bicycle Safety Education for Adult Cyclists
Bicycle: Bicycle Safety Education for Children

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$226,984.72	\$56,746.18	

**Planned Activity: Governor’s Office of Highway Safety 405h**

Planned activity number: **BP-4**

Primary Countermeasure Strategy ID: **Bicycle: Bicycle Safety Education for Adult Cyclists**

### Planned Activity Description

To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to Bicycle and pedestrian safety.

### Intended Subrecipients

Georgia Governor's Office of Highway Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Bicycle: Bicycle Safety Education for Adult Cyclists
Bicycle: Bicycle Safety Education for Children
Driver Awareness Education
Pedestrian: Enforcement Strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

### Countermeasure Strategy: Driver Awareness Education

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

### Project Safety Impacts

Georgia plans to provide funds to agencies for the purpose of increasing pedestrian education and enforcement in regards to training the driver in how to correctly share the road with pedestrians and bicyclists. Grantees will increase bicycle education and enforcement to encourage the ability for vehicles and pedestrians to safely “share the road”. This will increase the sensitivity of drivers to the presence of pedestrians and their shared responsibility as drivers to prevent crashes and enhance the safety of all road users. The active approach to driver training will allow projects to correctly inform the drivers in impacted areas to spot the pedestrian or bicyclists, and how to successfully navigate the road with these groups.

### Linkage Between Program Area

Walking and Bicycling is encouraged as an alternate mode of transportation to motor vehicle travel. For many trips, in big cities and small towns around the state they 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. The driver training program will be focused in areas where high incidents of pedestrian/ vehicle collisions across the state occur. Education with pedestrians and motor vehicle operators will allow pedestrians a safer environment because there is a heightened sense of awareness from the drivers due to education efforts. It is within Georgia's driver training education programs that allows the driver to become a more knowledgeable driver, as well as a pedestrian or bicyclist.

### Rationale

Per FARS data, the top five contributing factors for pedestrian fatalities were; failure to yield right of way, improper crossing of roadway or intersection, not visible (dark clothing, no lighting, etc.), in roadway improperly (standing, lying, working, and playing), and darting or running into road. The top five Georgia counties to experience pedestrian fatalities are: Fulton, DeKalb, Clayton, Gwinnett, and Cobb. The pedestrian fatalities occur between the hours of 6:00pm and 11:59pm on Mondays, Fridays, Saturdays, and Sundays.

In 2017 there were 5,977 pedestrians were killed in traffic crashes in the United States. A total of 5,890 traffic crashes had one or more pedestrian fatalities. On average, a pedestrian was killed every 88 minutes in traffic crashes. That is more than 16 people a day, almost 115 people a week. With this steady uptake in fatalities, Georgia wants to help combat the issue by working within the pedestrian field. By training the drivers on Georgia's roadways through our enforcement programs, there is a better chance that the pedestrian will in fact have the right of way, and continue on in their travels. This education of the driver, would allow and increased sensitivity of drivers to the presence of pedestrians and their shared responsibility as drivers to prevent crashes and enhance the safety of all road users.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
BP-2	2020 Pedestrian Programs-1
BP-4	Governor's Office of Highway Safety 405h

### Planned Activity: 2020 Pedestrian Programs-1

Planned activity number: **BP-2**

Primary Countermeasure Strategy ID: **Driver Awareness Education**

### Planned Activity Description

GOHS will fund pedestrian projects focused on community programs and outreach on Pedestrian Safety. These projects will focus on training of the public in regards to pedestrian safety information and will include social media campaigns, as well as advertising safety messages to the public. These projects will also participate in the Pedestrian Task Team meetings. Enforcement of crosswalk violations will be included.

### Intended Subrecipients

Macon-Bibb County Commissioners, Brookhaven PD

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Awareness Education
Pedestrian: Enforcement Strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$71,302.35	\$17,825.59	

### Planned Activity: Governor's Office of Highway Safety 405h

Planned activity number: **BP-4**

Primary Countermeasure Strategy ID: **Bicycle: Bicycle Safety Education for Adult Cyclists**

### Planned Activity Description

To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to Bicycle and pedestrian safety.

### Intended Subrecipients

Georgia Governor's Office of Highway Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Bicycle: Bicycle Safety Education for Adult Cyclists

Bicycle: Bicycle Safety Education for Children
Driver Awareness Education
Pedestrian: Enforcement Strategies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

### Countermeasure Strategy: Pedestrian: Enforcement Strategies

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

#### Project Safety Impacts

Georgia plans to provide funds to agencies for the purpose of enforcing the Georgia laws in regards to bicycle and pedestrians. Grantees will increase enforcement to encourage the ability for vehicles and pedestrians to safely “share the road”. GOHS will coordinate with the SHSP Pedestrian Task Force to implement projects, provide education, and enforce the pedestrian laws in the areas where data indicates a problem. It will also partner with enforcement projects to improve the roadways for bicycle and pedestrians by enforcing the laws for drivers and non-motorized participants. The impact of these projects will increase education to the motoring public as well as the non-motorized public. This will allow drivers, and riders the ability to learn from mistakes made, and change behavior due to increased enforcement.

#### Linkage Between Program Area

Walking is encouraged as an alternate mode of transportation to motor vehicle travel. In 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.

#### Rationale

The purpose of enforcement strategies is to increase compliance with the pedestrian and motorist traffic laws that are most likely to enhance the safety of pedestrians in areas where crashes are

happening or most likely to happen due to increased pedestrian and motorist exposure. With the increased information in regards to behavior change, enforcement is often necessary to encourage compliance. With the implantation of enforcement strategies, Georgia’s pedestrian population, and motorist population will see a behavior change, and an increased awareness for all those on Georgia’s roadways.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
BP-2	2020 Pedestrian Programs-1
BP-4	Governor’s Office of Highway Safety 405h

**Planned Activity: 2020 Pedestrian Programs-1**

Planned activity number: **BP-2**

Primary Countermeasure Strategy ID: **Driver Awareness Education**

**Planned Activity Description**

GOHS will fund pedestrian projects focused on community programs and outreach on Pedestrian Safety. These projects will focus on training of the public in regards to pedestrian safety information and will include social media campaigns, as well as advertising safety messages to the public. These projects will also participate in the Pedestrian Task Team meetings. Enforcement of crosswalk violations will be included.

**Intended Subrecipients**

Macon-Bibb County Commissioners, Brookhaven PD

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Awareness Education
Pedestrian: Enforcement Strategies

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------------------	-------------------	-----------------------	--------------------------	--------------	---------------

2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$71,302.35	\$17,825.59	
------	--------------------------------------	--------------------------	-------------	-------------	--

**Planned Activity: Governor’s Office of Highway Safety 405h**

Planned activity number: **BP-4**

Primary Countermeasure Strategy ID: **Bicycle: Bicycle Safety Education for Adult Cyclists**

**Planned Activity Description**

To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to Bicycle and pedestrian safety.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Bicycle: Bicycle Safety Education for Adult Cyclists
Bicycle: Bicycle Safety Education for Children
Driver Awareness Education
Pedestrian: Enforcement Strategies

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

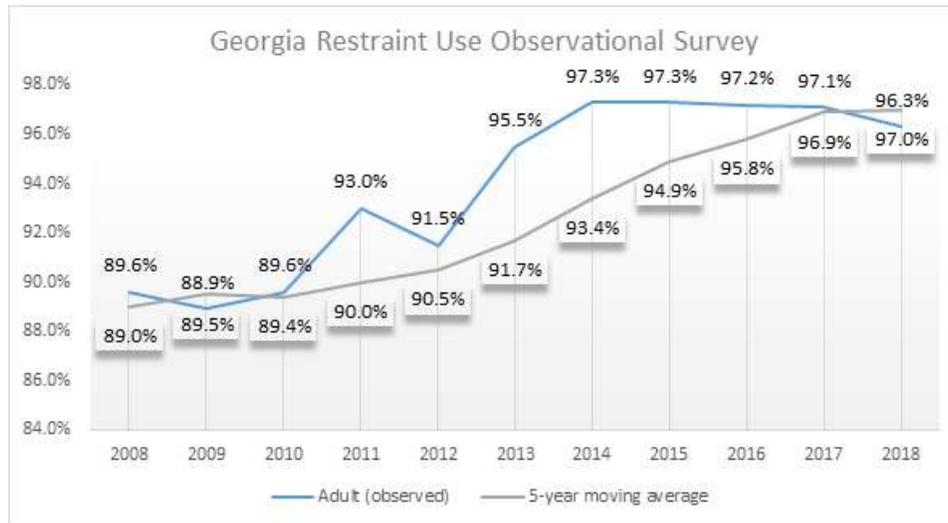
## Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Description of Highway Safety Problems

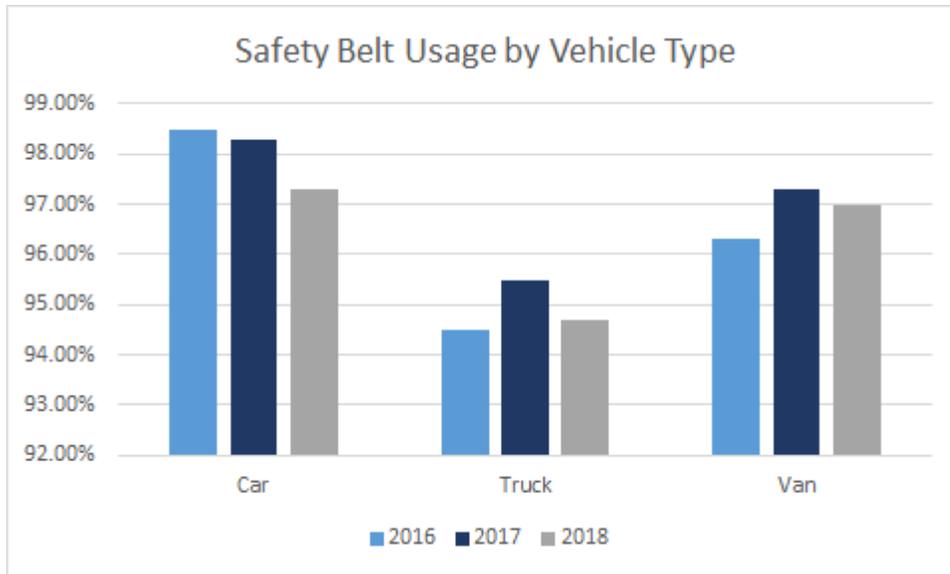
One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In 2017, forty-four percent (44%, 463 out of 1,057) of all Georgia motor vehicle passenger fatalities were unrestrained. 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), partners with The University of Georgia Traffic Safety Research Evaluation Group to conduct an annual observational survey of restraint use. Results suggest that safety belt use varies geographically and demographically. Highlights from the September 2018 report are as follows:

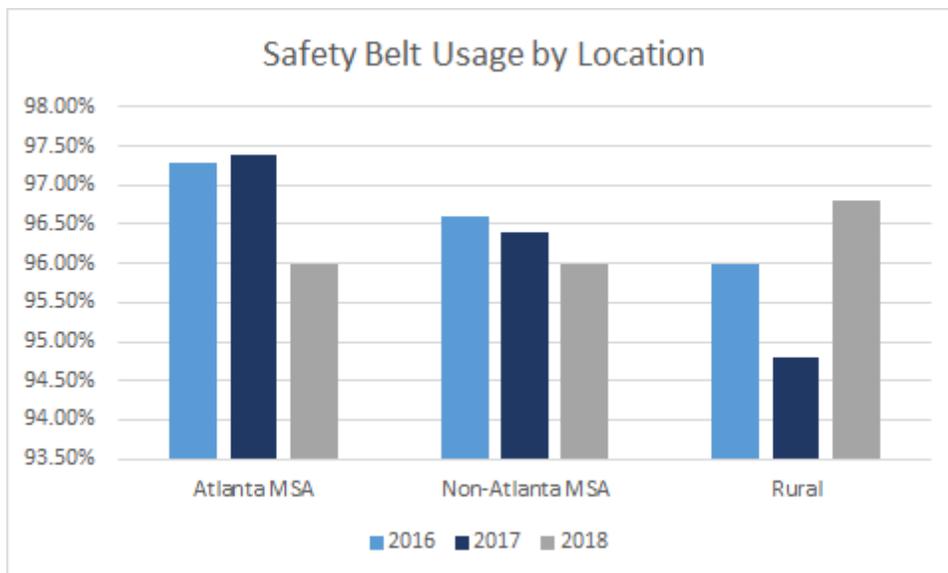
Statewide safety belt usage in 2018 for drivers and passengers of passenger cars, trucks, and vans was 96.3%, a decrease of 0.8% from 2017.



The 2018 Safety belt usage was 97.3% in passenger cars, 97.0% in vans, and 94.7% in trucks, a slight decrease over previous years.



Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (96.8%), followed by non-Atlanta MSAs and rural areas, both at 96.0%.



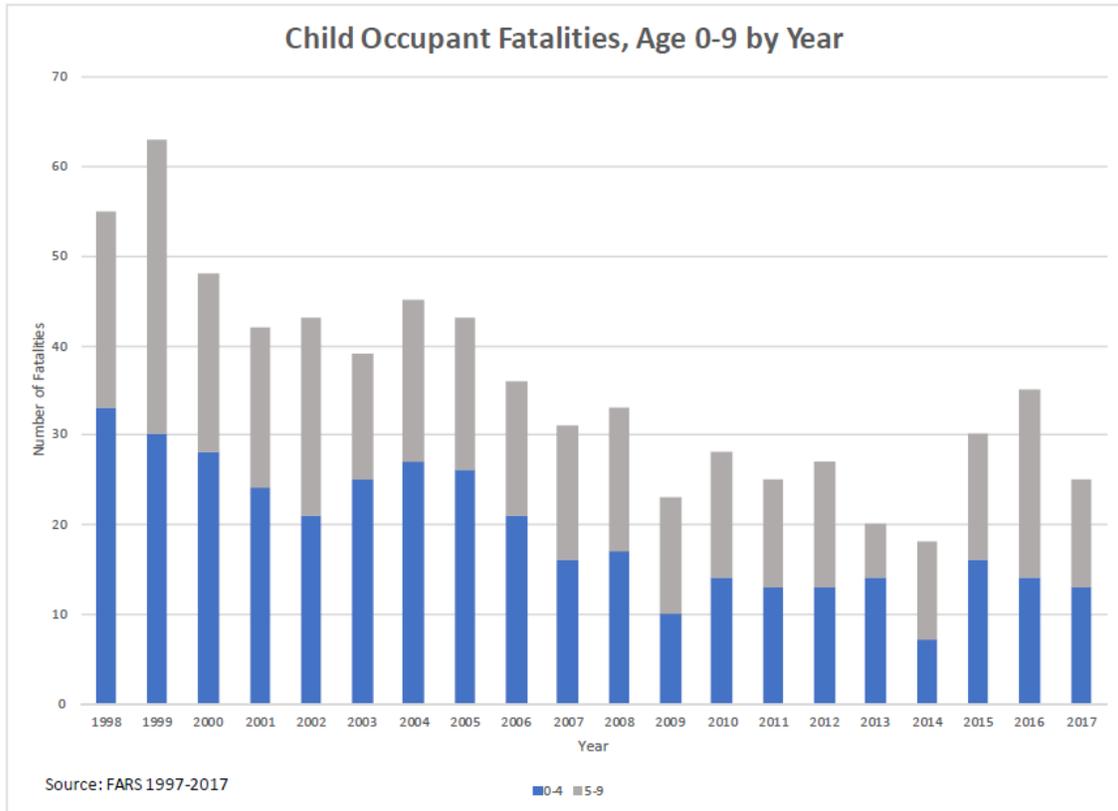
Child safety seat usage in 2018 was 94.1%, a decrease of 4.7% from the 2017 usage rate. Child safety seat usage was highest in the Atlanta MSA (100%), followed by rural areas (95.2%), and non-Atlanta MSAs (90.9%).

Even though Georgia shows a high safety belt usage rate, traffic fatalities are still high among children. According to the Georgia Department of Public Health, in 2017, Georgia ranked 5<sup>th</sup> among all states in traffic fatalities involving children less than 14 years old, with 48 deaths. Twenty-nine of these were aged 8 and under.

2017 Total Number of  
Fatalities for children 0-14

State	Injury Severity Fatal Injury (K)
Texas	127
California	102
Florida	72
North Carolina	56
Georgia	48
Illinois	41
Indiana	39
Ohio	39
Missouri	38
Louisiana	35
Search Criteria:	
Year	2017

The graph below, from the GA Department of Public Health, shows how Georgia has been able to decrease the Child Occupant Fatalities for those under age 10 over the past years. While Georgia has been successful there is still work to be done to reduce fatalities to zero.



### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)-2020	2020	5 Year	1698
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	2020	5 Year	24,094
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	2020	5 Year	560
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	2020	5 Year	97.9

## Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations
Communication Campaign
Project Evaluation and Annual Seatbelt Survey

### Countermeasure Strategy: Child Passenger Safety Technicians

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

#### Project Safety Impacts

Georgia is currently maintaining 2,389 certified Child Passenger Safety Technicians (CPST) and 80 certified Child Passenger Safety (CPS) Instructors. According to the 2018 SafeKids Annual Report, in calendar year 2018 Georgia held 58 Child Passenger Safety Technician courses. Of these, there were 47 certification courses and 11 renewal courses. Georgia certified a total of 616 new technicians, more than any other state in NHTSA Region 4, and 172 more than in calendar year 2017. The average National recertification rate was about 55.7% in calendar year 2018, while Georgia was just below the average recertification rate at 55.1%. We have discussed this with the Georgia State Patrol and they realized there were many trooper retirements in 2018, and many were CPS Technicians. To combat this issue, at least one Georgia State Patrol region has plans to send their Troopers to CPS recertification class.

#### Linkage Between Program Area

Based upon the 2016 Observational seatbelt survey results, Georgia began working with The Georgia Department of Public Health Child Occupant Safety Project (COSP) to focus on a new approach to reach rural Georgians. The results in the 2017 child safety restraint survey continued to show rural Georgia at 92.9% usage. The Georgia Department of Public Health (DPH) set up Regional Coordinators across the state to focus on child passenger safety education and outreach within their local region. These coordinators are full time employees of DPH and reside within their region. The idea was that these coordinators were familiar with their areas and could help facilitate trainings among fire departments, police departments, health departments, and EMS. The results of the 2018 child safety restraint survey showed in rural Georgia the child safety restraint use at 95.2%, an increase from the 2017 survey of 92.9%. According to the 2018 SafeKids Annual Report, in calendar year 2018, Georgia increased the number of CPS courses by 32% from 44 in 2017 to 58 in 2018, second only to the State of California who had 59 courses. Georgia also certified a total of 616 new technicians, more than any other state in NHTSA Region 4, and 172 more than in calendar year 2017. With the recertification rate at 55% for 2018, DPH Regional Coordinators will actively recruit new CPS

Technicians through their outreach within the regions. Atlanta Fire Department will continue to train fire recruits during the Fire Academy.

Georgia will continue to host Child Passenger Safety Technician and Instructor courses statewide in a continued effort to 1) reach all areas of the State and 2) recruit, train and maintain a sufficient number of CPS-technicians based on the State's problem identification. Locations have been chosen based on requests from high-risk areas. In compliance with the National Certification program, all courses will 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, and average about 10 attendees per class. Below are the proposed courses, and unless otherwise noted, will be hosted by the Georgia Department of Public Health.

## CPST Courses

	<b>Dalton</b>	<b>Athens</b>	<b>Atlanta</b>	<b>Macon</b>
<b>Date</b>	July 2020	October 2019	November 2019	November 2019
<b>Location</b>	Fannin	Habersham	Lamar	Monroe (GPSTC)
<b>Population</b>	Rural	Rural	Urban	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income
<b>Date</b>	March 2020	February 2020	February 2020	December 2019
<b>Location</b>	Walker	Barrow	Douglas	Peach
<b>Population</b>	Rural	Rural	Urban	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income / MO	Low Income
<b>Date</b>	May 2020	April 2020	June 2020	June 2020
<b>Location</b>	Gordon	Clarke	DeKalb	Washington
<b>Population</b>	Rural	Urban	Urban	Rural
<b>At Risk</b>	Low Income / MO	Low Income	Low Income / MO	Low Income
	<b>Augusta</b>	<b>Columbus</b>	<b>Valdosta</b>	<b>Jesup</b>
<b>Date</b>	March 2020	January 2020	November 2019	January 2020
<b>Location</b>	McDuffie	Chattahoochee	Colquitt	Liberty
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income
<b>Date</b>	July 2020	March 2020	December 2019	August 2020
<b>Location</b>	Emanuel	Taylor	Irvin	Montgomery
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income
<b>Date</b>	September 2020	April 2020	May 2020	September 2020
<b>Location</b>	Screven	Crisp	Echols	Charlton
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income

## Atlanta Fire Department

CPST Courses		CEU/Renewal				
<b>Date</b>	November 2019	February 2020	October 2019	October 2019	December 2019	January 2020
<b>Location</b>	Atlanta Fire					
<b>Population</b>	Urban	Urban	Urban	Urban	Urban	Urban
<b>At Risk</b>	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority
<b>Date</b>	March 2020	June 2020	February 2020	March 2020	April 2020	May 2020
<b>Location</b>	College Park	Atlanta Fire				
<b>Population</b>	Urban	Urban	Urban	Urban	Urban	Urban
<b>At Risk</b>	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority
<b>Date</b>	September 2020		June 2020	July 2020	August 2020	September 2020
<b>Location</b>	Atlanta Fire		Atlanta Fire	Atlanta Fire	Atlanta Fire	Atlanta Fire
<b>Population</b>	Urban		Urban	Urban	Urban	Urban
<b>At Risk</b>	Low Income/Minority		Low Income/Minority	Low Income/Minority	Low Income/Minority	Low Income/Minority

<b>CPST CEU and/or Renewal Courses</b>				
	<b>Dalton</b>	<b>Athens</b>	<b>Atlanta</b>	<b>Macon</b>
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Whitfield	Hall	Fulton	Monroe (GPSTC)
<b>Population</b>	Rural	Rural	Urban	Rural
<b>At Risk</b>	Low Income / MO	Low Income / MO	Low Income / MO	Low Income
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Bartow	Forsyth	DeKalb	Bibb
<b>Population</b>	Rural	Rural	Urban	Rural
<b>At Risk</b>	Low Income / MO	Low Income	Low Income / MO	Low Income
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Polk	Oconee	Fayette	Dodge
<b>Population</b>	Rural	Rural	Urban	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income / MO	Low Income
	<b>Augusta</b>	<b>Columbus</b>	<b>Valdosta</b>	<b>Jesup</b>
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Burke	Muscogee	Lowndes	Chatham
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income / MO	Low Income	Low Income / MO
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Bulloch	Talbot	Grady	Wayne
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Columbia	Quitman	Tift	Toombs
<b>Population</b>	Rural	Rural	Rural	Rural
<b>At Risk</b>	Low Income	Low Income	Low Income	Low Income

The Georgia Department of Public Health is the only statewide agency that addresses the safe transportation of children with special healthcare needs. COSP works with providers to conduct transportation evaluations providing technical expertise to identify when a conventional child safety seat or a large medical seat is appropriate for individual needs. Staff also provide examples of letters of medical necessity to support funding requests to Medicaid and other payors of first resort. The DPH- COSP will also work with hospitals who provide specialized support to pediatric patients, providing family referrals for seat installations and assisting with evaluations as needed. Additionally, training for CPSTs specific for transporting children with special healthcare needs will continue to be offered at least twice during the grant period. Two COSP staff are the only certified trainers for this program in Georgia.

Keeping Kids Safe (hospital courses)				
	Dalton	Athens	Atlanta	Macon
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Floyd Medical	NG Med(Hall)	Northside-ATL	Navicent - Bibb
<b>Population</b>	Rural	Rural	Urban	Urban
<b>At Risk</b>	Low Income	Low Income	Low Income / MO	Low Income
<b>Date</b>	TBD	TBD	TBD	
<b>Location</b>	Gordon Hospital	Northside - Piedmo	Piedmont-ATL	
<b>Population</b>	Rural	Rural	Urban	
<b>At Risk</b>	Low Income	Low Income	Low Income / MO	
<b>Date</b>	TBD	TBD	TBD	
<b>Location</b>	Hamilton Medical	Norhtside-Forsyth	Northside-ATL	
<b>Population</b>	Rural	Urban	Urban	
<b>At Risk</b>	Low Income	Low Income	Low Income / MO	
<b>Date</b>	TBD		TBD	
<b>Location</b>	Cartersville Medical		Northside-ATL	
<b>Population</b>	Rural		Urban	
<b>At Risk</b>	Low Income		Low Income / MO	
	<b>Augusta</b>	<b>Columbus</b>	<b>Valdosta</b>	<b>Jesup</b>
<b>Date</b>	TBD	TBD	TBD	TBD
<b>Location</b>	Augusta University	Phoebe Sumter	South GA Medical	Memorial - Savannah
<b>Population</b>	Urban	Rural	Rural	Urban
<b>At Risk</b>	Low Income	Low Income / MO	Low Income / MO	Low Income

Transporting Children with Special Healthcare Needs				
*All locations are tentative, pending training staff and room confirmation				
<b>Location</b>	<b>Date</b>	<b>Population</b>	<b>At Risk</b>	
Savannah	November 2019	Urban	Low Income / Minority	
Metro Atlanta	April 2020	Urban	Low Income / Minority	

Minority outreach is another specialty area handled by a full time staff member (Outreach Coordinator) of the GA Department of Public Health (DPH). Safety messaging and outreach to established groups will continue, as will distribution and use of the Spanish flipbook for locations without a translator. DPH Outreach Coordinator will continue to work directly with the Regional Coordinators to identify the focus counties in each region and will assist in identifying

minority outreach partners in those areas, including such groups as faith-based organization, resettlement agencies, migrant agencies, etc. From a statewide perspective, DPH will provide awareness training to refugee caseworkers and resettlement partners and will work to build a resource cache for tools in multiple languages.

Utilizing data from Refugee Health, a list of focus counties includes DeKalb, Fulton, Gwinnett, Cherokee, Cobb, Madison, Colquitt, Chatham, and Hall. Outreach will also continue with established Spanish-language partners (i.e., Coffee County, etc.).

**Rationale**

As in the past, this countermeasure continues to play a major role in establishing a well-functioning highway safety culture in which the public/political attention is given to motor vehicle crashes, injuries, and fatalities relating to children. This countermeasure was chosen because Georgia’s data indicates an evidence-based approach for increasing or maintaining Georgia’s child safety seat usage rate. Data also indicates that fatalities for children under the age of 10 decreased in 2018. The implementation of this strategy allows Georgia to identify and strengthen partnerships throughout the State.

The results in the 2018 child safety restraint survey showed in rural Georgia the child safety restraint use at 95.2%, an increase from the 2017 survey of 92.9%. In calendar year 2018, Georgia increased the number of CPS Courses by 32% from 44 courses to 58 courses, second only to the state of California who had 59. Georgia also certified a total of 616 new technicians, more than any other state in NHTSA Region 4, and 172 more than in calendar year 2017. The Child Occupant Safety Project staff will continue to operate using a regional model for statewide outreach and education. Regional Coordinators will attend local EMS Regional Council’s, EMS-C, and/or RTAC Meetings, local traffic enforcement network meetings, and other local networking opportunities. Connections made during these meetings will be leveraged into recruitment opportunities for CPST Courses. For retention, COSP staff will host more than 20 CEU classes throughout the state, providing multiple opportunities for technicians to attend in-person recertification sessions. Regional coordinators will also maintain a local list-serve to advertise local classes and community check events to ensure technicians have ample opportunities to gain their seat-checks and community events required to maintain their certification.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
OP-1	Department of Public Health-Occupant Protection
OP-2	Fund Atlanta Fire Department
OP-3	Law Enforcement Occupant Protection Education
OP-4	Georgia Governor's Office of Highway Safety - 402OP

OP-5	Governor's Office of Highway Safety 405b M1PE
------	---

**Planned Activity: Department of Public Health-Occupant Protection**

Planned activity number: **OP-1**

Primary Countermeasure Strategy ID: **Child Passenger Safety Technicians**

**Planned Activity Description**

Department of Public Health operates 8 Regional Coordinators across the state. The Coordinators are responsible for setting up courses, safety checks, and education events within their region. The project participates in Click It or Ticket mobilizations as well as the statewide Child Passenger Safety Caravan, held in conjunction with the National CPS week, in September. Child Safety seats are distributed statewide through their mini-grant program and inspection stations to assist the low-income and minority population

**Intended Subrecipients**

Georgia Department of Public Health

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,266,415.63	\$316,603.91	\$0.00

**Planned Activity: Fund Atlanta Fire Department**

Planned activity number: **OP-2**

Primary Countermeasure Strategy ID: **Child Passenger Safety Technicians**

**Planned Activity Description**

Atlanta Fire Department operates inspection stations across the City of Atlanta, focusing on the Low-income and Minority population. Firefighters are trained to be CPS technicians and their

certification is renewed bi-annually through this project. Project also conducts outreach and education throughout Metro-Atlanta, focusing on low-income and minority population

**Intended Subrecipients**

City of Atlanta Fire Department

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$172,658.33	\$44,164.59	\$172,658.33

**Planned Activity: Law Enforcement Occupant Protection Education**

Planned activity number: **OP-3**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

**Planned Activity Description**

Agency will educate the local communities and surrounding areas on the importance of proper seat belt use. Agency will host 24 hour fitting station and have officers trained to properly install

**Intended Subrecipients**

Port Wentworth Police Department

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$26,867.40	\$6,716.85	\$26,867.40

**Planned Activity: Georgia Governor's Office of Highway Safety - 402OP**

Planned activity number: **OP-4**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

**Planned Activity Description**

Fund GOHS personnel and media focused on public information, education and outreach, statewide to reduce the number of injuries and fatalities attributed to unbuckled children and adults. GOHS will host one Child Passenger Seat Safety Campaign during National CPS week.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$0.00

**Planned Activity: Governor's Office of Highway Safety 405b M1PE**

Planned activity number: **OP-5**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

**Planned Activity Description**

To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities by promoting safety belt usage.

## Intended Subrecipients

Georgia Governor's Office of Highway Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b OP High (MAP-21)	\$20,000.00	\$5,000.00	

### Countermeasure Strategy: Child Restraint inspection stations

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

#### Project Safety Impacts

Georgia hosts Child Restraint Inspection Stations in urban and rural areas. As of June 2019, Georgia has a total of 50 registered inspection stations readily available to provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat misuse. Georgia is currently working on updating the Inspection Station registration portal to make it easier for Child Passenger Safety Technicians and/or Instructors to register the inspection stations. A current list of inspection stations is attached to this document and available through the GA Highway Safety website at [www.gahighwaysafety.org](http://www.gahighwaysafety.org). Child Passenger Safety Technicians (CPST) are available by appointment at each fitting station to assist local parents and caregivers with properly installing child safety seats and providing extra resources when necessary. This list identifies the location and contact person at each station. The locations served include urban and rural as well as high-risk areas such as Fulton County, Hall County, Randolph County, Lowndes County, and Richmond County. Georgia will continue to advertise the portal to health departments, fire department, police departments, and other avenues in hopes to increase the number of registered stations.

#### Linkage Between Program Area

Currently the Child Restraint Inspection Station portal is being updated with new technology. There are approximately 50 stations registered and GOHS is encouraging new ones to register on

a daily basis. Inspection stations should be located statewide and available to a majority of the state population. In the City of Atlanta, the fire department consistently operates 14 inspection stations located in high-risk areas throughout the city and these stations are open to the public by appointment. The GA Department of Public Health’s regional coordinators are networking across their regions to increase the number of inspection stations in both rural and urban areas.

**Rationale**

According to NHTSA, a "hands-on" educational intervention makes a difference in whether or not parents and/or caregivers correctly use their child restraints. Inspection stations are focused on educating the parent/caregiver and then having them physically demonstrate how they are to correctly install a car seat. Since 2008, child motor vehicle traffic fatalities have slightly decreased for those under age 8. In Georgia, children under age 8 must be properly restrained in an approved restraint system for the height and weight of the child. This age group (0-7), nationally, accounted for 599 deaths in 2017, a decrease from 650 in 2008. The "known" restraint use for those killed was approximately 70-72% to those that survived the "known" restraint use was approximately 91-93 % usage. These numbers alone show that properly restrained children do save lives and inspection stations are another tool Georgia uses to assist those parents and caregivers in helping to save lives.

This countermeasure was chosen because pre and post evaluations continue to indicate that parents’ knowledge and behavior increased after their visit to one of the inspection stations. After attending, children along with their parents are significantly more likely to properly use a vehicle safety device than a non-attende, especially in identified high risk areas.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
OP-1	Department of Public Health-Occupant Protection
OP-2	Fund Atlanta Fire Department
OP-3	Law Enforcement Occupant Protection Education
OP-4	Georgia Governor's Office of Highway Safety - 402OP
OP-5	Governor’s Office of Highway Safety 405b M1PE

**Planned Activity: Department of Public Health-Occupant Protection**

Planned activity number: **OP-1**

Primary Countermeasure Strategy ID: **Child Passenger Safety Technicians**

**Planned Activity Description**

Department of Public Health operates 8 Regional Coordinators across the state. The Coordinators are responsible for setting up courses, safety checks, and education events within

their region. The project participates in Click It or Ticket mobilizations as well as the statewide Child Passenger Safety Caravan, held in conjunction with the National CPS week, in September. Child Safety seats are distributed statewide through their mini-grant program and inspection stations to assist the low-income and minority population

**Intended Subrecipients**

Georgia Department of Public Health

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,266,415.63	\$316,603.91	\$0.00

**Planned Activity: Fund Atlanta Fire Department**

Planned activity number: **OP-2**

Primary Countermeasure Strategy ID: **Child Passenger Safety Technicians**

**Planned Activity Description**

Atlanta Fire Department operates inspection stations across the City of Atlanta, focusing on the Low-income and Minority population. Firefighters are trained to be CPS technicians and their certification is renewed bi-annually through this project. Project also conducts outreach and education throughout Metro-Atlanta, focusing on low-income and minority population

**Intended Subrecipients**

City of Atlanta Fire Department

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians

Child Restraint inspection stations
-------------------------------------

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$172,658.33	\$44,164.59	\$172,658.33

Planned Activity: Law Enforcement Occupant Protection Education

Planned activity number: **OP-3**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

Planned Activity Description

Agency will educate the local communities and surrounding areas on the importance of proper seat belt use. Agency will host 24 hour fitting station and have officers trained to properly install

Intended Subrecipients

Port Wentworth Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$26,867.40	\$6,716.85	\$26,867.40

Planned Activity: Georgia Governor's Office of Highway Safety - 402OP

Planned activity number: **OP-4**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

**Planned Activity Description**

Fund GOHS personnel and media focused on public information, education and outreach, statewide to reduce the number of injuries and fatalities attributed to unbuckled children and adults. GOHS will host one Child Passenger Seat Safety Campaign during National CPS week.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$0.00

**Planned Activity: Governor's Office of Highway Safety 405b M1PE**

Planned activity number: **OP-5**

Primary Countermeasure Strategy ID: **Child Restraint inspection stations**

**Planned Activity Description**

To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities by promoting safety belt usage.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety Technicians
Child Restraint inspection stations

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b OP High (MAP-21)	\$20,000.00	\$5,000.00	

## Countermeasure Strategy: Communication Campaign

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

### Project Safety Impacts

These are Georgia-specific, targeted media and public service campaign and messaging buys. The main aspect of this performance measure will be two Click It or Ticket media buys for the Memorial Day and Thanksgiving travel periods to coincide with NHTSA-designated, national enforcement periods. These will be complemented by an Out Of Home (OOH) billboard media buy with Hunt Advertising that will also feature Click It or Ticket messaging. These paid media campaigns will complement high visibility enforcement campaigns at established Click It or Ticket enforcement periods. This combination has been shown to be effective in increasing seat belt use among the motoring public.

### Linkage Between Program Area

As unbelted crash deaths continue to be a factor in overall Georgia crash deaths, GOHS Communications will fund the aforementioned two separate, but complimentary paid media buys. These campaigns will support short-term, high-visibility seatbelt law enforcement for FFY2020. Failure to use safety belts and child safety seats is one of the leading causes of motor vehicle injuries and deaths in this country. This persists despite NHTSA data that shows safety belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%). In pick-up trucks, SUVs', and mini-vans, properly worn seatbelts reduce fatal injury by sixty percent (60%). NHTSA research data show more than seventy-three percent (73%) of nationwide passenger vehicle occupants involved in serious crashes survive when wearing safety belts correctly. Although Georgia has one of the highest recorded safety belt usage rate in the southeast at 96.3%, sustaining this number necessitates a rigorous, ongoing public awareness campaign that combines attention-getting paid media in conjunction with concentrated earned media efforts and short-term, high-visibility seatbelt law enforcement.

### Rationale

The countermeasure for supports Click It or Ticket mobilizations throughout the year, both during national enforcement periods and outside those periods to supplement public information and education. While Georgia does have a high seat belt usage rate, the rationale for continuing

these activities is to supplement short-term, high visibility seatbelt law enforcement measures with proven paid media strategies with a 5-star effectiveness rating in Countermeasures That Work.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
PM-1	GOHS Communications – Paid Media
PM-5	GOHS Communications-HeadsUPBuckleUP Occupant Protection Awareness

**Planned Activity: GOHS Communications – Paid Media**

Planned activity number: **PM-1**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

To use Paid Media to support ongoing efforts to help decrease crashes, injuries, and fatalities related to distracted driving (\$16,000) and unbelted drivers (\$564,000) on Georgia’s highways. Will include NHTSA-designated national campaigns for Memorial Day and Thanksgiving, and National Distracted Driving Awareness Month.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Distracted Driving Communications and Outreach
Distracted: Communications and Outreach on Distracted Driving
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Seatbelt: Short-term, High-Visibillity Seatbelt Law Enforcement
Seatbelt: Supporting Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$590,800.00	\$147,700.00	\$0.00

**Planned Activity: GOHS Communications-HeadsUPBuckleUP Occupant Protection Awareness**

Planned activity number: **PM-5**

Primary Countermeasure Strategy ID: **Seatbelt: Supporting Enforcement**

**Planned Activity Description**

Partner with Huddle Inc. Ticket Program to provide advertising on ticket backs for high school sporting and extracurricular events with occupant protection messaging via CIOT and Buckle Up programs. To continue to expand our HeadsUpBuckleUpGeorgia public service occupant protection awareness campaign to include paid messages, safe driving tip video segments for students/parents, student seat belt use video message contest, testimonials with crash victims and family members, and live television interviews.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Seatbelt: Short-term, High-Visibillity Seatbelt Law Enforcement
Seatbelt: Supporting Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b OP High (MAP-21)	\$584,656.00	\$146,164.00	

## Countermeasure Strategy: Project Evaluation and Annual Seatbelt Survey

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

### Project Safety Impacts

GOHS has an ongoing need for systematic evaluation of the results of the programs it funds. Past reliance on periodic monthly activity reports and final reports from grantees, while useful, proved inadequate for objectively documenting the effectiveness of their programs. Reports tended to focus more heavily on process information (i.e., how the program was implemented), but did not often report impact data (i.e., outcomes as a result of the program). One factor contributing to this problem was poorly written objectives in the original proposals, which make outcome evaluation difficult.

GOHS responded to these limitations by funding previous comprehensive Highway Safety Program Evaluation grants through the Traffic Safety Research and Evaluation Group (TSREG) in the University of Georgia's College of Public Health. GOHS sought out evaluation resources in the past, but not on a comprehensive, statewide programmatic level as it did with the UGA Evaluation Team. The communication and data submission process from grantees statewide was developed and is presently being utilized during the current grant period. All current activities are focused on maintaining the comprehensive database of grantees, monitoring GOHS' progress, recording grant reporting, and analyzing changes in program effectiveness throughout the state.

TSREG is also responsible for producing the federally-required occupant protection survey. Georgia has been able to increase the seatbelt usage to over 96%, one of the highest usage rates in the country.

### Linkage Between Program Area

Traditional factors such as impaired driving, speeding, and driving unrestrained continue to be persistent problems. Additionally, emerging problems such as distracted driving, increases in elderly drivers, reduced gas prices, and increased risks to pedestrians are further contributing to the undesirable trend of traffic collisions. As more road users are present on Georgia roadways, the risk exposure to collisions continues to rise accordingly. Traffic crashes are a leading cause of long-term disability, with over 1 million adults in the US living with disability due to crash injuries. These threats to public health illustrate the need for effective programming to tackle these issues.

In the past, GOHS emphasized to potential grantees that projects and evaluation measures must be innovative, data driven, and impact driven. For new and existing grantees, the process of collecting, analyzing, and reporting data can be daunting. However, this process is necessary when determining program effectiveness, defending the institutionalization of continuing programs, and supporting the initiation of new programs. Data reported from a single year or brief period of time will not be as useful as trend data in addressing these concerns. Trend data is also beneficial for establishing an accurate picture of the severity of a particular problem and determining the impact of changes in program activities. Current data must be compared to past data. Therefore, each program must present trend data to accomplish this task.

Accountability in funded programs requires evidence-based, objective evaluation of grantee performance. In past years, submitted proposals from potential grantees often did not clearly identify the objectives of the programs and/or had incomplete evaluation plans. The data

submitted to GOHS from grantees often could not be used in categorical statewide program evaluation. Beginning in 2004 in response to state audit findings, and continuing through FFY 2019, the Traffic Safety Research and Evaluation Group (TSREG) at the University of Georgia developed a system to allow GOHS to objectively evaluate its grantee effectiveness. The system allows TSREG to evaluate GOHS' performance and to provide critically needed input for future funding based on best practices and program models with histories of accomplishment.

**Rationale**

As Georgia's population and vehicle miles traveled both continue to increase, and as patterns of income, demographics and driving habits change and evolve, effective projects must base their activities on current conditions. TSREG has demonstrated the ability to respond quickly and efficiently to grantee requests for current data needed to support grant activities, whether in relation to pedestrian fatalities, bicycle crashes, or county-level trends. Data support from TSREG assists grantees in designing activities tailored to current conditions in their jurisdictions and incorporating outcome evaluations to assess program effectiveness.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP-1	Georgia, University of

**Planned Activity: Georgia, University of**

Planned activity number: **CP-1**

Primary Countermeasure Strategy ID: **Project Evaluation and Annual Seatbelt Survey**

**Planned Activity Description**

The Traffic Safety Research and Evaluation Group at the University of Georgia will evaluate the effectiveness of highway safety programs in Georgia and conduct the Annual Seatbelt Survey.

**Intended Subrecipients**

Georgia, University of

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Project Evaluation and Annual Seatbelt Survey

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b High Occupant Protection (MAP- 21)	\$231,155.67	\$57,788.92	

## Program Area: Planning & Administration

### Description of Highway Safety Problems

#### *Problem Identification and Program Justification*

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

There were 1,540 motor vehicle fatalities across Georgia in 2017. This is a 2% decrease in roadway fatalities in comparison to the previous year and a 6% decline from 2007 roadway fatalities. Thirteen (13) counties in Georgia had no roadway fatalities in 2017. This same year (2017), there were 23,605 serious injuries and 393,842 motor vehicle crashes in Georgia. The number of roadway fatalities varied from 1994 to 2017, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2017 Georgia experienced a fatality rate comparable to the 2015 rate, with 1.22 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities.

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

#### *Strategic Highway Safety Planning*

The majority of activities undertaken by the Governor's Office of Highway Safety (GOHS) are oriented towards encouraging the use of passenger restraint systems, minimizing dangers associated with individuals driving under the influence of drugs and alcohol, reducing unlawful speeds and encouraging safe behavior while driving in general. While these activities are associated with behavioral aspects of transportation system usage, it is clear that the substantive safety issues these programs are seeking to address require further transportation planning efforts

aimed at increasing transportation system safety. The relationship between the highway safety agency and the planning efforts of various transportation agencies is one that needs to be strengthened and strategies found to better integrate these processes.

The effective integration of safety considerations into transportation planning requires the collaborative interaction of numerous groups. In most cases, parties involved will depend on what issue is being addressed. Governor’s Office of Highway Safety (GOHS) has collaborated with the Georgia Department of Transportation (GDOT), the Georgia Department of Public Safety (DPS), the Department of Driver Services (DDS), the Georgia Department of Public Health (DPH), the Office of State Administrative Hearings, the Georgia Association of Chief of Police, the Georgia Sheriff’s Association, the Atlanta Regional Commission (ARC), other Metropolitan Planning Organizations (MPOs), local law enforcement, health departments, fire departments and other stakeholder groups to produce Georgia’s Strategic Highway Safety Plan (SHSP). Collectively we will develop and implement on a continual basis a highway safety improvement program that has the overall objective of reducing the number and severity of crashes and decreasing the potential for crashes on all highways. The comprehensive SHSP is data driven and aligns safety plans to address safety education, enforcement, engineering, and emergency medical services. The requirements for our highway safety improvement program include:

*Planning*

A process of collecting and maintaining a record of crashes, traffic and highway data, analyzing available data to identify hazardous highway locations; conducting engineering study of those locations; prioritizing implementation; conducting benefit-cost analysis and paying special attention to railway/highway grade crossings.

*Implementation*

A process for scheduling and implementing safety improvement projects and allocating funds according to the priorities developed in the planning phase.

*Evaluation*

A process for evaluating the effects of transportation improvements on safety including the cost of the safety benefits derived from the improvements, the crash experience before and after implementation, and a comparison of the pre- and post-project crash numbers, rates and severity.

*Target Population*

Planning, implementing, and evaluating highway safety programs and efforts that will benefit of all Georgia’s citizens and visitors.

**Associated Performance Measures**

Planned Activities

**Planned Activities in Program Area**

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
-------------------	-----------------------	------------------------------------

PA-01	Planning & Administration	
-------	---------------------------	--

**Planned Activity: Planning & Administration**

Planned activity number: **PA-01**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

To maintain an effective staff to deliver public information and education programs that help reduce crashes, injuries, and fatalities in Georgia. To administer operating funds to targeted communities to support the implementation of programs contained in the Governor’s Office of Highway Safety’s Highway Safety Plan. The Mission of the Governor's Office of Highway Safety is to educate the public on highway safety and facilitate the implementation of programs that reduce crashes, injuries, and fatalities on Georgia roadways. Please see attached Organizational Chart for the GOHS.

**Intended Subrecipients**

Georgia Governor’s Office of Highway Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	402 FAST Act Program Management	\$611,424.00	\$611,424.00	\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

#### Problem Identification and Program Justification

In 2017, there were 1,540 motor vehicle fatalities in the State of Georgia. This is a 2% decrease in roadway fatalities in comparison to the previous year and a 6% decline from 2007 roadway fatalities. This same year (2017), there were 23,605 serious injuries and 393,842 motor vehicle crashes in Georgia. The number of roadway fatalities varied from 1994 to 2017, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2017 Georgia experienced a fatality rate comparable to the 2015 rate, with 1.22 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities.

In 2017, Georgia, experience a slight decrease in the percentage of alcohol-impaired, speed related, and unrestrained passenger fatalities in comparison to the previous year. However, bad driving behaviors continue to a factor in many crashes. In 2017, 24% of all fatalities were alcohol related and 16% were speed related. Stringent, high visibility enforcement and education must be continued as we strive to drive these numbers lower. Through more concentrated high visibility enforcement campaigns such as “Click It or Ticket”, “Drive Sober or Get Pulled Over”, “U Text U Drive U Pay” the rates are expected to move in a positive direction.

The Governor’s Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in the state of Georgia. Campaigns such as “Drive Sober or Get Pulled Over”, “Click it or Ticket”, “Operation Southern Shield”, and “Click or Ticket Border to Border” have proven that high visibility enforcement is the key to saving lives on Georgia’s roadways.

Georgia has a total of 43,955 sworn law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses.

Effective communication is crucial in penetrating and mobilizing Georgia’s law enforcement. Georgia’s law enforcement agencies, like many others across the country are understaffed and due to budget constraints, do not possess the tools necessary to effectively enforce Georgia’s traffic laws. The challenge is to market traffic enforcement initiatives to law enforcement command staff and patrol officers on the importance of high visibility enforcement and the impact on highway safety. This same message must also be conveyed to the prosecutors and judicial communities. Changing high-risk driving behavior through public education, strict traffic law enforcement, efficient prosecution and effective sentencing is the key to reducing Georgia’s traffic fatalities and injuries.

Law enforcement agencies must be provided adequate tools, training and networking opportunities in an effort to efficiently and effectively enforce Georgia’s traffic laws and educate the public on highway safety issues. It is also necessary to provide law enforcement agencies, as well as law enforcement officers, with the specialized equipment needed to conduct effective traffic safety operations. Funding for printing of brochures, posters, banners and highway safety materials is necessary in order for these agencies to disseminate pertinent information to the public regarding enforcement initiatives and highway safety campaigns.

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

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)-2020	2020	5 Year	1698
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	2020	5 Year	24,094
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	2020	5 Year	464
2020	C-6) Number of speeding-related fatalities (FARS)-2020	2020	5 Year	317
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	2020	5 Year	97.9

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

**Countermeasure Strategy: Alcohol: Integrated Enforcement**

Program Area: **Police Traffic Services**

**Project Safety Impacts**

**Mobilization Enforcement:** Includes increased enforcement of a specific traffic violation in a targeted location for a short period of time that occurs periodically. Mobilization enforcements should coordinate with specialized NHTSA campaigns such as Drive Sober or Get Pulled Over, Click-It or Ticket, Operation Southern Shield, 100 Days of Summer HEAT.

Agencies are encouraged to conduct multi-jurisdictional efforts. The multi-jurisdictional approach is a critical countermeasure in traffic safety. By having more participating agencies, a greater police presence is created, which in turn creates general deterrence because it increases the risk (or perceived risk) that the motoring public will be caught. The enforcement must be highly visible and include an equal balance of enforcement and publicity.

Agencies are encouraged to utilize crash and speed data to identify high-risk areas for concentrated enforcement. LELs and Network Coordinators regularly emphasize the importance of enforcement countermeasures during the network meetings as a way of encouraging them to be a part of the agency's culture. Strategies discussed include stationary patrols, mobile patrols, high visibility enforcement, corridor safety programs, and neighborhood speed watch.

In order to strengthen state safety initiatives on the local level and to achieve community support for them, the Law Enforcement Liaisons (LELs) in Georgia established 16 traffic enforcement networks across the state. These networks are made up of 32 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

#### Linkage Between Program Area

The local area TEN coordinators and assistant coordinators are called upon to make a major investment of time and effort. Contacting and following up with network members, recruiting support and new members in the communities, planning meetings, recruiting speakers for pertinent programs, and coordinating GOHS initiatives all require an extensive time commitment on the part of the network coordinator. Network coordinators and assistants have several responsibilities:

1. Provide assistance to the regional LEL as required;
2. Participate in the national/state campaigns as directed by the GOHS;
3. Solicit network agencies to participate in national campaigns;
4. Conduct monthly network meetings;
5. Participate in GOHS-sponsored press events;
6. Personally contact each chief of police and sheriff or representative in the local area network in order to explain the GOHS campaigns and solicit agency participation;
7. Promote the use of [www.gareporting.com](http://www.gareporting.com) as the data collection tool for law enforcement statistics for each GOHS campaign;
8. Attend GOHS meetings as directed;
9. Attend at least one regional LEL meeting during the grant period; and
10. Other duties as may be assigned by the GOHS/LEL.

#### Rationale

The strategies and implementation of the proposed projects will increase driver awareness regarding certain behaviors, leading to a reduction in the number of fatalities, injuries, and crashes on Georgia road ways.

By bolstering, strengthening, and encouraging growth of the law enforcement networks currently in place, the network program significantly encourages and strengthens response to the GOHS’s highway safety programs. Network meetings serve as an important tool in training area law enforcement officials to implement the safety program.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
PT-2	Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.
PT-3	Georgia Governor's Office of Highway Safety - 402PTS
PT-4	Fund Sixteen (16) Traffic Enforcement Networks
PT-5	Fund nine (9) High Visibility Traffic Enforcement Projects

**Planned Activity: Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.**

Planned activity number: **PT-2**

Primary Countermeasure Strategy ID: **Alcohol: Integrated Enforcement**

**Planned Activity Description**

HEAT enforcement hours will be dedicated to enforcing the laws that govern speed, impaired driving, and occupant protection laws on the roadways of county/city through high-visibility enforcement and checkpoints in areas identified by data to be those where crashes, injuries, and fatalities occur. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St. Patrick's Day mobilizations.

**Intended Subrecipients**

Bartow County Sheriff's Office, Burke County Sheriff's Office, Cherokee Co Sheriff's Office, Cobb County Police Department, DeKalb Co Police Department, Dublin Police Department, Forsyth Co. Sheriff's Office, Habersham Co Sheriff's Office, Hall County Sheriff's Office, Houston County Sheriff's Office, Newton County Sheriff's Office, Savannah Police Department, Dept. of Public Safety N/S, Dept. of Public Safety Mid, Atlanta Police Department, Rockdale Co Sheriff's Office, Glynn Co Police Department, Bibb County Government, Henry County Police Department

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
--------------------------------

Alcohol: Integrated Enforcement
High Visibility Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,237,667.72	\$559,416.93	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,625,763.95	\$906,440.99	\$3,625,763.95

#### Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
2020 Ford Police Interceptors - Dublin PD	2	\$48,691.00	\$97,382.00	\$48,691.00	\$97,382.00
2020 Fully Equipped Patrol Vehicle-Bibb	3	\$50,204.00	\$150,612.00	\$50,204.00	\$150,612.00
2020 Pursuit Utility Vehicle patrol-Henry	3	\$47,140.25	\$141,420.75	\$47,140.25	\$141,420.75
2020 Pursuit Utility Vehicle-Rockdale	3	\$44,280.00	\$132,840.00	\$44,280.00	\$132,840.00
Flashback HD Camera System-Rockdale	3	\$5,896.00	\$17,688.00	\$5,896.00	\$17,688.00

Ford SUV-Atlanta	3	\$46,513.16	\$139,539.48	\$46,513.16	\$139,539.48
Fully equipped police vehicle-Glynn	3	\$46,800.00	\$140,400.00	\$46,800.00	\$140,400.00
In Car Camera System-Bibb	1	\$5,782.00	\$5,782.00	\$5,782.00	\$5,782.00
Police In-car Radios – Henry County	3	\$5,481.25	\$16,443.75	\$5,481.25	\$16,443.75

**Planned Activity: Georgia Governor's Office of Highway Safety - 402PTS**

Planned activity number: **PT-3**

Primary Countermeasure Strategy ID: **Alcohol: Integrated Enforcement**

**Planned Activity Description**

Fund GOHS staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$947,150.00	\$236,787.50	\$0.00

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Ford F-250 Truck-GOHS	1	\$32,000.00	\$32,000.00	\$32,000.00	\$32,000.00
Rollover Simulator-GOHS	1	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00

**Planned Activity: Fund Sixteen (16) Traffic Enforcement Networks**

Planned activity number: **PT-4**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

**Planned Activity Description**

Sixteen (16) Traffic Enforcement Networks (TEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Burke Co Sheriff, Byron Police, Calhoun Police, Camden Co Sheriff, Barrow Co Sheriff, DeKalb Co Police, Demorest Police, Douglas Co Sheriff, Effingham Co Sheriff, Holly Springs Police, Donalsonville Police Department, Lyons Police Department, Valdosta Police, Zebulon Police, Monroe Police Department, and City of Butler Police Department.

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol: Integrated Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------------------	-------------------	-----------------------	--------------------------	--------------	---------------

2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$322,505.00	\$80,626.25	\$322,505.00
------	-----------------------	-----------------------------------	--------------	-------------	--------------

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Watchguard 4RE In-Car Video Camera-Camden County	1	\$5,750.00	\$5,750.00	\$5,750.00	\$5,750.00
In Car Camera- Lyons PD	1	\$5,300.00	\$5,300.00	\$5,300.00	\$5,300.00

**Planned Activity: Fund nine (9) High Visibility Traffic Enforcement Projects**

Planned activity number: **PT-5**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

**Planned Activity Description**

Officers will be dedicated to enforcing the laws that govern speed and impaired driving on the roadways of county/city through saturated patrol in areas identified by data to be those where speed and/or impaired driving related crashes, injuries, and fatalities occur. Participate in CIOT, 100 Days of Summer HEAT, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Ben Hill Co Sheriff, Claxton Police, Coffee Co Sheriff, Cordele Police, Irwin Co Sheriff, Peach Co Sheriff, Turner Co Sheriff, Warner Robins Police, Worth Co Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol: Integrated Enforcement
High Visibility Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$206,566.07	\$51,641.52	\$206,566.07
2019	FAST Act NHTSA 402	Speed Management (FAST)	\$89,525.20	\$22,381.30	\$89,525.20

## Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
SAM-R Radar Trailer-Peach Co	1	\$9,250.00	\$9,250.00	\$9,250.00	\$9,250.00
Speed Trailer-Worth Co	1	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00

## Countermeasure Strategy: Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement

Program Area: **Police Traffic Services**

### Project Safety Impacts

The state will seek to increase the safety belt usage rate through a continued educational program alerting the state's citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law and by continuing to conduct a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with national enforcement mobilizations are two strategies the state will use to address the ongoing occupant protection issue.

Aggressively enforcing the primary safety belt law and continuing a Memorial Day safety belt and child passenger safety seat high-visibility enforcement mobilization which conforms to the national Click it or Ticket model help increase the safety belt usage rate as well as the correct usage of child passenger safety seats. Occupant Protection Programs that are funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations,

conduct educational presentations, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization.

It is anticipated that performance of the chosen countermeasure strategy will provide a beneficial traffic safety impact in the area of occupant protection in FFY 2020.

### Linkage Between Program Area

Based on the analysis of the problem identification data, by allocating funds to high-visibility enforcement of the state's primary seatbelt law will facilitate the state's achievement of the outlined Occupant Protection performance targets. Achievement of these performance targets will serve to reduce crashes, injuries, and fatalities in the state.

### Rationale

The state currently complies with countermeasures deemed highly effective by the Countermeasures that Work 9th edition, such as statewide primary safety belt enforcement (pp. 2-10 to 2-12), short-term high-visibility belt law enforcement following the national Click it or Ticket model (pp. 2-16 to 2-18), combined nighttime seat belt and alcohol enforcement (pp. 2-19 to 2-20), and communications and outreach strategies for lower belt use groups (pp. 2-23 to 2-25). Georgia also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement (p. 2-21).

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM-1	GOHS Communications – Paid Media
PM-5	GOHS Communications-HeadsUPBuckleUP Occupant Protection Awareness
PT-2	Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.
PT-3	Georgia Governor's Office of Highway Safety - 402PTS
PT-4	Fund Sixteen (16) Traffic Enforcement Networks
PT-5	Fund nine (9) High Visibility Traffic Enforcement Projects

### Planned Activity: GOHS Communications – Paid Media

Planned activity number: **PM-1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

To use Paid Media to support ongoing efforts to help decrease crashes, injuries, and fatalities related to distracted driving (\$16,000) and unbelted drivers (\$564,000) on Georgia's highways.

Will include NHTSA-designated national campaigns for Memorial Day and Thanksgiving, and National Distracted Driving Awareness Month.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Communication Campaign
Distracted Driving Communications and Outreach
Distracted: Communications and Outreach on Distracted Driving
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Seatbelt: Short-term, High-Visibillity Seatbelt Law Enforcement
Seatbelt: Supporting Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$590,800.00	\$147,700.00	\$0.00

**Planned Activity: GOHS Communications-HeadsUPBuckleUP Occupant Protection Awareness**

Planned activity number: **PM-5**

Primary Countermeasure Strategy ID: **Seatbelt: Supporting Enforcement**

**Planned Activity Description**

Partner with Huddle Inc. Ticket Program to provide advertising on ticket backs for high school sporting and extracurricular events with occupant protection messaging via CIOT and Buckle Up programs. To continue to expand our HeadsUpBuckleUpGeorgia public service occupant protection awareness campaign to include paid messages, safe driving tip video segments for students/parents, student seat belt use video message contest, testimonials with crash victims and family members, and live television interviews.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Seatbelt: Short-term, High-Visibillity Seatbelt Law Enforcement
Seatbelt: Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b OP High (MAP-21)	\$584,656.00	\$146,164.00	

Planned Activity: Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.

Planned activity number: **PT-2**

Primary Countermeasure Strategy ID: **Alcohol: Integrated Enforcement**

Planned Activity Description

HEAT enforcement hours will be dedicated to enforcing the laws that govern speed, impaired driving, and occupant protection laws on the roadways of county/city through high-visibility enforcement and checkpoints in areas identified by data to be those where crashes, injuries, and fatalities occur. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St. Patrick's Day mobilizations.

Intended Subrecipients

Bartow County Sheriff's Office, Burke County Sheriff's Office, Cherokee Co Sheriff's Office, Cobb County Police Department, DeKalb Co Police Department, Dublin Police Department, Forsyth Co. Sheriff's Office, Habersham Co Sheriff's Office, Hall County Sheriff's Office, Houston County Sheriff's Office, Newton County Sheriff's Office, Savannah Police Department, Dept. of Public Safety N/S, Dept. of Public Safety Mid, Atlanta Police Department, Rockdale Co Sheriff's Office, Glynn Co Police Department, Bibb County Government, Henry County Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
High Visibility Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,237,667.72	\$559,416.93	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,625,763.95	\$906,440.99	\$3,625,763.95

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

<b>Item</b>	<b>Quantity</b>	<b>Unit cost</b>	<b>Total Cost</b>	<b>NHTSA Share per unit</b>	<b>NHTSA Share Total Cost</b>
2020 Ford Police Interceptors - Dublin PD	2	\$48,691.00	\$97,382.00	\$48,691.00	\$97,382.00
2020 Fully Equipped Patrol Vehicle-Bibb	3	\$50,204.00	\$150,612.00	\$50,204.00	\$150,612.00
2020 Pursuit Utility Vehicle patrol-Henry	3	\$47,140.25	\$141,420.75	\$47,140.25	\$141,420.75

2020 Pursuit Utility Vehicle-Rockdale	3	\$44,280.00	\$132,840.00	\$44,280.00	\$132,840.00
Flashback HD Camera System-Rockdale	3	\$5,896.00	\$17,688.00	\$5,896.00	\$17,688.00
Ford SUV-Atlanta	3	\$46,513.16	\$139,539.48	\$46,513.16	\$139,539.48
Fully equipped police vehicle-Glynn	3	\$46,800.00	\$140,400.00	\$46,800.00	\$140,400.00
In Car Camera System-Bibb	1	\$5,782.00	\$5,782.00	\$5,782.00	\$5,782.00
Police In-car Radios – Henry County	3	\$5,481.25	\$16,443.75	\$5,481.25	\$16,443.75

**Planned Activity: Georgia Governor's Office of Highway Safety - 402PTS**

Planned activity number: **PT-3**

Primary Countermeasure Strategy ID: **Alcohol: Integrated Enforcement**

**Planned Activity Description**

Fund GOHS staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
---------------------------	--------------------------	------------------------------	---------------------------------	---------------------	----------------------

2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$947,150.00	\$236,787.50	\$0.00
------	-----------------------	-----------------------------------	--------------	--------------	--------

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Ford F-250 Truck- GOHS	1	\$32,000.00	\$32,000.00	\$32,000.00	\$32,000.00
Rollover Simulator-GOHS	1	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00

Planned Activity: Fund Sixteen (16) Traffic Enforcement Networks

Planned activity number: **PT-4**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

Planned Activity Description

Sixteen (16) Traffic Enforcement Networks (TEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St Patrick's Day mobilizations.

Intended Subrecipients

Burke Co Sheriff, Byron Police, Calhoun Police, Camden Co Sheriff, Barrow Co Sheriff, DeKalb Co Police, Demorest Police, Douglas Co Sheriff, Effingham Co Sheriff, Holly Springs Police, Donalsonville Police Department, Lyons Police Department, Valdosta Police, Zebulon Police, Monroe Police Department, and City of Butler Police Department.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol: Integrated Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$322,505.00	\$80,626.25	\$322,505.00

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Watchguard 4RE In-Car Video Camera-Camden County	1	\$5,750.00	\$5,750.00	\$5,750.00	\$5,750.00
In Car Camera- Lyons PD	1	\$5,300.00	\$5,300.00	\$5,300.00	\$5,300.00

**Planned Activity: Fund nine (9) High Visibility Traffic Enforcement Projects**

Planned activity number: **PT-5**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

**Planned Activity Description**

Officers will be dedicated to enforcing the laws that govern speed and impaired driving on the roadways of county/city through saturated patrol in areas identified by data to be those where speed and/or impaired driving related crashes, injuries, and fatalities occur. Participate in CIOT, 100 Days of Summer HEAT, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border ,April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Ben Hill Co Sheriff, Claxton Police, Coffee Co Sheriff, Cordele Police, Irwin Co Sheriff, Peach Co Sheriff, Turner Co Sheriff, Warner Robins Police, Worth Co Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol: Integrated Enforcement
High Visibility Enforcement

Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$206,566.07	\$51,641.52	\$206,566.07
2019	FAST Act NHTSA 402	Speed Management (FAST)	\$89,525.20	\$22,381.30	\$89,525.20

#### Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
SAM-R Radar Trailer-Peach Co	1	\$9,250.00	\$9,250.00	\$9,250.00	\$9,250.00
Speed Trailer-Worth Co	1	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00

#### Countermeasure Strategy: Speed: High-Visibility Enforcement

Program Area: **Police Traffic Services**

#### Project Safety Impacts

Police traffic services program grants are highly effective in reducing traffic-related injuries and fatalities through prevention efforts, public information and education, selective enforcement countermeasures, and use of the community's public or private resources to identify and address all of its significant traffic safety problems. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury crashes. To maximize program effectiveness, law enforcement agencies must organize an effective community-based program by involving public agencies, private sector organizations, and private citizens.

*Major police traffic services include the following:*

- 1.Enforcement of traffic laws;
- 2.Training in traffic enforcement skills;
- 3.Crash and injury prevention activities such as leadership and outreach in communities to encourage seat belt and child safety seat use, use of helmets, and use of protective gear; and
- 4.Support for community-based efforts to address impaired driving, occupant protection, speed violations, distracted driving, aggressive drivers, and other unsafe driving behaviors.

### Linkage Between Program Area

The police traffic services program focuses on support for community-based efforts to address impaired driving, occupant protection, work zone safety, speed violations, distracted driving, aggressive driving, and other unsafe driving behaviors. The grants are highly effective in reducing traffic collisions through selective enforcement and education. The High-Visibility Enforcement (HVE) concept is a departure from traditional law enforcement traffic enforcement tactics. HVE incorporates enforcement strategies, such as enhanced patrols using visibility elements (e.g. electronic message boards, road signs, command posts, mobile sobriety checkpoint operations, etc.) designed to make enforcement efforts obvious to the public. It is supported by a coordinated communication strategy and publicity. HVE may also be enhanced through multi-jurisdictional efforts and partnerships between people and organizations dedicated to the traffic safety of their community.

### Rationale

Targeted traffic law enforcement has been shown to be effective. According to NHTSA’s Countermeasures that Work, Ninth Edition, deterrence through law enforcement is the basic behavioral strategy that has been used to control speeding and aggressive driving actions. Consequently, specialized enforcement projects such as speed enforcement waves, aggressive driving patrols, impaired driving saturations may contribute to the public’s awareness of specific types of unsafe driver behaviors at the same time that the presence of traffic patrols serves as a general deterrent to the wide variety of undesirable behaviors that are not being targeted. For instance, detecting a law enforcement presence is oftentimes enough for a driver to slow down.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2	Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.
PT-5	Fund nine (9) High Visibility Traffic Enforcement Projects

Planned Activity: Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.

Planned activity number: **PT-2**

Primary Countermeasure Strategy ID: **Alcohol: Integrated Enforcement**

**Planned Activity Description**

HEAT enforcement hours will be dedicated to enforcing the laws that govern speed, impaired driving, and occupant protection laws on the roadways of county/city through high-visibility enforcement and checkpoints in areas identified by data to be those where crashes, injuries, and fatalities occur. Participate in CIOT, 100 days of summer heat, Border to Border, Operation Zero Tolerance, Operation Southern Shield, Drive Sober or Get Pulled Over, Hands Across the Border, April Distracted Driving Month and St. Patrick's Day mobilizations.

**Intended Subrecipients**

Bartow County Sheriff's Office, Burke County Sheriff's Office, Cherokee Co Sheriff's Office, Cobb County Police Department, DeKalb Co Police Department, Dublin Police Department, Forsyth Co. Sheriff's Office, Habersham Co Sheriff's Office, Hall County Sheriff's Office, Houston County Sheriff's Office, Newton County Sheriff's Office, Savannah Police Department, Dept. of Public Safety N/S, Dept. of Public Safety Mid, Atlanta Police Department, Rockdale Co Sheriff's Office, Glynn Co Police Department, Bibb County Government, Henry County Police Department

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
High Visibility Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,237,667.72	\$559,416.93	

2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,625,763.95	\$906,440.99	\$3,625,763.95
------	-----------------------	--------------------------------------	----------------	--------------	----------------

Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
2020 Ford Police Interceptors - Dublin PD	2	\$48,691.00	\$97,382.00	\$48,691.00	\$97,382.00
2020 Fully Equipped Patrol Vehicle-Bibb	3	\$50,204.00	\$150,612.00	\$50,204.00	\$150,612.00
2020 Pursuit Utility Vehicle patrol-Henry	3	\$47,140.25	\$141,420.75	\$47,140.25	\$141,420.75
2020 Pursuit Utility Vehicle-Rockdale	3	\$44,280.00	\$132,840.00	\$44,280.00	\$132,840.00
Flashback HD Camera System-Rockdale	3	\$5,896.00	\$17,688.00	\$5,896.00	\$17,688.00
Ford SUV-Atlanta	3	\$46,513.16	\$139,539.48	\$46,513.16	\$139,539.48
Fully equipped police vehicle-Glynn	3	\$46,800.00	\$140,400.00	\$46,800.00	\$140,400.00
In Car Camera System-Bibb	1	\$5,782.00	\$5,782.00	\$5,782.00	\$5,782.00
Police In-car Radios – Henry County	3	\$5,481.25	\$16,443.75	\$5,481.25	\$16,443.75

**Planned Activity: Fund nine (9) High Visibility Traffic Enforcement Projects**

Planned activity number: **PT-5**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

**Planned Activity Description**

Officers will be dedicated to enforcing the laws that govern speed and impaired driving on the roadways of county/city through saturated patrol in areas identified by data to be those where speed and/or impaired driving related crashes, injuries, and fatalities occur. Participate in CIOT, 100 Days of Summer HEAT, Border to Border, Operation Zero Tolerance, Operation Southern

Shield, Drive Sober or Get Pulled Over, Hands Across the Border ,April Distracted Driving Month and St Patrick's Day mobilizations.

**Intended Subrecipients**

Ben Hill Co Sheriff, Claxton Police, Coffee Co Sheriff, Cordele Police, Irwin Co Sheriff, Peach Co Sheriff, Turner Co Sheriff, Warner Robins Police, Worth Co Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Alcohol: Integrated Enforcement
High Visibility Enforcement
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$206,566.07	\$51,641.52	\$206,566.07
2019	FAST Act NHTSA 402	Speed Management (FAST)	\$89,525.20	\$22,381.30	\$89,525.20

**Major purchases and dispositions**

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

<b>Item</b>	<b>Quantity</b>	<b>Unit cost</b>	<b>Total Cost</b>	<b>NHTSA Share per unit</b>	<b>NHTSA Share Total Cost</b>
SAM-R Radar Trailer-Peach Co	1	\$9,250.00	\$9,250.00	\$9,250.00	\$9,250.00
Speed Trailer-Worth Co	1	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00



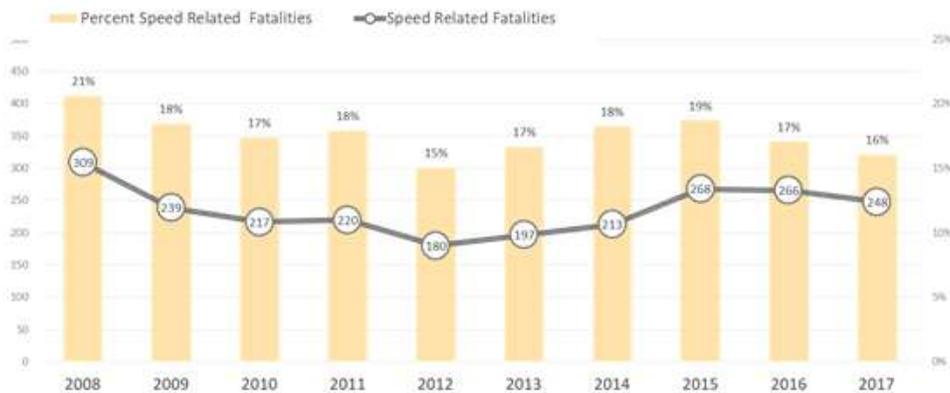
## Program Area: Speed Management

### Description of Highway Safety Problems

#### Problem Identification and Program Justification

Excess speed can contribute to both the frequency and severity of motor vehicle crashes. At higher speeds, additional time is required to stop a vehicle and more distance is traveled before corrective maneuvers can be implemented. Speeding reduces a driver's ability to react to emergencies created by driver inattention, unsafe maneuvers of other vehicles, roadway hazards, vehicle system failures (such as tire blowouts), or hazardous weather conditions. The fact that a vehicle was exceeding the speed limit does not necessarily mean that this was the cause of the crash, but the probability of avoiding the crash would likely be greater had the driver or drivers been traveling at slower speeds.

The Governor's Office of Highway Safety, along with state and local law enforcement conducts a 100-day sustained education and enforcement program entitled "100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic)" from Memorial Day through Labor Day. In Georgia, FARS data shows a 6.8% decrease in overall fatalities from 2016 to 2017 (18 less fatalities). The economic cost to society of speed-related crashes in the U.S. was estimated at \$52 billion.



Sixteen percent (16%) of all Georgia fatalities were related to speed in 2017 – a slight decrease from the previous year. This is among the lowest percent in the country however there were still 248 lives lost at the hands of speeding vehicles. Over the past decade (2008-2017), the 2012 year had the lowest number of speed-related fatalities when 180 lives were lost, representing 15% of all roadway fatalities.

The chance of a crash being fatal is more than three times higher in crashes related to speed than crashes not related to speed. More young male drivers are involved in fatal crashes as a result of speeding. In 2017, of all the drivers involved in speed-related fatal crashes, 27% were aged 15 to 24 years old (70 out of 255 drivers). During the same year, 8% of all speeding young drivers (ages 15-24 years) involved in fatal crashes were motorcycle operators, and 9% were light pickup truck drivers.

*Thunder Task Force*

The Governor’s Office of Highway Safety Thunder Task Force is a traffic enforcement special response team, deployed to areas of the state where data indicates unusually high incidences of traffic fatalities and serious injuries.

The Task Force is made up of selected members of the Georgia State Patrol, Motor Carrier Compliance Division, and the Governor’s Office of Highway Safety H.E.A.T. (Highway Enforcement of Aggressive Traffic) Teams. The concept is to identify a county or area of the state to deploy the task force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the region with three months of high visibility enforcement and earned media.

The Thunder Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process. With this continued effort of putting resources where the problems are, then moving to the next location once the problem is stabilized. The Thunder Task Force has proven to be a very effective and cost efficient method of saving lives and reducing the projected numbers of annual fatalities in the State of Georgia.

*Target Population*

The target population is the motoring public of Georgia.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)-2020	2020	5 Year	1698
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	2020	5 Year	24,094
2020	C-6) Number of speeding-related fatalities (FARS)-2020	2020	5 Year	317

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Speed: High Visibility Enforcement and Education

Countermeasure Strategy: Speed: High Visibility Enforcement and Education

Program Area: **Speed Management**

### Project Safety Impacts

Aggressive driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers. For close to 20 years, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has maintained consistency across the state. In FFY 2019, the Governor’s Office of Highway Safety (GOHS) funded sixteen (16) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units across the state where speed and impaired driving crashes and fatalities are consistently high. Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2020. 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 continue to focus on impaired driving and speeding. This will be accomplished through enforcement and education.

The Governor's Office of Highway Safety recognizes that law enforcement plays an extremely important role in overall highway safety in the State of Georgia. Campaigns such as the 100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic) have proven that high-visibility enforcement of Georgia’s traffic laws is the key to saving lives and reducing injuries on Georgia’s roadways.

### Linkage Between Program Area

Speed enforcement is crucial to helping Georgia reduce the number of crashes, injuries, and fatalities. GOHS’ HEAT teams and High Visibility Enforcement projects are focused on educating and enforcing the speed laws in Georgia. The Georgia Public Safety Training Center trains law enforcement on proper procedures for operating both a radar unit and a lidar unit. Both items are proven effective in the enforcement of speed laws. The training center offers certification and re-certification courses as well as provides training for radar and lidar instructors. Over the past few years, training has started to move toward online training and Georgia is no exception.

### Rationale

According to NHTSA (CTW 9<sup>th</sup>, chapter 3, page 5), speed enforcement is the among the most common traffic enforcement activity conducted by law enforcement across the country. The speed problem is national in scope but requires local decision making and action to be managed effectively. Local communities are in the best position to make judgments in balancing risk against mobility, and are encouraged to use all the tools that are available to make determinations regarding speed management.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1	GA Public Safety Training Center-Speed

**Planned Activity: GA Public Safety Training Center-Speed**

Planned activity number: **SP-1**

Primary Countermeasure Strategy ID: **Speed: High Visibility Enforcement and Education**

**Planned Activity Description**

Conduct RADAR, LIDAR, and Speed Detection Instructor training to students by the end of the grant year. Offer monthly online RADAR Refresher training through [www.gpstc.org](http://www.gpstc.org) to all Georgia law enforcement.

**Intended Subrecipients**

Georgia Public Safety Training Center

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Speed: High Visibility Enforcement and Education

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Speed Management (FAST)	\$45,628.19	\$11,407.05	\$0.00

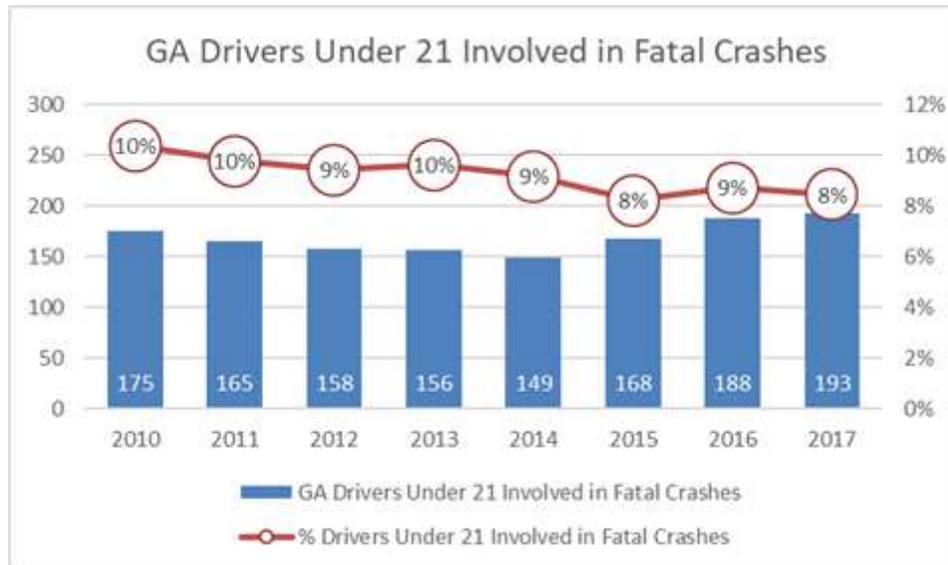
## Program Area: Teen Traffic Safety Program

### Description of Highway Safety Problems

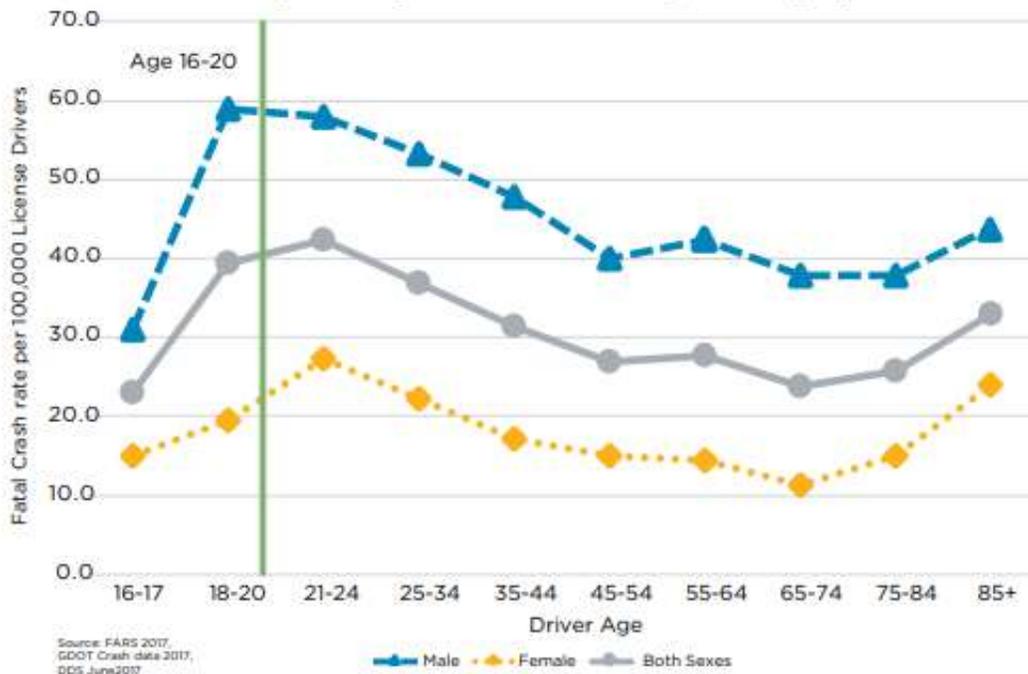
#### Problem Identification and Program Justification

##### Teenage and Young Adult Drivers (Under age 21)

In 2017, there were a total of 2,283 drivers involved in motor vehicle crashes in Georgia, causing 1,540 fatalities. Of these 2,283 drivers, 193 were young drivers under age 21, causing 202 deaths. Seventy-one (71) young people were driving and lost their lives and 41 were passengers in the young drivers vehicle. Sixty-six (66) were occupants of other vehicles while 24 were non-occupants of vehicles. The number of young drivers under the age 21 involved in fatal crashes has unsteadily decreased between 2010 and 2014 but started to increase between 2015 to 2017. In 2010, young drivers represented 10% of all drivers involved in fatal crashes (175 young drivers). However, in 2017, young drivers represented 8% of all drivers involved in fatal crashes (193 young drivers).



### Fatal Crashes involving a Young Adult Driver Fatality Rate by Sex and Driver Age: Georgia, 2017



The term young driver refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under a graduated driver licensing program as they learn driving skills. Young, inexperienced drivers have higher crash rates than older, more experienced drivers in the United States. Teens are a vulnerable population when it comes to driving- as car crashes are the biggest killer of young adults. High-risk behavior, texting while driving, impaired driving, peer pressure, inexperience, limited use or no use of occupant safety devices, lack of proper driving information and education are a few of the problems that our youth face while driving on Georgia’s roadways. While roadway fatalities had been decreasing for the last decade, there has been a significant uptick nationwide and at home in the last few years, especially in Georgia.

The efforts to grow youth programs are, however, restricted by the reimbursement based system of operation in regards to the funding of these programs, as well as, the lack of innovation when it comes to non- incentive based purchases. Schools across Georgia have to initially budget money for these grants, money that, in difficult times, could be used in other places of the school. Through the reimbursement based grants, the youth program numbers across the state are dwindling. These schools cannot provide the initial overhead costs to fund these programs and find that the reports needed for the grant out way the program itself. The additional commitment on teachers, volunteers, and any aspect of the program is a big call to action. The peer to peer education programs are flourishing because of the peer to peer aspect, however school programs still require participation from school and staff. It is because of this issue, recruitment has been focused to tertiary program partners like the school resource officers, board of education, county

offices, and the state school superintendent. It is the hope of GOHS to create partnerships across the state that will rid the schools of the initial financial burden, and provide adequate help in establishing and maintaining programs. Additionally, with the change to a non-incentive based grant, the established programs are finding it difficult to create meaningful connections with impacted program participants. A new and innovative program creates ways in which an incentive is not needed to impact societal change. The agency is working with programs to establish new and innovative ways in which these youth programs can create a lasting impact on their surroundings without the need for incentives for education.

Recognizing the need to go beyond GDL, Georgia develops and implements teen traffic safety programs that address the behavioral issues typically associated with novice driver crashes – alcohol, drugs, distraction caused by cell phones and other teen passengers, drowsiness, late-night driving, low seat belt use, and speeding. Many of these are peer-to-peer, school-based programs designed to help teens not only identify those behaviors that cause them the greatest risk on the road, but also recognize that they have the ability and power to act to address them. Motor vehicle crashes are the leading cause of death for children and young adults ages 5 to 24 (CDC, 2015b). GOHS currently provides funding for colleges and high schools. Additionally, efforts to reach the 50 colleges and over 1.3 Million high school students across the state are growing within the agency. The agency works with Georgia Public Broadcasting (GPB) to incorporate messaging directed to teen and young drivers. There are many PSAs surrounding high school sporting events. These also allows the programs to get media presence, and allows for the agency to then come back with program information. The young driver program also works with the rollover simulator and driving events. These events incorporate information and program details to schools that reach out to our office. The rollover simulator and educational programs are initially requested by individual schools. Recruitment then happens following the program. Peer to peer educational youth programs, and young adult program details are given as well as any support that is needed in regards to establishing the programs. These details, as well as, contacting and meeting with county offices, board of education, and the state superintendent, allows recruitment to grow within the state. The notion that teens and young drivers are both willing and able to successfully undertake educating their peers about this problem, and should be encouraged to do so, is supported by the state.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)-2020	2020	5 Year	1698
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	2020	5 Year	24,094

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	2020	5 Year	464
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	2020	5 Year	207
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	2020	5 Year	97.9

### Countermeasure Strategies in Program Area

<b>Countermeasure Strategy</b>
Youth Programs

#### Countermeasure Strategy: Youth Programs

Program Area: **Teen Traffic Safety Program**

#### Project Safety Impacts

In 2017 nationwide, there were 1,830 young drivers 15 to 20 years' old who died in motor vehicle crashes, a 4-percent decrease from the 1,916 young drivers who died in 2016. Motor vehicle crashes are a leading cause of death for 15- to 20-year-olds, according to the National Center for Health Statistics.<sup>1</sup> There were 225.3 million licensed drivers in the United States in 2017. Young drivers accounted for 5.4 percent (12.1 million) of the total in 2017, an 9.0-percent decrease from the 13.3 million young drivers in 2008, but a 0.3-percent increase from the 12.1 million young drivers in 2016. Population for this age group decreased by 4.2 percent from 2008 to 2017.

In this era of science-based prevention and increased accountability, Students Against Destructive Decisions (SADD) is strengthening and documenting the effectiveness of its activities and programming. The strong name recognition and expansive chapter base put Students Against Destructive Decisions (SADD) at an advantage to take a leadership role in implementing model prevention practices within local communities across the country. One of the foremost principles of prevention consistently cited is positive youth development, the very essence of Students Against Destructive Decisions (SADD). Through Students Against Destructive Decisions (SADD) chapters, young people of all ages and backgrounds become skilled, educated advocates for youth initiatives developed by local, state and national organizations working to promote youth safety and health.

The Governor's Office of Highway Safety (GOHS) recognizes the highway safety issues involving young adult drivers and partners with colleges and universities throughout the state to implement the Georgia Young Adult Program (GYAP). The mission of the Georgia Young Adult

Program (GYAP) is to promote education and awareness to young adults about highway safety issues, such as but not limited to; underage drinking, impaired driving, destructive decisions, and other high-risk behaviors, in order to decrease crashes, injuries, and fatalities. This program is achieved by training peer-educators, providing educational programs to the schools, and training to campus students, faculty and staff. In FFY2019, GOHS funded 14 college peer-education programs through the Georgia Young Adult Program. In FFY2019, GOHS also funded the Children and Parent Resource Group, Inc. to give the presentations in 100 schools across Georgia.

### Linkage Between Program Area

Georgia’s colleges, universities, and high schools conducted school year activities focused on educating students and faculty about highway safety. Activities include collection of highway safety statistics on campus, reviewing and updating campus alcohol policies, distributing GOHS brochures and social media messaging in conjunction with statewide/nationwide campaigns, and conducting alcohol-specific peer health education training. High schools across Georgia are conducting educational programs during peak times like Prom and Graduation, to remind students to be safe on the roadways. These programs focus primarily on reducing impaired driving, distracted driving, seat belt use, and other highway safety topics, among young adult drivers. Schools coordinated prevention programs including DUI simulators, highway safety speakers, peer-education trainings, and pledging events surrounding events such as National Collegiate Alcohol Awareness Week, Red Ribbon week, Safe Spring Break, graduation, summer orientation, football tailgates, Halloween, and any school specific events. Programs are also presented to these students and young drivers. The program is achieved by presenting an exciting, interactive 3-D, safe-driving experience for teens, with the addition of a pre and post survey given to the students to show how the information has impacted their choices.

### Rationale

All Students Against Destructive Decisions (SADD) chapters, and Young Adult college and University programs, have a common target: to empower young people to help their peers live safer, healthier, more positive lives. Students Against Destructive Decisions (SADD) students are valued as contributing members of their communities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-5	GA Department of Driver Services-ADAPT-1
TSP-1	2020 SADD Grants
TSP-2	2020 Young Adult Programs
TSP-3	2020 Youth Presentations
TSP-4	Governor’s Office of Highway Safety 402TSP

TSP-5	City of Warner Robins
-------	-----------------------

**Planned Activity: GA Department of Driver Services-ADAPT-1**

Planned activity number: **AL-5**

Primary Countermeasure Strategy ID: **Impaired Driving: Education and Outreach**

**Planned Activity Description**

The Georgia Department of Driver Services Alcohol and Drug Awareness Program (ADAP) promotes alcohol and drug awareness among Georgia teens, including the effects on being able to safely operate a motor vehicle.

**Intended Subrecipients**

GA Department of Driver Services

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Impaired Driving: Education and Outreach
Youth Programs

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$50,182.86	\$12,545.72	

**Planned Activity: 2020 SADD Grants**

Planned activity number: **TSP-1**

Primary Countermeasure Strategy ID: **Youth Programs**

**Planned Activity Description**

Teen traffic safety awareness program targeting 14 high schools. Complete a minimum of two safety belt checks, hold monthly meetings, participate in SADD campaigns (Rock the belt, 21&Bust), participate in distracted/impaired driving event around Prom or graduation in each high school.

### Intended Subrecipients

Lee County HS, Towns County HS, Wayne County HS, Grayson HS, Pepperell HS, Peach County HS, Union County Schools PD, Clayton County High Schools (7)

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$92,250.00	\$23,062.50	\$92,250.00

### Planned Activity: 2020 Young Adult Programs

Planned activity number: **TSP-2**

Primary Countermeasure Strategy ID: **Youth Programs**

### Planned Activity Description

Fund twelve (12) college programs targeting young adults to provide educational opportunities involving at least 50% of student population on the effects of alcohol and highway safety issues, seat belt checks, train new peer health educators on alcohol and impaired driving issues, participate in GOHS Impaired Driving Campaigns.

### Intended Subrecipients

Abraham Baldwin Agriculture College, Augusta University, Clayton State University, Fort Valley State University, Georgia College and State University, Georgia Southwestern University, Georgia State University, Georgia Tech, Kennesaw State University, University of North Georgia, Valdosta State University, University of West Georgia

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$134,879.72	\$33,719.93	\$0.00

### Planned Activity: 2020 Youth Presentations

Planned activity number: **TSP-3**

Primary Countermeasure Strategy ID: **Youth Programs**

#### Planned Activity Description

This program allows students to attend a 3-D presentation on highway safety topics effecting youth. This program will focus on education of youth and young adults on the perils of distracted and impaired driving. It will give a real life scenario that will help the student visualize real-life situations. The program will also collect data from a pre and post survey given to students before and after the presentation.

#### Intended Subrecipients

Children and Parent Resource Group

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$350,000.00	\$87,500.00	\$350,000.00

### Planned Activity: Governor's Office of Highway Safety 402TSP

Planned activity number: **TSP-4**

Primary Countermeasure Strategy ID: **Youth Programs**

#### Planned Activity Description

To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to teen driving. To fund one Youth Conference for 2020.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$153,800.00	\$38,450.00	\$0.00

**Planned Activity: City of Warner Robins**

Planned activity number: **TSP-5**

Primary Countermeasure Strategy ID: **Youth Programs**

**Planned Activity Description**

City of Warner Robins/Houston County Family Connection will host a Teen Maze event to reach over 1,900 8th grade students. This project will educate students and give them a better understanding of the consequences of distracted driving. Grantee will support additional counties to offer Teen Maze.

**Intended Subrecipients**

City of Warner Robins/ Houston Co. Family Connection

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------------------	-------------------	-----------------------	--------------------------	--------------	---------------

2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$12,189.05	\$3,047.27	\$12,189.05
------	-----------------------	-------------------------------	-------------	------------	-------------

## Program Area: Traffic Records

### Description of Highway Safety Problems

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. There is a need to develop and maintain a repository of timely and accurate data related to motor vehicle crashes, injuries, and fatalities. The target for Georgia traffic records program remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. Traffic records are 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.

The Georgia Traffic Records System is composed of the six components maintained by the listed agency:

### **Crash Component**

The Georgia Department of Transportation (GDOT) is the responsible agency for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by Lexis Nexis GDOT to serve as a portal into the State of Georgia's repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database but the methods of input vary. Some crashes are entered directly through the State user interface, some are transmitted via third party vendors, and some agencies submit paper reports.

### **Roadway Component**

GDOT is the agency responsible for collecting and maintaining the roadway information system for the State. GDOT maintains about 18,000 miles of state-owned highways and ramps. This mileage represents roughly 14.8% of the 121,500 miles of public roads in Georgia. Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS) using ESRI's Roads and Highways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.

### **Driver Component**

The Georgia Department of Driver Services (DDS) has the custodial responsibility for the driver data system which resides on the State's mainframe. The driver system maintains commercially licensed driver data as well as critical information including driver's personal information, license type and endorsements, including all issuance dates, status, conviction history, and driver training. The State's driver data system has process flow documents that include inputs from other data systems including the reporting of citations from the Georgia Electronic Citation Processing System (GECPS).

### **Citation & Adjudication Component**

The State of Georgia has a non-unified court system where local courts are autonomous; these courts account for most traffic adjudications within the State. As a result, courts use Case

Management Software that is proprietary and, for the most part, is not interoperable with other courts in the State. Georgia has developed computer software for use by the local courts to transmit convictions electronically to the driver history file at the Division of Driver Services, called the Georgia Electronic Conviction Processing System.

**Vehicle Component**

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

**EMS/Injury Surveillance**

The Georgia Department of Public Health (DPH) has access to all data components and is supported through the State’s EMS GEMSIS Elite data base system (existing in both NEMSIS v2.2 and v3.4 formats) for direct or uploaded record entry and ultimately NEMSIS upload. The Biospatial platform allows for the visualization of EMS data. Emergency Department, Hospital Discharge, Trauma Registry and Vital Records data can be accessed through the OASIS dashboard. Additionally, a formal Trauma Registry is maintained for all designated trauma center data and records are further uploaded into the CDC data query program WISQARS. The State’s online OASIS system (Online Analytical Statistical Information System) enables public and professional access to summarized data.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)-2020	2020	5 Year	1698
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	2020	5 Year	24,094
2020	C-3) Fatalities/VMT (FARS, FHWA)-2020	2020	5 Year	1.28
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	2020	5 Year	560

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	2020	5 Year	464
2020	C-6) Number of speeding-related fatalities (FARS)-2020	2020	5 Year	317
2020	C-7) Number of motorcyclist fatalities (FARS)-2020	2020	5 Year	163
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	2020	5 Year	16
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	2020	5 Year	207
2020	C-10) Number of pedestrian fatalities (FARS)-2020	2020	5 Year	281
2020	C-11) Number of bicyclists fatalities (FARS)-2020	2020	5 Year	25
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	2020	5 Year	97.9

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

Countermeasure Strategy: Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

Program Area: **Traffic Records**

#### Project Safety Impacts

The 405(c) grant funding will be utilized to develop and implement effective programs and planned activities that will improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's safety data.

#### Linkage Between Program Area

405(c) grant funding will be allocated for planned activities which is directly related to the problem identification, performance targets, and countermeasure strategies for traffic records improvements.

#### Rationale

Georgia's traffic records system is important in ensuring that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is

central to identifying traffic safety problems, and designing countermeasures to reduce injuries, crashes and fatalities on all Georgia roads. All planned activities will be allocated to 405(c) state traffic safety information system improvement grant funds.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
TR-1	GECPS Outreach- GA Department of Driver Services
TR-2	OASIS- GA Department of Public Health
TR-3	Support for CODES Crash Data Linkage- GA Department of Public Health
TR-4	LEA Technology Grant GACP- GA Association of Chiefs of Police-1
TR-5	OEMS GEMSIS Elite- GA Department of Public Health
TR-6	GA Traffic Records Program- GOHS

**Planned Activity: GECPS Outreach- GA Department of Driver Services**

Planned activity number: **TR-1**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Traffic Records Improvement activity that provides a secure and accurate method of electronic transmission of conviction data from Georgia Courts to the State within 10 days of adjudication.

**Intended Subrecipients**

Georgia Department of Driver Services

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
--------------------	-------------------	-----------------------	--------------------------	--------------	---------------

2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$239,308.34	\$59,827.09	
------	----------------------------	--------------------------	--------------	-------------	--

**Planned Activity: OASIS- GA Department of Public Health**

Planned activity number: **TR-2**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Traffic records improvement activity that provides the general public, stakeholders, and internal customers with access to crash data in death, hospital discharge, and ER via the OASIS web query and custom requests.

**Intended Subrecipients**

Georgia Department of Public Health

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$204,388.00	\$51,097.00	

**Planned Activity: Support for CODES Crash Data Linkage- GA Department of Public Health**

Planned activity number: **TR-3**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Collaborate with multiple agencies to identify opportunities for crash prevention by linking and analyzing crash, vehicle and behavioral; characteristics to medical and financial data. 4 validity

checks will be conducted to evaluate the traffic crash records databases. Validation tests on crash linking variables will improve the completeness and accuracy of traffic crash records.

**Intended Subrecipients**

Georgia Department of Public Health

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$107,650.00	\$26,912.50	

**Planned Activity: LEA Technology Grant GACP- GA Association of Chiefs of Police-1**

Planned activity number: **TR-4**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Identify Law Enforcement agencies and provide the funding needed for mobile hardware units to submit crash reports electronically to the Georgia Electronic Accident Reporting System (GEARS) system. 3-7 electronic crash reporting units for approximately 12 to 15 Law Enforcement Agencies.

**Intended Subrecipients**

Georgia Association of Chiefs of Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$290,500.00	\$72,625.00	

**Planned Activity: OEMS GEMSIS Elite- GA Department of Public Health**

Planned activity number: **TR-5**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Traffic records improvement project that provides funding to continue to improve quality and accuracy of the EMS electronic system (GEMSIS). The Office of EMS will work with the Trauma Program to bring Trauma Registry records into the DataMart in order to link EMS data with Trauma Registry data.

**Intended Subrecipients**

Georgia Department of Public Health

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$226,952.53	\$56,738.14	

**Planned Activity: GA Traffic Records Program- GOHS**

Planned activity number: **TR-6**

Primary Countermeasure Strategy ID: **Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system**

**Planned Activity Description**

Fund personnel and travel for a Traffic Records Coordinator.

**Intended Subrecipients**

Georgia Governor's Office of Highway Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improve the accuracy, timeliness, accessibility, integration, and uniformity of the GA Traffic Records information system

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$115,381.91	\$28,845.46	

## Evidence-based traffic safety enforcement program (TSEP)

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

Unique Identifier	Planned Activity Name
PT-2	Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.
PT-5	Fund nine (9) High Visibility Traffic Enforcement Projects
PT-4	Fund Sixteen (16) Traffic Enforcement Networks
PT-3	Georgia Governor's Office of Highway Safety - 402PTS

### **Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

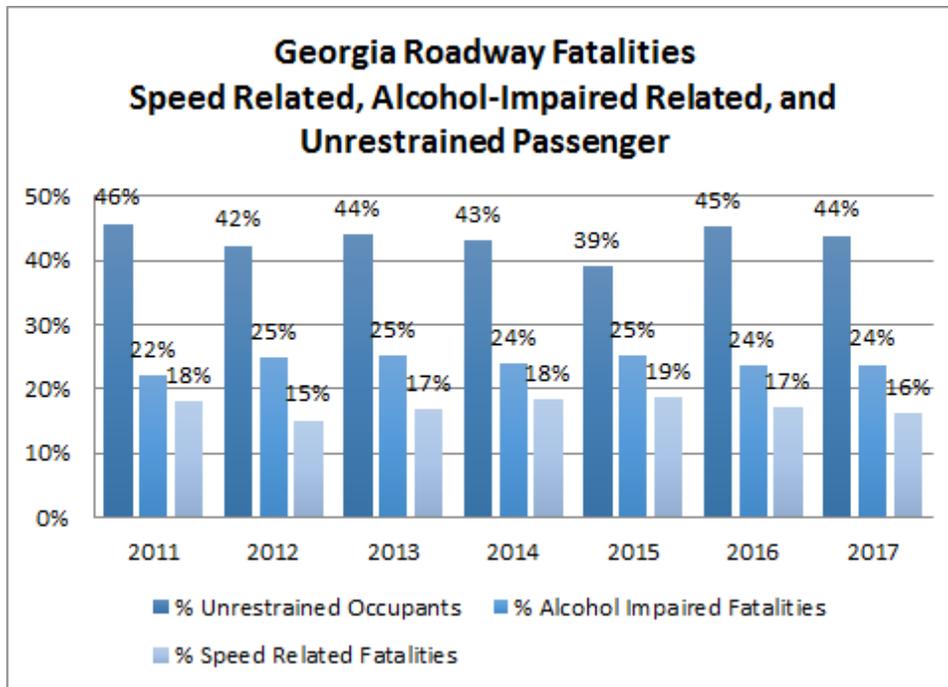
#### Crash Analysis

##### Approach

Georgia utilizes a comprehensive array of activities combining statewide coordination of enforcement and complementary local level projects with the target to reduce the number of overall traffic related fatalities on Georgia roadways resulting from impaired driving, speeding, occupant protection violations, and other high-risk behaviors. Programs include Highway Enforcement of Aggressive Traffic (HEAT), Thunder Task Force, Traffic Enforcement Networks, and high visibility enforcement surrounding NHTSA campaigns including Click it or Ticket and Drive Sober or Get Pulled Over.

##### Problem Identification and Program Description

According to FARS data in 2017, Georgia suffered 1,540 fatalities from motor vehicle crashes. This is a slight decrease from calendar year 2016. Preliminary data, from Georgia Department of Transportation, for 2018 shows another decrease of approximately two percent (2%) in overall traffic fatalities. 2017 data shows impaired driving was responsible for the deaths of 366 persons and speed was responsible for 248. Although Georgia has one of the highest seatbelt usage rates at 96.3%, unrestrained fatalities equaled 44%, or 463 deaths out of 1,057 vehicle occupant fatalities. In 2005 Georgia experienced 1,729 traffic fatalities, the highest recorded number of roadway deaths in the state. Since then Georgia has continued to implement projects as part of the evidence-based traffic safety enforcement plan through The Governor's Office of Highway Safety to reduce the number of crashes, injuries, and fatalities.



The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Ninth Edition, 2017” (CTW). Data throughout this Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include High Visibility Enforcement, Thunder Task Force, Traffic Enforcement Networks, and H.E.A.T.

Georgia has 43,955 law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses, many of whom partner with the Governor's Office of Highway Safety on a regular basis.

### Deployment of Resources

#### **H.E.A.T. (Highway Enforcement of Aggressive Traffic)**

Aggressive driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers.

Since 2001, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. For almost 20 years, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) projects have maintained consistency across the state. In FFY 2019, the Governor's Office of Highway Safety (GOHS) funded sixteen (16) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units across the state where speed and impaired driving crashes and fatalities are consistently high. Due to the success of the program, GOHS will maintain the H.E.A.T. program in FFY 2020.

#### **Thunder Task Force**

The Governor's Office of Highway Safety Thunder Task Force is an evidence-based traffic safety enforcement program that is deployed into areas where high incidents of traffic fatalities, crashes, and injuries have been detected. The Thunder Task Force is a data driven, high

visibility, sustained, traffic enforcement response team, designed to impact a jurisdiction with a Thunder Task Force mobilization. The concept is to identify a county or area of the state to deploy the Task Force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the regions with two to three months of high visibility enforcement and earned media. The Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process.

A significant part of Thunder Task Force is educating local citizens regarding necessary changes in their driving behavior to further reduce traffic fatalities and injuries. The enforcement efforts are directed by traffic crash fatality data analysis updated within the Fatality Analysis Surveillance Tool (FAST) developed by Governor's Office of Highway Safety (GOHS), and Georgia Electronic Accident Reporting System (GEARS). The Thunder Task Force is coordinated by the Governor's Office of Highway Safety and includes the Georgia State Patrol, Governor's Office of Highway Safety H.E.A.T. Units (Highway Enforcement of Aggressive Traffic), Department of Public Safety Motor Carrier Compliance Division (MCCD) and local law enforcement. All local crash data is reviewed, including time of day, location and causation (DUI, Seatbelt, Speed, Motorcycles).

With this continued effort of putting resources where the traffic fatality problems are, the Governor's Office of Highway Safety (GOHS) is able to stabilize local jurisdictions with a proven effective and cost efficient method of saving lives, therefore reducing the projected numbers of annual traffic fatalities in the State of Georgia. While conducting a Thunder Task Force Mobilization, the enforcement plan is adjusted on a continuous basis, using current local data provided by the local jurisdiction. 60 to 90 days after the mobilizations end, the Task Force often returns to the jurisdiction for a follow up visit and evaluation.

### **Traffic Enforcement Networks**

The Governor's Office of Highway Safety has law enforcement partnerships across the state through sixteen regional traffic enforcement networks that encompass all 159 Georgia counties. The networks are made up of local and state traffic enforcement officers and prosecutors from each region of the state. The networks are managed by a coordinator and an assistant coordinator, both whom are full time law enforcement officers volunteering their time and efforts to highway safety. The dedicated support GOHS receives from these officers, their law enforcement agency and department heads are unsurpassed. The networks meet monthly to provide information, training and networking opportunities to the attending officers. Prosecutors, judges and non-traditional traffic enforcement agencies such as the Georgia Department of Natural Resources, Department of Corrections and Military Police often attend the meetings and offer assistance for traffic enforcement training and initiatives. The traffic enforcement networks have become an outstanding networking, training, and communication tool for Georgia's law enforcement community.

Traffic enforcement networks are utilized to efficiently mobilize law enforcement statewide for traffic enforcement initiatives. GOHS Law Enforcement Liaisons (LELs) and the network coordinators utilize the Georgia Electronic Accident Reporting System (GEARS) system to identify specific areas of their network that have high crash activity. GOHS has worked with GEARS system designers to create a "Crashes by Network" report that can be ran for a specific period of time by network coordinators and LELs. This report, coupled with other reports from

GEARS such as “high accident locations” and “crashes by contributing Circumstances” assist local law enforcement agency personnel in identifying specific roadway locations within their jurisdiction that should be targeted for enforcement.

The regional traffic enforcement networks, working with law enforcement, play an important role in overall highway safety in Georgia. The TEN coordinators help coordinate regional enforcement, education, and media activities for NHTSA campaigns such as "Drive Sober or Get Pulled Over," "100 Days of Summer HEAT", "Click it or Ticket", “Operation Southern Shield”. They also assist the GOHS LES Team with state campaigns such as “One Hundred Days of Summer Heat”, “Hands Across the Border” and “Operation Zero Tolerance”. These campaigns bolster our mobilization efforts to nine (9) each year within the state of Georgia and have proven that high visibility enforcement is the key to saving lives on Georgia's roadways.

In an effort to communicate legislative updates, court decisions and other pertinent information to traffic enforcement officers across the state, the Governor's Office of Highway Safety in partnership with Emory University, has established an email list-serve where participating law enforcement officers can receive up-to-date traffic enforcement related information. Information is about traffic enforcement policies, legal updates, training opportunities, and other traffic enforcement related information. There are more than 800 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

### **High Visibility Enforcement (HVE)**

Effective, high-visibility communications and outreach are an essential part of successful high-visibility enforcement programs (Solomon et al., 2003). Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004). In recent years, NHTSA has supported a number of efforts to reduce alcohol-impaired driving using publicized sobriety checkpoints. Evaluations of statewide campaigns in Connecticut and West Virginia involving sobriety checkpoints and extensive paid media found decreases in alcohol-related fatalities following the program, as well as fewer drivers with positive BACs at roadside surveys (Zwicker, Chaudhary, Maloney, & Squeglia, 2007; Zwicker, Chaudhary, Solomon, Siegler, & Meadows, 2007).

The Governor's Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in Georgia. NHTSA campaigns such as "Drive Sober or Get Pulled Over," "100 Days of Summer HEAT" and "Click it or Ticket" have proven that high visibility enforcement is the key to saving lives on Georgia's roadways.

The regional traffic enforcement networks (TEN), working with law enforcement play an important role in overall highway safety in Georgia. The TEN coordinators help coordinate regional high visibility enforcement, education, and media activities for NHTSA campaigns such as "Drive Sober or Get Pulled Over," "100 Days of Summer HEAT", "Click it or Ticket", “Operation Southern Shield”. They also assist the GOHS LES Team with state campaigns such as “One Hundred Days of Summer Heat”, “Hands Across the Border” and “Operation Zero Tolerance”. These campaigns bolster our mobilization efforts to nine (9) each year within the state of Georgia and have proven that high visibility enforcement is the key to saving lives on Georgia's roadways.

The "Drive Sober or Get Pulled Over" campaign: GOHS' statewide DUI enforcement initiatives play an integral part in Georgia's impaired driving campaigns and messaging. All GOHS impaired driving related brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and TV Public Service Ads use this campaign message. GOHS partners with the Georgia State Patrol, Sheriff's Offices, Police Departments and other partners to conduct news conferences around the state to promote sober driving initiatives and enforcement efforts during these campaigns and before major holiday travel periods. GOHS partners with TEAM Georgia to hold news conferences in Atlanta prior to the Christmas/New Year's holiday season and St. Patrick's Day. GOHS also conducts a news conference in Savannah with local law enforcement prior to enforcement efforts during the city's St. Patrick's Day celebration which draws several hundred thousand visitors to the area. GOHS also promotes sober driving messaging with media interviews on local and television programs around the state prior to enforcement mobilizations and holiday travel periods. Impaired driving enforcement is conducted throughout the state during each of the 9 mobilizations. During the St Patrick's Day period in March, Chatham County Georgia holds a multi-day celebration that draws a large number of participants to the area. GOHS partners with state and local law enforcement to conduct 3 days of enforcement targeting impaired drivers as well as distracted and unbuckled drivers. During the 2019 deployment, officers arrested 30 impaired drivers, issued 185 seat belt citations, 90 distracted driving citations, and 84 speeding citations.

The "Click It or Ticket" campaign: Failure to use safety belts and child safety seats is one of the leading causes of motor vehicle injuries and deaths in this country. This persists despite NHTSA data showing that proper use of lap/shoulder seat belts reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and mini-vans, properly worn seatbelts reduce fatal injury by 60%. NHTSA research data show more than 70% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing safety belts correctly. Although Georgia has one of the highest recorded safety belt usage rates in the southeast at 96.3%, sustaining this number necessitates a rigorous, ongoing high visibility enforcement campaign that combines attention-getting paid media in conjunction with concentrated earned media efforts and high profile enforcement measures. GOHS Law Enforcement Services Division participates in and coordinates the CIOT Border2Border enforcement each year. Each TEN conducts traffic enforcement with a focus on occupant protection within their region during this time which resulted in 657 seat belt citations, 1400 speeding citations, and 75 impaired drivers in 2019.

100 Days of Summer H.E.A.T. (Highway Enforcement of Aggressive Traffic) campaign: Over the previous five years, on average 17% of crash deaths in Georgia involve unsafe or illegal speed. For every 10mph increase in speed, there's a doubling of energy release when a crash occurs. The faster we drive, the more our reaction time is reduced. The chances of being involved in a fatal crash increase three-fold in crashes related to speed. The majority of drivers in those speed-related crashes fall within the demographics of Georgia's primary audience for paid media. The 100 Days of Summer H.E.A.T. campaign is a multi-jurisdictional highway safety enforcement strategy designed to reduce high-fatality crash counts due to speed and aggressive driving during the potentially deadly summer holiday driving period from Memorial Day to

Labor Day. GOHS Public Affairs promotes this initiative with summer-long earned media via news conferences and cross-promotion paid media. Public Service Announcements (PSAs) run in rotation with occupant safety and alcohol countermeasure campaign ads as well as increased enforcement from statewide partners. GOHS partners with the Georgia Department of Public Safety and Department of Natural Resources to promote seat belt and life jacket use in a series of news conferences held around the state prior to the Memorial Day Holiday Weekend. GOHS also partners with the Georgia Department of Public Safety to promote seat belt use during the November Click It or Ticket campaign. These news conference includes GOHS LES and TEN personnel demonstrating Rollover Simulators and Seat Belt Convincers for media outlets to video and participate. GOHS staff and partners promote seat belt use on local radio and television programs in the state during the Memorial Day and Thanksgiving Click It or Ticket campaigns. The Hands Across the Border campaign is held the week before Labor Day and is a partnership with Georgia law enforcement as well as all of our bordering states. During this week, media events and enforcement events are held in 5 different cities around the state. At each location Georgia meets with the adjoining state and jointly conducts these operations. The goal of the Hands Across the Border Campaign is to raise awareness and lower fatalities as we reach the end of the summer travel season.



## **FFY2020 Georgia Mobilizations**

**Click it or Ticket**  
**November 15 - November 24, 2019**

**Drive Sober or Get Pulled Over**  
**December 13, 2019 - January 1, 2020**  
**(National Mobilization)**

**Click it or Ticket Mobilization**  
**May 18 - June 1, 2020**  
**(National Mobilization)**

**One Hundred Days of Summer HEAT**  
**May 18-September 7, 2020**

**CIOT Border to Border**  
**May 18, 2020**

**Operation Zero Tolerance**  
**June 22 - July 5, 2020**

**Operation Southern Shield**  
**July 20 - 26, 2019**

**Hands Across The Border**  
**August 24 - 28, 2020**

**Drive Sober or Get Pulled Over**  
**August 17 - September 6, 2020**  
**(National Mobilization)**

### **Effectiveness Monitoring**

GOHS will review on an annual basis the evidence based traffic safety performance plan and coordinate with stateside partners for input and updates. Motor vehicle crash data, occupant protection survey results, roadway fatality data, and other data on traffic safety problems are analyzed statewide and on county levels. Program level evaluation findings for major issues (Impaired driving, safety belts, and pedestrian/bicycle safety) will also be included.

Surveillance data along with evaluation findings will be used directly to link the identified crash issues, statewide performance targets, strategic partners, the state Strategic Highway Safety Plan, funding opportunities, and capacity to implement sound programs to address the problem. Process evaluation of the plan will continue throughout the year and outreach efforts will be revised as needed.

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Alcohol: Integrated Enforcement
Communication Campaign
Impaired Driving Enforcement
Seatbelt: Short-Term High-Visibility Seatbelt Law Enforcement
Speed: High-Visibility Enforcement

### HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
PT-2	Fund 19 H.E.A.T. (Highway Enforcement of Aggressive Traffic) projects.
PT-4	Fund Sixteen (16) Traffic Enforcement Networks
PT-5	Fund nine (9) High Visibility Traffic Enforcement Projects

## 405(b) Occupant protection grant

### Occupant protection plan

**State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:**

<b>Program Area Name</b>
Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Agencies planning to participate in CIOT:**

<b>Agency</b>
Adel Police Department
Alamo Police Department
Albany Police Department
Albany State University Police Department
Alma Police Department
Alpharetta Police Department
Alto Police Department
Americus Police Department
Appling County Sheriff's Office
Aragon Police Department
Arcade Police Department
Ashburn Police Department
Athens-Clarke County Police Department
Atkinson County Sheriff's Office
Attapulgus Police Department
Auburn Police Department
Avondale Estates Police Department

Bainbridge Public Safety Police Department
Baldwin County Sheriff's Office
Baldwin Police Department
Banks County Sheriff's Office
Barnesville Police Department
Barrow County Sheriff's Office
Bartow County Sheriff's Office
Baxley Police Department
Ben Hill County Sheriff's Office
Berrien County Sheriff's Office
Blackshear Police Department
Bleckley County Sheriff's Office
Bloomington Police Department
Blue Ridge Police Department
Blythe Police Department
Boston Police Department
Braswell Police Department
Bremen Police Department
Brookhaven Police Department
Brooklet Police Department
Brunswick Police Department
Buchanan Police Department
Burke County Sheriff's Office
Byron Police Department
Cairo Police Department
Calhoun Police Department
Camden County Sheriff's Office
Camilla Police Department
Canton Police Department

Carrollton Police Department
Cartersville Police Department
Catoosa County Sheriff's Office
Cave Spring Police Department
Cedartown Police Department
Centerville Police Department
Chamblee Police Department
Chatsworth Police Department
Chattahoochee County Sheriff's Office
Chattooga County Sheriff's Office
Cherokee County Sheriff's Office
Chickamauga Police Department
Clarkesville Police Department
Clarkston Police Department
Claxton Police Department
Clayton Police Department
Clinch County Sheriff's Office
Cobb County Sheriff's Office
Cohutta Police Department
College Park Police Department
Columbus Police Department
Columbus State University Police Department
Comer Police Department
Commerce Police Department
Conyers Police Department
Cook County Sheriff's Office
Coolidge Police Department
Cordele Police Department
Cornelia Police Department

Covington Police Department
Coweta County Sheriff's Office
Crawford County Sheriff's Office
Crisp County Sheriff's Office
Dallas Police Department
Dalton Police Department
Dalton State College Police Department
Danielsville Police Department
Darien Police Department
Davisboro Police Department
Decatur County Sheriff's Office
DeKalb County Police Department
DeKalb County Sheriff's Office
Demorest Police Department
Dillard Police Department
Dodge County Sheriff's Office
Doerun Police Department
Doraville Police Department
Douglas County Sheriff's Office
Douglas Police Department
Douglasville Police Department
Dublin Police Department
Dunwoody Police Department
Eastman Police Department
Eatonton Police Department
Echols County Sheriff's Office
Elbert County Sheriff's Office
Elberton Police Department
Emerson Police Department

Eton Police Department
Fannin County Sheriff's Office
Fayette County Sheriff's Office
Fayetteville Police Department
Fitzgerald Police Department
Flowery Branch Police Department
Floyd County Police Department
Forest Park Police Department
Forsyth Police Department
Fort Oglethorpe Police Department
Fort Stewart Military Police
Fort Valley Police Department
Franklin County Sheriff's Office
Franklin Police Department
Franklin Springs Police Department
Gainesville Police Department
Garfield Police Department
Georgia College St University Police Department
Georgia Southern University Police Department
Georgia State Capitol Police
Georgia State Patrol Troop A
Georgia State Patrol Troop B
Georgia State Patrol Troop C
Georgia State Patrol Troop D
Georgia State Patrol Troop E
Georgia State Patrol Troop F
Georgia State Patrol Troop G
Georgia State Patrol Troop H
Georgia State Patrol Troop I

GlascocK County Sheriff's Office
Glennville Police Department
Glenwood Police Department
Gordon Police Department
Greene County Sheriff's Office
Greensboro Police Department
Greenville Police Department
Griffin Police Department
Grovetown Police Department
Guyton Police Department
Gwinnett County Sheriff's Office
Habersham County Sheriff's Office
Hall County Sheriff's Office
Hampton Police Department
Haralson County Sheriff's Office
Harlem Police Department
Harris County Sheriff's Office
Hartwell Police Department
Hazlehurst Police Department
Heard County Sheriff's Office
Henry County Sheriff's Office
Hepzibah Police Department
Hinesville Police Department
Hiram Police Department
Hoboken Police Department
Hogansville Police Department
Holly Springs Police Department
Homeland Police Department
Homerville Police Department

Houston County Sheriff's Office
Irwin County Sheriff's Office
Irwinton Police Department
Ivey Police Department
Jackson County Sheriff's Office
Jefferson County Sheriff's Office
Jefferson Police Department
Jesup Police Department
Jonesboro Police Department
Kennesaw Police Department
Kingston Police Department
LaFayette Police Department
LaGrange Police Department
Lake City Police Department
Lamar County Police Department
Lanier County Sheriff's Office
Lavonia Police Department
Leesburg Police Department
Lenox Police Department
Liberty County Sheriff's Office
Lincoln County Sheriff's Office
Lincolnton Police Department
Long County Sheriff's Office
Louisville Police Department
Lumber City Police Department
Lumpkin Police Department
Lyons Police Department
Madison County Sheriff's Office
Manchester Police Department

Marietta Police Department
Marion County Sheriff's Office
Maysville Police Department
McCaysville Police Department
McDonough Police Department
McDuffie County Sheriff's Office
McRae Police Department
Meriwether County Sheriff's Office
Middle GA College Police Department
Midville Police Department
Milan Police Department
Milledgeville Police Department
Mitchell County Sheriff's Office
Monroe Police Department
Montezuma Police Department
Morgan County Sheriff's Office
Motor Carrier Compliance Division
Moultrie Police Department
Mountain City Police Department
Mt. Airy Police Department
Murray County Sheriff's Office
Muscogee County Sheriff's Office
Nahunta Police Department
Nashville Police Department
Nelson Police Department
Newton County Sheriff's Office
Norman Park Police Department
Ocilla Police Department
Oconee County Sheriff's Office

Oglethorpe County Sheriff's Office
Omega Police Department
Oxford Police Department
Peachtree City Police Department
Pelham Police Department
Pendergrass Police Department
Perry Police Department
Pierce County Sheriff's Office
Pine Lake Police Department
Polk County Police Department
Polk County Sheriff's Office
Pooler Police Department
Port Wentworth Police Department
Poulan Police Department
Powder Springs Police Department
Pulaski County Sheriff's Office
Rabun County Sheriff's Office
Ray City Police Department
Reidsville Police Department
Remerton Police Department
Richmond County Sheriff's Office
Richmond Hill Police Department
Rincon Police Department
Ringgold Police Department
Roberta Police Department
Rochelle Police Department
Rockdale County Sheriff's Office
Rockmart Police Department
Rome Police Department

Rossville Police Department
Roswell Police Department
Royston Police Department
Sandersville Police Department
Sandy Springs Police Department
Sardis Police Department
Savannah Police Department
Screven County Sheriff's Office
Screven Police Department
Senoia Police Department
Sky Valley Police Department
Smyrna Police Department
Snellville Police Department
Social Circle Police Department
South GA College Police Department
Spalding County Sheriff's Office
Sparks Police Department
Sparta Police Department
Stephens County Sheriff's Office
Stewart County Sheriff's Office
Stillmore Police Department
Stone Mountain Police Department
Sumter County Sheriff's Office
Suwanee Police Department
Swainsboro Police Department
Taliaferro County Sheriff's Office
Tallapoosa Police Department
Tallulah Falls Police Department
Tattnall County Sheriff's Office

Temple Police Department
Tennille Police Department
Terrell County Sheriff's Office
Thomas County Sheriff's Office
Thomasville Police Department
Thunderbolt Police Department
Tift County Sheriff's Office
Tifton Police Department
Toccoa Police Department
Toombs County Sheriff's Office
Toombsboro Police Department
Treutlen County Sheriff's Office
Trion Sheriff's Office
Tunnel Hill Police Department
Turner County Sheriff's Office
Twiggs County Sheriff's Office
Tybee Island Police Department
Tyrone Police Department
Union County Sheriff's Office
Union Point Police Department
University of West Georgia Police Department
Uvalda Police Department
Valdosta Police Department
Valdosta St. University Police Department
Varnell Police Department
Villa Rica Police Department
Wadley Police Department
Walker County Sheriff's Office
Walton County Sheriff's Office

Ware County Sheriff's Office
Warner Robins Police Department
Warren County Sheriff's Office
Warrenton Police Department
Warwick Police Department
Washington County Sheriff's Office
Watkinsville Police Department
Waverly Hall Police Department
Wayne County Sheriff's Office
Waynesboro Police Department
West Point Police Department
White Police Department
Whitesburg Police Department
Whitfield County Sheriff's Office
Wilcox County Sheriff's Office
Wilkes County Sheriff's Office
Wilkinson County Sheriff's Office
Willacoochee Police Department
Winder Police Department
Winterville Police Department
Woodstock Police Department
Zebulon Police Department

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

**Planned Participation in Click-it-or-Ticket**

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 43,955 sworn law enforcement officers employed by a total of 1038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses. 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 FFY2019, 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-serv to more than 800 law enforcement officers and prosecutors. The plan is to involve all Georgia law enforcement officers with a blanketed 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, to maintain a philosophy of 24/7 occupant protection enforcement efforts.

Georgia’s fatalities have fluctuated over 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 reducing traffic fatalities.

In Federal Fiscal Year (FFY) 2020, the Governor’s Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) traffic enforcement mobilization campaigns planned:

6. November 2019, which covers the Thanksgiving holiday period
7. May 2020, 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.

#### List of Task for Participants & Organizations

Please see attached document for list of Georgia’s Occupant Protection Task Team.

Child restraint inspection stations

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
Child Restraint inspection stations

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
OP-1	Department of Public Health-Occupant Protection
OP-2	Fund Atlanta Fire Department

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

Planned inspection stations and/or events: **136**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: **106**

Populations served - rural: **41**

Populations served - at risk: **136**

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

**Child passenger safety technicians**

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Countermeasure Strategy
Child Passenger Safety Technicians

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
OP-1	Department of Public Health-Occupant Protection
OP-2	Fund Atlanta Fire Department
OP-5	Governor’s Office of Highway Safety 405b MIPE

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: **65**

Estimated total number of technicians: **578**

Maintenance of effort

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

## 405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

Meeting Date
9/12/2018
11/4/2018
1/9/2019
3/14/2019

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Courtney Ruiz**

Title of State's Traffic Records Coordinator: **Georgia Traffic Records Coordinator**

**TRCC members by name, title, home organization and the core safety database represented:**

List of TRCC members

**TRCC- Executive Group**

Georgia Governor's Office of Highway Safety	Allen Poole, Director, TRCC Chairman
Georgia Department of Transportation <b>Core System: Crash &amp; Roadway</b>	Russell McMurry, Commissioner
Georgia Department of Driver Services <b>Core System: Driver</b>	Spencer Moore, Commissioner
Georgia Department of Public Health <b>Core System: Injury Surveillance/EMS</b>	Lisa Dawson, Director of Injury Prevention
Prosecuting Attorneys' Council of Georgia <b>Core System: Adjudication</b>	Peter J. Skandalakis, Executive Director
Georgia Department of Revenue <b>Core System: Vehicle</b>	Lynne Riley, Commissioner
Georgia Department of Public Safety <b>Core System: Crash &amp; Citation</b>	Col. Mark McDonough, Commissioner
Georgia Association of Chief Police <b>Core System: Crash &amp; Citation</b>	Frank Rotondo, Executive Director
Georgia Sheriffs Association <b>Core System: Crash &amp; Citation</b>	J. Terry Norris, Executive Director
Administrative Office of the Courts (AOC) <b>Core System: Citation &amp; Adjudication</b>	Darron J. Enns, Esq., Policy Analyst
National Highway Traffic Safety Administration (NHTSA)	Carmen Hayes, Ex-Officio, Region 4 Administrator
Federal Highway Administration (FHWA)	Greg Morris, Safety, ITS & Traffic Management Engineer
Federal Motor Carrier Safety Administration (FMCSA)	Clinton Seymour, Georgia Division Administrator

### TRCC- Working Group Designees

Georgia Department of Transportation <b>Core System: Crash &amp; Roadway</b>	Dave Adams, State Safety Program Manager
Judicial Council of Georgia Administrative Office of the Courts <b>Core System: Citation &amp; Adjudication</b>	Jorge Basto, Chief Information Officer
Georgia Office of EMS and Trauma <b>Core System: EMS/Injury Surveillance</b>	David Newton, Deputy Director Renee Morgan, Trauma Program Director
Georgia Department of Driver Services <b>Core System: Driver</b>	Jean Borsh, Data Analyst
Georgia Department of Public Health <b>Core System: EMS/Injury Surveillance &amp; Crash</b>	<u>Office of Health Indicators for Planning (OHIP)</u> David Austin, Director of Data Quality & Analysis Team <u>Epidemiology</u> Michael Bryan, Director of Maternal and Child Health Epidemiology <u>Injury Surveillance and Prevention Program</u> Lisa Dawson, Director of Injury Prevention Elizabeth Head, Deputy Director of Injury Prevention Denise Yeager, Data Evaluation Chinyere Nwamuo, CORE Grant Manager
Georgia Department of Revenue <b>Core System: Vehicle</b>	Robert Worle, Program Manager, Motor Vehicle Division
Safe Kids Georgia <b>Core System: Injury Surveillance</b>	Mahwish Javed, Program Coordinator

Injury Prevention Research Center @ Emory (IPRCE) <b>Core System: Injury Surveillance</b>	Jonathan Rupp, IPRCE Executive Associate Director Sharon Nieb, IPRCE Associate Program Director
LexisNexis /Robert Franklin Dallas, LLC <b>Core System: Crash</b>	Robert Dallas, Attorney
Atlanta Regional Commission	Patrick Hall, Senior Transportation Planner
Centers for Disease Control and Prevention (CDC)	Amy Jewett, Epidemiologist, Transportation Safety Team, Division of Unintentional Injury Prevention
Federal Highway Administration (FHWA)	Greg Morris, Safety, ITS & Traffic Management Engineer
National Highway Traffic Safety Administration	Carmen Hayes, Region 4 Administrator Belinda Jackson, Region 4 Program Manager
Georgia Governor's Office of Highway Safety	Eshon Poythress, Strategic Highway Safety Plan Courtney Ruiz, Georgia Traffic Records Coordinator

### Traffic Records System Assessment

Fixing America's Safety Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data traffic records system every 5 years in order to qualify for 405(c) grant funding. Georgia's most recent Traffic Records Assessment was completed on June 17, 2019 by the National Highway Traffic Safety Administration, Technical Assessment Team. Recommendations from the result of the 2019 Traffic Records Assessment are listed below:

### **Crash Recommendations**

1. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Vehicle Recommendations**

3. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
5. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Driver Recommendations**

6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Roadway Recommendations**

8. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic records Program Assessment Advisory.
9. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
10. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **Citation/Adjudication Recommendations**

12. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic records Program Assessment Advisory.
13. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
15. Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## EMS/Injury Surveillance Recommendations

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

## Traffic Records for Measurable Progress

We are currently working toward addressing the 2019 Traffic Records Assessment recommendations. Our Traffic Records Coordinating Committee is in the process of reorganizing as relates to:

18. Identifying needs and proposed improvements in the traffic records system;
19. Prioritizing potential projects to implement improvements; and
20. Establishing selected performance measures for the Georgia traffic records systems.

At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

## Traffic Records Supporting Non-Implemented Recommendations

Georgia's most recent Traffic Records Assessment was completed on June 17, 2019 by the National Highway Traffic Safety Administration, Technical Assessment Team.

Recommendations from the result of the 2019 Traffic Records Assessment are listed below:

## Crash Recommendations

1. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the

recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **Vehicle Recommendations**

3. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **Driver Recommendations**

6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying

needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **Roadway Recommendations**

8. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

9. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying

needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

11. Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **Citation/Adjudication Recommendations**

12. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic records Program Assessment Advisory.

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying

needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **EMS/Injury Surveillance Recommendations**

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

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

**Response:** Georgia is currently working toward addressing the 2019 Traffic Records Assessment recommendations. The Georgia Traffic Records Coordinating Committee is in the process of reorganizing as related to identifying needs and proposed improvements in the traffic records system along with prioritizing potential projects to implement improvements. At our next TRCC meeting, scheduled for July 10, 2019, the members will discuss the recommendations of the 2019 Traffic Records Assessment and a revamped process in selecting and prioritizing improvement projects.

### **Traffic Records for Model Performance Measures**

The Georgia EMS system has improved in the area of Completeness.

**Section 405c Quantitative Progress Report**

**State: GA    Report Date: 5/31/2019    Submitted by: D. Newton    Regional Reviewer:**

<p><b>System to be Impacted</b></p>	<p><input type="checkbox"/> CRASH    <input type="checkbox"/> DRIVER    <input type="checkbox"/> VEHICLE    <input type="checkbox"/> ROADWAY  <input type="checkbox"/> CITATION/ADJUDICATION    <input checked="" type="checkbox"/> EMS/INJURY  OTHER specify:</p>
<p><b>Performance Area(s) to be Impacted</b></p>	<p><input type="checkbox"/> ACCURACY    <input type="checkbox"/> TIMELINESS    <input checked="" type="checkbox"/> COMPLETENESS  <input type="checkbox"/> ACCESSIBILITY    <input type="checkbox"/> UNIFORMITY    <input type="checkbox"/> INTEGRATION  OTHER specify:</p>
<p><b>Performance Measure used to track Improvement(s)</b></p>	<p>Narrative Description of the Measure:</p> <p><i>There will be an increase in the number of patient care reports (PCRs) submitted to GEMSIS. There will be an increase in the percentage of V3.4 records (compared to V2).</i></p> <p><i>Version 3.4 was mandated due to the inability of the NEMSIS TAC to receive V2.2 data any more, and because the Version 3.4 data standard is more robust - it has more data elements that collect better information on injuries, stroke, STEMI, etc., and it uses ICD-10 codes instead of the outdated ICD-9 codes that Version 2.2 used. Version 3.4 also has more robust validation rules, including Schema rules that enforce the minimum completeness of national data elements, as well as Schematron rules that allow for our state to enforce completeness of other data elements. For example, we require that on all transports (eDisposition.12), that the data for Destination County be completed. Without this validation rule, we would not have as complete of a record. This is just one example of the validation rules that we use - we currently have 255 EMS validation rules, and are adding more. Another benefit of Version 3.4 over Version 2.2 is that in Version 2.2, the incident were sent to the state from 3<sup>rd</sup> party software vendors in large chunks at a time, sometimes over 1000 calls in one file - if one of those records was corrupted, then the whole file would be rejected. In the Version 3.4 data standard, incidents are sent over 1 call at a time, so this ensures that one record being invalid only affects 1 event, thereby allowing the captured records to be more complete.</i></p> <p><i>Submission to Version 3.4 (GEMSIS Elite) became mandatory on April 1, 2018.</i></p>

<b>Relevant Project(s) in the State's Strategic Plan</b>	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates:</p> <p>GA-P-21, Enhancements to GEMSIS EMS Database</p>
<b>Improvement(s) Achieved or Anticipated</b>	<p>Narrative of the Improvement(s):</p> <p>GEMSIS includes both the V2 NEMSIS data, and our Elite system, which is V3.4 of the NEMSIS data set. In 2012-2013 (April – March), there were 1,641,885 records submitted, and 100% of the records were V2 records. From April 2017- March 2018, there were 2,171,490 records submitted, with 89.702% being V2 and 10.298% V3.4. From April 2018-March 2019, there were 2,305,119 records submitted, with only 2.976% being V2, and 97.024% being Version 3.4.</p>
<b>Specification of how the Measure is calculated / estimated</b>	<p>Narrative Description of Calculation / Estimation Method:</p> <p>The number of PCRs submitted to GEMSIS (V2) and GEMSIS Elite (V3.4) was queried.</p>
<b>Date and Baseline Value for the Measure</b>	<p><i>Baseline: April 1, 2017 – March 31, 2018</i>  <i>PCRs entered = 2,171,490</i>  <i>% of PCRs that were Version 3.4 = 10.298%</i></p>
<b>Date and Current Value for the Measure</b>	<p><i>Current: April 1, 2018 – March 31, 2019</i>  <i>PCRs entered = 2,305,119</i>  <i>% of PCRs that were Version 3.4 = 97.024%</i></p>
<b>Regional Reviewer's Conclusion</b>	<p>Check one:</p> <p><input type="checkbox"/> Measurable performance improvement <i>has</i> been documented</p> <p><input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented</p> <p><input type="checkbox"/> Not sure</p>

The following documentation shows a contiguous 12-month performance period (April – March) that demonstrates quantitative improvement that is compared to the comparable 12 month baseline period:

2012-2013 (V2 only)				2013-2014 (V2 only)				2014-2015 (V2 only)			
	GEMSIS				GEMSIS				GEMSIS		
Month	(V2)			Month	(V2)			Month	(V2)		
April	134,404			April	146,045			April	154,690		
May	137,942			May	148,949			May	161,934		
June	134,040			June	134,705			June	158,167		
July	133,787			July	144,508			July	159,520		
August	136,672			August	143,388			August	162,577		
September	121,543			September	137,091			September	160,819		
October	134,388			October	144,368			October	167,274		
November	130,972			November	142,718			November	165,844		
December	134,741			December	147,946			December	172,578		
January	156,923			January	155,196			January	177,631		
February	133,340			February	134,401			February	161,491		
March	153,133			March	154,477			March	181,866		
<b>TOTAL</b>	<b>1,641,885</b>			<b>TOTAL</b>	<b>1,733,792</b>			<b>TOTAL</b>	<b>1,984,391</b>		
<b>Percent</b>	<b>100.00%</b>			<b>Percent</b>	<b>100.00%</b>			<b>Percent</b>	<b>100.00%</b>		

2015-2016				2016-2017			
	GEMSIS		Total		GEMSIS		Total
Month	(V2)	Elite (V3)		Month	(V2)	Elite (V3)	
April	178,444		178,444	April	186,508	3	186,511
May	182,376		182,376	May	192,801	0	192,801
June	175,124		175,124	June	189,173	3	189,176
July	183,545		183,545	July	191,773	5	191,778
August	177,046		177,046	August	205,104	6	205,110
September	174,483	1	174,484	September	193,243	106	193,349
October	179,239	1	179,240	October	195,336	542	195,878
November	169,025	1	169,026	November	188,481	3,268	191,749
December	177,807	0	177,807	December	191,912	3,406	195,318
January	178,923	4	178,927	January	199,269	3,191	202,460
February	175,978	1	175,979	February	177,405	3,617	181,022
March	191,470	4	191,474	March	196,108	4,637	200,745
<b>TOTAL</b>	<b>2,143,460</b>	<b>12</b>	<b>2,143,472</b>	<b>TOTAL</b>	<b>2,307,113</b>	<b>18,784</b>	<b>2,325,897</b>
<b>Percent</b>	<b>99.999%</b>	<b>0.001%</b>		<b>Percent</b>	<b>99.192%</b>	<b>0.808%</b>	

2017-2018				2018-2019			
	GEMSIS		Total		GEMSIS		Total
Month	(V2)	Elite (V3)		Month	(V2)	Elite (V3)	
April	180,200	4,439	184,639	April	24,212	138,921	163,133
May	194,400	4,701	199,101	May	17,878	167,433	185,311
June	178,661	5,000	183,661	June	17,264	182,819	200,083
July	183,772	4,467	188,239	July	8,399	188,890	197,289
August	190,134	4,911	195,045	August	303	201,284	201,587
September	181,363	6,153	187,516	September	184	176,182	176,366
October	184,475	6,879	191,354	October	168	183,058	183,226
November	174,889	7,789	182,678	November	162	182,150	182,312
December	158,613	12,230	170,843	December	31	203,064	203,095
January	141,677	37,360	179,037	January	5	204,272	204,277
February	100,807	55,053	155,860	February	2	194,074	194,076
March	78,870	74,647	153,517	March	2	214,362	214,364
<b>TOTAL</b>	<b>1,947,861</b>	<b>223,629</b>	<b>2,171,490</b>	<b>TOTAL</b>	<b>68,610</b>	<b>2,236,509</b>	<b>2,305,119</b>
<b>Percent</b>	<b>89.702%</b>	<b>10.298%</b>		<b>Percent</b>	<b>2.976%</b>	<b>97.024%</b>	

The following are proposed projects for the FFY2020 federal fiscal year.

	Project Title	Status	Lead Agency	405c TR Funded
	GA Traffic Records Program	In Process	GOHS	Yes
<b>Project Description</b>	This project uses NHTSA Section 405c funds to coordinate and support the TRCC and projects that contribute to the creation of a complete traffic records system modeled on NHTSA's Traffic Records Program Assessment Advisory.			
<b>Project Goal:</b>	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
<b>Performance Measure(s):</b>	Accuracy, Completeness, Timeliness, Uniformity, Accessibility, and Integration			
<b>Core Traffic Records System Components:</b>				

	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	GA Department of Public Health	Yes
<b>Project Description</b>	The Georgia Office of EMS and Trauma (OEMS) developed the Georgia Emergency Medical Services Information System (GEMSIS) as Georgia's pre-hospital care reporting system. This project uses NHTSA Section 405c funds to contract with ImageTrend to continually upgrade, support, and host GEMSIS; to develop a long term storage and query/access system for the v2 GEMSIS data; to maintain the OEMS Datamart; to conduct trainings with EMS personnel; and to work with GDOT to develop and test linkages between GEMSIS and highway safety data.			
<b>Project Goal:</b>	To improve the accuracy of EMS reports and the integration of GEMSIS data to crash data to link critical injuries in motor vehicle crashes with GDOT's crash database			
<b>Performance Measure(s):</b>	Accuracy, Integration, Accessibility			
<b>Core Traffic Records System Components:</b>				

	Project Title	Status	Lead Agency	405c TR Funded
	GECPS Outreach	In Process	GA Department of Driver Services	Yes
<b>Project Description</b>	This project provides a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication as well as trains and educates courts on the Georgia Electronic Conviction Processing System (GECPS) for this purpose. This project continues to support Georgia courts and law enforcement by continuing to provide additional functionality/enhancements to the GECPS system for electronic submission of conviction processing.			
<b>Project Goal:</b>	Reduce error rates by utilizing data analysis and court support requests to identify and target courts requiring additional training as well as provide additional technical assistance and training for errors generated from GECPS submissions			
<b>Performance Measure(s):</b>	Accuracy, Timeliness			
<b>Core Traffic Records System Components:</b>				

	Project Title	Status	Lead Agency	405c TR Funded
	Support for CODES Crash Data Linkage	In Process	GA Department of Public Health	Yes
<b>Project Description</b>	The Georgia Crash Outcome Data Evaluation Systems (CODES) project uses probabilistic techniques to link crash data and other injury surveillance data. This project creates linked data for analysis by Georgia's highway safety partners to improve the completeness and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria. This provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes.			
<b>Project Goal:</b>	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to improve the accuracy of records and integration of data in the traffic records information system			
<b>Performance Measure(s):</b>	Accuracy, Integration, Completeness			
<b>Core Traffic Records System Components:</b>				

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	GA Association of Chiefs of Police	Yes
<b>Project Description</b>	This project provides select law enforcement agencies (LEAs) with the computer hardware needed to submit crash reports electronically to the state through the GEARS system as mobile data units.			
<b>Project Goal:</b>	To improve the accessibility to users and the accuracy and timeliness of records in the crash data system.			
<b>Performance Measure(s):</b>	Accessibility, Accuracy, Timeliness			
<b>Core Traffic Records System Components:</b>				

	Project Title	Status	Lead Agency	405c TR Funded
	OASIS	In Process	GA Department of Public Health	Yes
<b>Project Description</b>	This project has developed an extensible departmental data warehouse, which implements data standards and standardization processes with quality controls as well as integrates multiple data sources. Continuous, direct access to Hospital discharge and Emergency Room visit data, Death data and Motor Vehicle crash data, analysis, charts, and mapping are provided via an online query based on the data warehouse.			
<b>Project Goal:</b>	To improve the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data			
<b>Performance Measure(s):</b>	Accessibility, Completeness, Integration			
<b>Core Traffic Records System Components:</b>				

State traffic records strategic plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

**Planned activities that implement recommendations:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
TR-6	GA Traffic Records Program- GOHS
TR-1	GECPS Outreach- GA Department of Driver Services
TR-4	LEA Technology Grant GACP- GA Association of Chiefs of Police-1
TR-2	OASIS- GA Department of Public Health
TR-5	OEMS GEMSIS Elite- GA Department of Public Health
TR-3	Support for CODES Crash Data Linkage- GA Department of Public Health

Quantitative and Measurable Improvement

**Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

State Highway Safety Data and Traffic Records System Assessment

**Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: **6/17/2019**

Requirement for maintenance of effort

**ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015**

## 405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: 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.**

## 405(f) Motorcyclist safety grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: **No**

Motorcyclist awareness program: **Yes**

Reduction of fatalities and crashes: **No**

Impaired driving program: **Yes**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **No**

### Motorcyclist awareness program

**Name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: **Driver Services, Georgia Department of**

State authority name/title: **Mr. Spencer R. Moore, Commissioner**

**CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.**

**Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target Value</b>	<b>Sort Order</b>
2020	C-1) Number of traffic fatalities (FARS)-2020	5 Year	2016	2020	1698	13
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	5 Year	2016	2020	24,094	14
2020	C-7) Number of motorcyclist fatalities (FARS)-2020	5 Year	2016	2020	163	19
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	5 Year	2016	2020	16	20

**Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.**

<b>County or Political Subdivision</b>	<b># of MCC involving another motor vehicle</b>
Appling	0
Atkinson	1
Bacon	0
Baker	0
Baldwin	8
Banks	3
Barrow	15
Bartow	26
Ben Hill	1
Berrien	2
Bibb	65
Bleckley	3
Brantley	2
Brooks	0
Bryan	8
Bulloch	22
Burke	2
Butts	6
Calhoun	0
Camden	5
Candler	1
Carroll	22
Catoosa	12
Charlton	0
Chatham	142

Chattahoochee	0
Chattooga	5
Cherokee	48
Clarke	35
Clay	0
Clayton	69
Clinch	1
Cobb	231
Coffee	5
Colquitt	6
Columbia	35
Cook	1
Coweta	39
Crawford	3
Crisp	2
Dade	8
Dawson	10
Decatur	3
DeKalb	242
Dodge	0
Dooly	1
Dougherty	21
Douglas	40
Early	1
Echols	2
Effingham	12
Elbert	0
Emanuel	1
Evans	4

Fannin	5
Fayette	18
Floyd	24
Forsyth	36
Franklin	14
Fulton	376
Gilmer	12
Glascokk	0
Glynn	25
Gordon	19
Grady	3
Greene	0
Gwinnett	170
Habersham	11
Hall	56
Hancock	0
Haralson	10
Harris	4
Hart	7
Heard	1
Henry	70
Houston	36
Irwin	2
Jackson	16
Jasper	1
Jeff Davis	1
Jefferson	5
Jenkins	2
Johnson	1

Jones	1
Lamar	6
Lanier	1
Laurens	9
Lee	4
Liberty	28
Lincoln	0
Long	2
Lowndes	33
Lumpkin	21
Macon	0
Madison	3
Marion	2
McDuffie	4
Mcintosh	2
Meriwether	2
Miller	0
Mitchell	6
Monroe	8
Montgomery	0
Morgan	2
Murray	7
Muscogee	50
Newton	29
Oconee	6
Oglethorpe	0
Paulding	28
Peach	6
Pickens	13

Pierce	0
Pike	0
Polk	3
Pulaski	0
Putnam	4
Quitman	0
Rabun	9
Randolph	0
Richmond	91
Rockdale	27
Schley	0
Screven	0
Seminole	0
Spalding	10
Stephens	6
Stewart	0
Sumter	3
Talbot	1
Taliaferro	0
Tattnall	0
Taylor	1
Telfair	0
Terrell	0
Thomas	11
Tift	3
Toombs	4
Towns	2
Treutlen	2
Troup	18

Turner	0
Twiggs	3
Union	5
Upton	2
Walker	7
Walton	17
Ware	10
Warren	0
Washington	1
Wayne	3
Webster	0
Wheeler	0
White	9
Whitfield	18
Wilcox	0
Wilkes	2
Wilkinson	1
Worth	1

**Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:**

Total # of MCC crashes involving another motor vehicle: **2,264**

**Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.**

<b>Countermeasure Strategy</b>
Motorcycle: Communication and Outreach: Other Driver Awareness of Motorcyclists

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
--------------------------	------------------------------

MC-1	2020 Motorcycle Programs
------	--------------------------

Impaired driving program

**Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.**

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-1) Number of traffic fatalities (FARS)-2020	5 Year	2016	2020	1698	13
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	5 Year	2016	2020	24,094	14
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	5 Year	2016	2020	464	17

**Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.**

Countermeasure Strategy
Impaired Driving Enforcement
Motorcycle: Alcohol-Impaired Motorcyclists: Communications and Outreach
Motorcycle: Alcohol-Impaired Motorcyclists: Communications and Outreach
Motorcycle: Communication and Outreach: Other Driver Awareness of Motorcyclists

Unique Identifier	Planned Activity Name
MC-1	2020 Motorcycle Programs
PM-2	GOHS Communications-Impaired Driving Media-1

**Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.**

<b>County or Political Subdivision</b>	<b># of MCC involving an impaired operator</b>
Appling	0
Atkinson	0
Bacon	0
Baker	0
Baldwin	0
Banks	2
Barrow	2
Bartow	1
Ben Hill	0
Berrien	0
Bibb	1
Bleckley	1
Brantley	0
Brooks	1
Bryan	0
Bulloch	1
Burke	1
Butts	1
Calhoun	0
Camden	3
Candler	0
Carroll	2
Catoosa	3
Charlton	1
Chatham	1
Chattahoochee	1

Chattooga	1
Cherokee	3
Clarke	4
Clay	0
Clayton	2
Clinch	1
Cobb	11
Coffee	1
Colquitt	0
Columbia	2
Cook	1
Coweta	3
Crawford	0
Crisp	0
Dade	0
Dawson	1
Decatur	1
DeKalb	1
Dodge	0
Dooly	0
Dougherty	0
Douglas	1
Early	0
Echols	1
Effingham	0
Elbert	0
Emanuel	1
Evans	1
Fannin	1

Fayette	0
Floyd	2
Forsyth	3
Franklin	4
Fulton	5
Gilmer	1
Glascocock	0
Glynn	1
Gordon	3
Grady	2
Greene	0
Gwinnett	7
Habersham	2
Hall	2
Hancock	0
Haralson	1
Harris	1
Hart	2
Heard	1
Henry	1
Houston	3
Irwin	0
Jackson	3
Jasper	0
Jeff Davis	0
Jefferson	0
Jenkins	0
Johnson	0
Jones	0

Lamar	0
Lanier	0
Laurens	3
Lee	1
Liberty	0
Lincoln	0
Long	0
Lowndes	2
Lumpkin	3
Macon	0
Madison	0
Marion	1
McDuffie	0
Mcintosh	0
Meriwether	0
Miller	0
Mitchell	0
Monroe	2
Montgomery	0
Morgan	0
Murray	1
Muscogee	2
Newton	1
Oconee	0
Oglethorpe	0
Paulding	6
Peach	2
Pickens	0
Pierce	1

Pike	0
Polk	0
Pulaski	0
Putnam	0
Quitman	0
Rabun	1
Randolph	0
Richmond	10
Rockdale	1
Schley	0
Screven	0
Seminole	0
Spalding	3
Stephens	2
Stewart	0
Sumter	1
Talbot	1
Taliaferro	0
Tattnall	0
Taylor	0
Telfair	0
Terrell	0
Thomas	0
Tift	2
Toombs	1
Towns	0
Treutlen	0
Troup	1
Turner	1

Twiggs	1
Union	1
Upson	0
Walker	2
Walton	2
Ware	0
Warren	0
Washington	0
Wayne	0
Webster	0
Wheeler	0
White	0
Whitfield	1
Wilcox	0
Wilkes	0
Wilkinson	0
Worth	0

**Total number of motorcycle crashes involving an impaired operator:**

Total # of MCC involving an impaired operator: **159**

## 405(h) Nonmotorized safety grant

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**