

GEORGIA HIGHWAY SAFETY PLAN

PREPARED BY THE

GEORGIA GOVERNOR'S OFFICE
OF HIGHWAY SAFETY



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Section 1:

EXECUTIVE SUMMARY

- Georgia's Annual Highway Safety Plan
- Mission Statement
- Legislative Updates
- National Priority Safety Program Incentive Grants
- Epidemiologist Partnership
- Continuous Follow-up and Adjustment
- COVID-19 (Coronavirus Pandemic)

GEORGIA'S ANNUAL HIGHWAY SAFETY PLAN

Under the Authority and approval of Governor Brian P. Kemp, the Governor's Office of Highway Safety (GOHS) produces the annual Highway Safety Plan (HSP) which serves as Georgia's programmatic guide for the implementation of highway safety initiatives and an application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA).

Georgia's Highway Safety Plan is directly aligned with the priorities and strategies in the Georgia Strategic Highway Safety Plan and includes a wide variety of proven strategies and new and innovative countermeasures. The Highway Safety Plan is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. National, state, and county level crash data along with other information, such as safety belt use rates, are used to ensure that the planned projects are data driven with focus on areas of greatest need. All targets and objectives of the Governor's Office of Highway Safety are driven by the agency's mission statement.

MISSION STATEMENT

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.

Our number one goal is to reduce the number of crashes, injuries and fatalities on Georgia's roads and to provide highway safety data and fact-based analyses that will assist communities and safety advocates in implementing effective programs that will change high-risk driving behavior and increase safety on our streets and highways.

The history of GOHS follows that of highway safety in the USA as a whole. In 1966, 50,894 people were killed in motor vehicle crashes in the U.S. and the rate of fatalities per 100 million miles of travel was 5.5. It was projected that, over a 9-year period, the number of fatalities would increase to 100,000 a year if Congress did not do anything to address the problem. Taking heed of these dire predictions, Congress enacted the Highway Safety Act of 1966. This legislation created a unique partnership among federal, state and local governments to improve and expand the nation's highway safety activities.

The Highway Safety Act of 1968 required governors to be responsible for the administration of the federal highway safety program in each state. The governor, through delegation of powers, had the authority to designate a Governor's Highway Safety Representative to administer the federally-funded highway program.

We design all of our programs and services with the goal of reaching every Georgia motorist. Safe driver behavior is our top priority and we must persuade all Georgians to adopt a similar goal.

LEGISLATIVE UPDATES

The 2020 Georgia General Assembly was delayed by three months due to the COVID-19 pandemic. When the legislature returned to finish their session on June 15th, their top priority was passing a budget

by the start of the 2021 state of Georgia fiscal year on July 1. The session ended on June 26 and the Governor now has 40 days to review all legislation to determine if he will sign or veto.

The Georgia General Assembly did pass legislation that permanently revokes the Class A Commercial Motor Vehicle license for any person convicted of a sexual trafficking crime. This legislation goes to the Governor.

The House and Senate also passed a bill that allows for persons who have their licenses suspended for a DUI drug conviction to apply for early reinstatement of their license using the same guidelines as those who have had their license suspended for a DUI-alcohol conviction. The bill now goes to the Governor.

Legislation that would have restored the teen driving ban, allow cellphone mounts on windshield, required seat belt use in the front and back seat of passenger vehicles, requiring ignition interlocks for DUI offender, increasing the surcharge on traffic fines that fund driver's education scholarships, and legislation that allows local governments to regulate e-scooters all failed to advance during the session.

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

Georgia is applying for the following incentive grants:

1. 405 (b) – Occupant Protection
2. 405 (c) – State Traffic Safety Information System Improvements
3. 405 (d) – Impaired Driving Countermeasures
4. 405 (f) – Motorcyclist Safety Grants
5. 405 (h) – Non-motorized Safety

EPIDEMIOLOGIST PARTNERSHIP

Georgia GOHS has contracted an epidemiologist to help with traffic fatalities and injury reporting for grant applications and compilation of the Highway Safety Plan. The contracted epidemiologist has over twelve (12) years of experience dealing with Georgia crash data and records.

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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. Injury 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 be continual throughout the year and outreach efforts will be revised as needed.

COVID-19 (Coronavirus Pandemic)

Georgia, as with all other states, has been effected with the COVID-19 Coronavirus Pandemic. The GOHS will make every effort to meet the Performance Measures and Targets within this Highway Safety Plan. This situation is very fluid at this time and the guidelines provided by the Georgia Department of Public Health and the Centers for Disease Center are rapidly changing. These changing guidelines could have a severe effect on police monitoring, government responses, and educational events scheduled throughout the grant year.

Section 2:

HIGHWAY SAFETY PLANNING PROCESS

- Data Sources and Processes
- Process Participants
- Description and Analysis of Georgia's Highway Safety Problem
- Methods for Project Selection
- List of Information and Data Sources
- Description of the outcomes from the coordination of the HSP, data collection, and information systems with the State SHSP

DATA SOURCES AND PROCESSES

The implementation of programs that reduce crashes, injuries, and fatalities on Georgia roadways begins by working collaboratively with key partners to identify and prioritize highway safety problems in the state of Georgia. The highway safety problem areas reviewed are in alignment with both the GOHS mission and the fourteen established "Traffic Safety Performance Measures for States and Federal Agencies" (DOT HS 811 025).

The data-driven problem identification and prioritization process includes:

1. Using the most recent crash and traffic data available to determine Georgia's progress across all Traffic Safety Performance Measures (including those that were historically identified and prioritized as a problem area in the past years);
2. Consideration of evidence-based and effective countermeasures that are supported and recognized by NHTSA; and,
3. Evaluating previously GOHS-funded grant recipients in their ability to address highway safety problems and concerns at the local and state levels.

The primary data sources used in the HSP process, planning, and prioritization of problem areas are:

- Fatality Analysis Reporting System (FARS);
- Georgia Crash Reports (i.e., Georgia Crash Reporting System - GEARS);
- Occupant Protection Seatbelt Observation Report; and,
- Georgia Crash Outcomes Data Evaluation System (CODES).

The problem identification and prioritization analyses are completed annually (January – June) by GOHS when new Georgia crash data, NHTSA's Fatality Analysis Reporting System (FARS) data, and seat belt use observation data become available. GOHS determines the progress and trends of each Traffic Safety Performance Measure. Specifically, GOHS's injury epidemiologist uses the most recent data points to assess the progress within each performance measure by comparing the new data points to the measure baseline values, projected trajectory, and target values established in previous years. Using the five-year moving average, GOHS determines the "best fit" line and projections to assess whether Georgia has met or is on track to meet previously established targets for each performance measure. These performance measures are used as a guide to further investigate the depth of the problem and answering the who, what, when, where, and the cause ('why') of each prioritized measure. This deeper investigation is used to strategically focus the resources and efforts in specific locations and areas across the state of Georgia. Other data sources that are used to identify and further investigate priority areas are described in the sections below.

GOHS uses this data-driven approach to select and fund effective, evidence-based, or promising countermeasures that can save lives and reduce serious injuries on Georgia's roadways. These countermeasures are reviewed and cross-referenced with the current GOHS efforts to identify gaps in the efforts and programs that are being implemented. Additionally, each year GOHS funds the University of Georgia to conduct an outcome and process evaluation of the funded grantees. The aim of the evaluation study is to determine how grantees were able to address highway safety problems and concerns at the local/state levels and their ability to fulfill the requirements of the awarded application. Grantees that have demonstrated success in implementing their programs specific to the prioritized

performance measure at the local levels receive points in their renewal application and are encouraged to share their lessons-learned with other existing and new recipients. Locations and topics that are identified as problem areas and have little resources, support, or efforts are prioritized focus areas for GOHS.

PROCESS PARTICIPANTS

In developing the Highway Safety Plan, the Governor's Office of Highway Safety (GOHS) collaborates and receives input from the following agencies, entities, and groups:

1. Georgia Department of Drivers Services
2. Georgia Department of Public Safety
3. Georgia State Patrol
4. Georgia Department of Public Health
5. Georgia Department of Transportation
6. Georgia Public Safety Training Center
7. Georgia Data Driven Approaches to Crime and Traffic Safety (DDACTS)
8. Prosecuting Attorneys Council of Georgia
9. Georgia Traffic Records Coordinating Committee
10. Injury Prevention Planning Council
11. University of Georgia (third-party evaluator)
12. Previously funded GOHS grantees from state agencies, community-based agencies and local groups
13. Strategic Highway Safety Plan Task Teams:
 - Impaired Driving (Alcohol, Drugs, and Drowsy)
 - Occupant Protection
 - Distracted Driving
 - Intersection Safety
 - Roadway Departure
 - Young Adult Drivers
 - Older Drivers
 - Pedestrian Safety
 - Bicycle Safety
 - Motorcycles
 - Heavy Trucks
 - Emergency Medical Services (EMS) and Trauma
 - Traffic Records
 - Crash Outcome Data Evaluation System (CODES)

DESCRIPTION AND ANALYSIS OF GEORGIA'S HIGHWAY SAFETY PROBLEM

In 2018, Georgia experienced 1,504 traffic fatalities¹, 6,401 serious injuries², and 402,288 motor vehicle crashes³ on Georgia roadways. The top five counties with the highest roadway fatalities are: Fulton (130 fatalities, +13% increase from the previous year), DeKalb (108, +14%), Gwinnett (62, -6%), Cobb (57, +8%), and Clayton (45, +41%). While the total number of roadway fatalities decreased by 2% (36 fewer fatalities) in comparison to the previous year, GOHS recognizes the need to address specific causes of motor vehicle fatalities across the NHTSA traffic safety performance measures.

- **Unrestrained Fatalities:** In 2018, the observed seat belt usage rate was 96.3% — a 1% net decrease compared to the observed usage rate in 2017. Despite this slight drop in observed usage in 2018, the number of unrestrained fatalities decreased by 7% (31 fewer fatalities) since 2016. The number of unrestrained fatalities decreased from 472 in 2016 to 441 in 2018.
- **Alcohol-Related Fatalities:** In 2018 there were 375 fatalities in motor vehicle traffic crashes involving drivers with BACs of .08 g/dL or higher. This is a 5% increase (19 more fatalities) compared to 2017. These alcohol-impaired driving fatalities accounted for 25% of all motor vehicle traffic fatalities in Georgia.
- **Speed-Related Fatalities:** Between 2015 and 2017, the number of speed-related fatalities decreased by 7%. However, this changed in 2018 where the number of speed-related fatalities increased by 8% —from the 248 fatalities in 2017 to 267 fatalities in 2018. Speed-related fatalities accounted for 17% of all motor vehicle traffic fatalities in Georgia in 2018.
- **Pedestrian Fatalities:** Pedestrian fatalities remain a great concern in Georgia. In 2018, there were 261 pedestrian fatalities in the state of Georgia — a 60% increase from 163 pedestrian fatalities in 2014. Seventeen percent of all traffic fatalities were pedestrians in 2018. Preliminary data⁴ suggest that pedestrian fatalities slightly declined, with **249** pedestrian fatalities in 2019.
- **Motorcyclist Fatalities:** In 2018, there were 154 motorcyclist fatalities in Georgia motor vehicle traffic crashes — an increase of 11% from the 139 motorcyclists killed in 2017. Ten percent of all traffic fatalities were motorcyclists. The number of unhelmeted motorcyclist fatalities decreased from 18 in 2017 to 16 in 2018. Preliminary data suggest that motorcyclist fatalities remain an issue, with **163** motorcyclist fatalities in 2019.

¹2018 FARS Final

² In April 2020, TRCC/CODES revised the 'serious injury' the definition and recalibrated the values from serious injury values in previous years. See "Serious Injury Considerations" in Section 4: Performance Plan for more details about the change and adjustments in the datasetC-2 Serious Injury Traffic Safety Performance Measure.

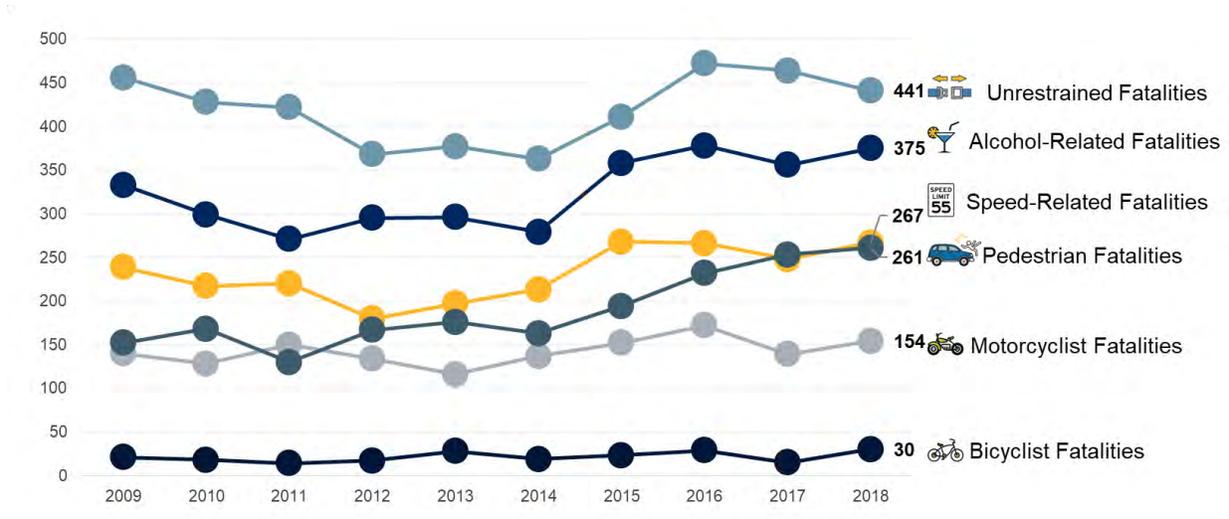
³ Numetric, Georgia electronic crash reporting system. Web. June 2020.

⁴ Preliminary data from the Georgia Department of Transportation: Georgia Traffic Deaths – Yearly Total and Comparison, Office of Traffic Operations. 30 April 2020.

- Bicyclist Fatalities:** In 2018, the number of bicyclist fatalities doubled to 30 fatalities in the state of Georgia. Two percent of all traffic fatalities were bicyclists in 2018. Preliminary data suggest that this problem area remains an issue, with **21** bicyclist fatalities in 2019.

The figure below shows the trend of each measure from 2009 to 2018.

Georgia Traffic Fatalities by Traffic Safety Performance Measure (2009-2018)



Source: FARS Final Datasets

GOHS, along with partnering state agencies and local organizations, use the statewide five-year moving average (2014-2018 FARS data) across each NHTSA traffic safety performance measure to prioritize traffic safety problems each year. Specifically, GOHS contracted injury epidemiologist use the most recent data point to assess the progress within each performance measure by comparing the new data points to the measure baseline value, projected trajectory, and target value established in previous years. The projected path of trajectory (forecast) is determined using various regression models (linear, polynomial, power, exponential or logarithmic) that “best fit” the existing crash and fatal crash data. Performance measures where the new data point creates a projected path that is above the previous established target values are prioritized as highway safety problem areas. Performance areas that demonstrated a significant increase and therefore are moving away from the previously established annual targets are prioritized for the upcoming funding year.

The table on page 14 shows the five-year moving average (2014-2018) and the forecasted values (2019-2021) by each traffic safety performance measure.

Georgia 5-Year Moving Average Traffic Fatalities (2014-2018) and Forecasted 5-Year Moving Average Traffic Fatalities (2019-2021) by Traffic Safety Performance Measure

TRAFFIC SAFETY PERFORMANCE MEASURES	ACTUAL 5-Year Moving Average					FORECASTED ⁵ 5-Year Moving Average		
	2014	2015	2016	2017	2018	2019	2020	2021
C-1 Number of traffic fatalities	1,202	1,239	1,305	1,374	1,439	1,527	1,617	1,715
C-2 Number of serious injuries ⁶ in traffic crashes	4,643	4,743	4,825	4,922	5,264	5,555	5,945	6,407
C-3 Fatalities per 100 Million Vehicle Miles Driven	1.10	1.11	1.14	1.16	1.18	1.20	1.21	1.23
C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions	392	388	398	417	430	458	489	527
C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	288	300	321	333	349	365	380	394
C-6 Number of speeding-related fatalities	205	216	225	238	252	268	286	305
C-7 Number of motorcyclist fatalities	133	138	142	143	151	155	160	166
C-8 Number of unhelmeted motorcyclist fatalities	10	9	8	10	12	16	21	28
C-9 Number of drivers age 20 or younger involved in fatal crashes	161	159	164	171	178	190	205	222
C-10 Number of pedestrian fatalities	161	166	186	204	221	245	271	300
C-11 Number of bicyclist fatalities	19	20	23	23	23	25	26	27
B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants	93.5%	95.0%	95.9%	96.9%	97.0%	96.8% ⁷	97.6%	97.8%

INCREASING TRENDS

While some performance measures experienced a decrease in fatalities in 2018 compared to 2017, the 2019-2021 forecasts show an increasing trend for the 5-year moving average across all performance measures. GOHS has the immediate goal to slow the growth of fatalities and eventually decrease the number of fatalities across all performance measures.

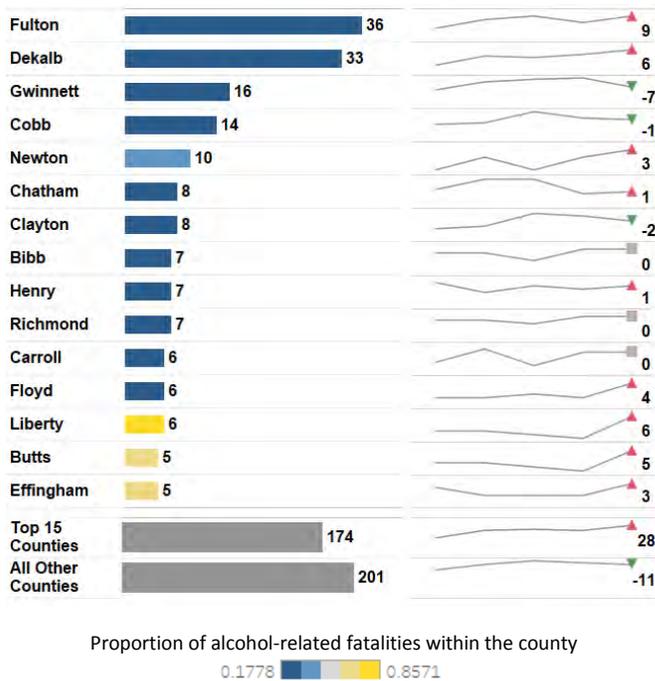
⁵ Forecasted values are determined using various regression models (linear, polynomial, power, exponential or logarithmic) that “best fit” the existing crash and fatal crash data.

⁶ In April 2020, TRCC/CODES revised the ‘serious injury’ the definition and recalibrated the values from serious injury values in previous years. See “Serious Injury Data Considerations” in Section 4: Performance Plan for C-2 Serious Injury Traffic Safety Performance Measure.

⁷ Bason, James. J. 2019. “Statewide Use of Occupants Restraints: An Observational Study of Safety Restraint Use in Georgia, 2019”. Traffic Safety Research and Evaluation Group, College of Public Health, University of Georgia: Athens, Georgia

Within each traffic safety performance area, GOHS then identifies geographical hotspots (areas with the highest increase in roadway fatalities), community partners (including law enforcement), and demographics (rural/urban areas and population composition) to determine where specific efforts and resources should be directed to address the identified traffic safety problems. Crash data (i.e., pedestrian crashes, bicyclist crashes, and motorcyclist crashes) and driver license data (i.e., percentage of youth with license or permit to drive) are also used to identify geographical hotspots and population characteristics for some traffic safety performance measures.

Top 15 Georgia Counties with the Highest Number of Alcohol-Related Traffic Fatalities (C-5), 2018

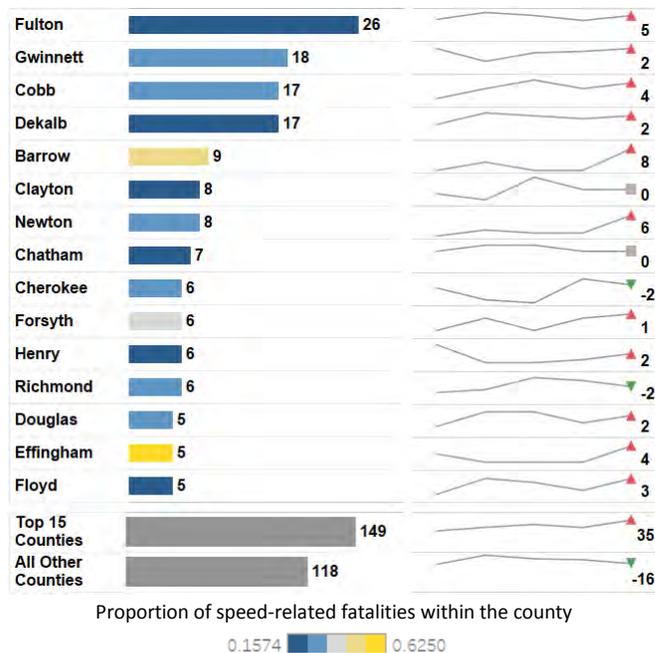


In 2018, 115 counties experienced at least one alcohol-related traffic fatality. Nearly half (46%) of all alcohol-related fatalities occurred in these top 15 counties.

The top five (5) counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+ are:

- Fulton County (36 fatalities, +9 fatalities compared to the previous year, 28% of all county fatalities were alcohol-related)
- DeKalb (33, +6, 30%)
- Gwinnett (16, -7, 26%)
- Cobb (14, -1, 25%)
- Newton (10, +3, 42%)

Top 15 Georgia Counties with the Highest Number of Speeding-Related Traffic Fatalities (C-6), 2018

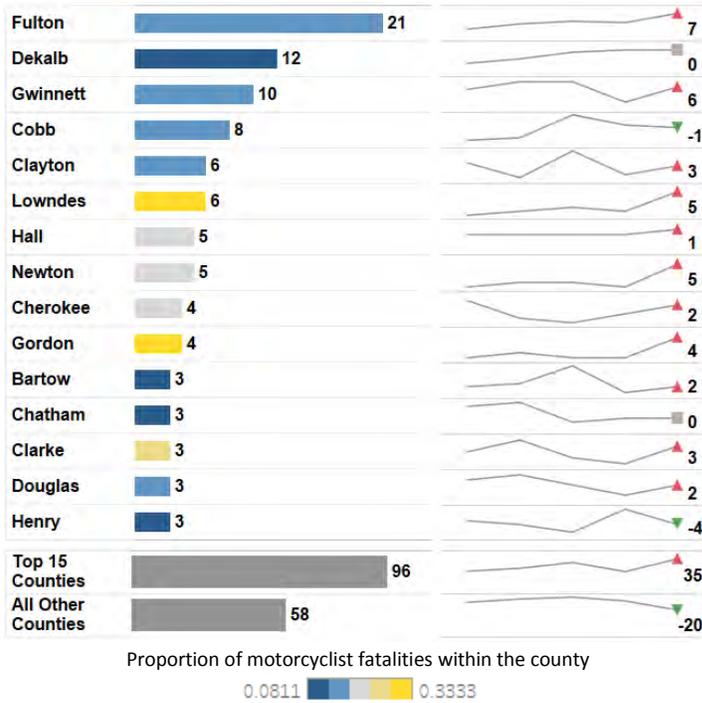


In 2018, 82 counties experienced at least one speed-related traffic fatality. Over half (56%) of all speeding-related fatalities occurred in these top 15 counties.

The top five (5) counties with the highest number of fatalities in crashes involving speeding are:

- Fulton County (26 fatalities, +5 fatalities compared to the previous year, 20% of all county fatalities were speed-related)
- Gwinnett (18, +2, 29%)
- Cobb (17, +4, 30%)
- DeKalb (17, +2, 16%)
- Barrow (9, +8, 47%)

Top 15 Georgia Counties with the Highest Number of Motorcyclist Traffic Fatalities (C-7), 2018

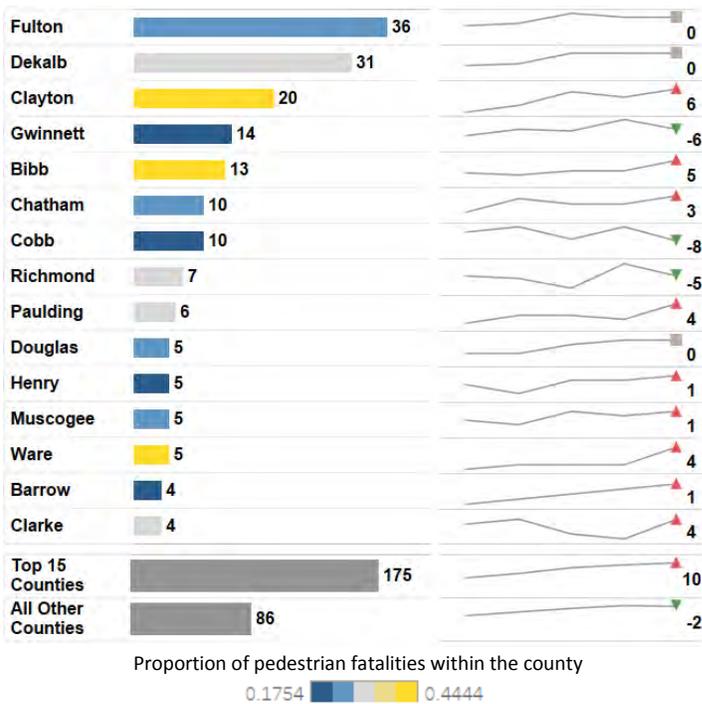


In 2018, 56 counties experienced at least one motorcyclist fatality. More than half (62%) of all motorcyclist fatalities occurred in these top 15 counties.

The top counties with the highest number of motorcyclist fatalities are:

- Fulton County (21 fatalities, +7 fatalities compared to the previous year, 16% of all county fatalities were motorcyclists)
- DeKalb (12, 0, 11%)
- Gwinnett (10, +6, 16%)
- Cobb (8, -1, 14%)
- Clayton (6, +6, 13%)
- Lowndes (6, +5, 33%)

Top 15 Georgia Counties with the Highest Number of Pedestrian Traffic Fatalities (C-10), 2018



In 2018, 65 counties experienced at least one pedestrian fatality. Nearly two out of three (67%) of all pedestrian fatalities occurred in these top 15 counties.

The top five (5) counties with the highest number of pedestrian fatalities are:

- Fulton County (36 fatalities, no increase in fatalities compared to the previous year, 28% of all county fatalities were pedestrians)
- DeKalb (31, 0, 29%)
- Clayton (20, +6, 44%)
- Gwinnett (14, -6, 23%)
- Bibb (13, +5, 39%)

Using this analytical approach, in addition to the consideration of resources available and knowledge of countermeasures that proven to work, GOHS prioritized the following traffic safety problems for FY2021:

- **C-5:** Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+ in Fulton, DeKalb, Gwinnett, Cobb, and Newton counties.
- **C-6:** Speeding-related fatalities in Fulton, Gwinnett, Cobb, DeKalb, and Barrow counties.
- **C-7/C-8:** Motorcyclist and unhelmeted motorcyclist fatalities in Fulton, DeKalb, Gwinnett, Cobb, Clayton, and Lowndes counties.
- **C-10:** Pedestrian fatalities in Fulton, DeKalb, Clayton, Gwinnett, Bibb, Chatham, and Cobb counties.
- **C-11:** Bicyclist fatalities in Charlton, Columbia, Fulton, Liberty, and DeKalb counties.

METHODS FOR PROJECT SELECTION

To address the identified highway safety problem areas, GOHS solicits data-focused applications that are in alignment with the mission to reduce crashes, injuries, and fatalities on Georgia roadways. Grant proposals are received through responses to Request for Proposals (RFPs) and through unsolicited submissions where documented highway safety problems exist.

The following is the FFY 2021 Planning Calendar that outlines the highway safety program planning and the grant application processes.

FFY 2021 PLANNING CALENDAR

October 2019 – November 2019	Produce an annual ranking report and develop program’s Request for Proposals (RFPs).
December 2019	Define the highway safety problem through data analysis, outcomes, and results for prior year planning and implementation. Prepare and submit the Annual Report to NHTSA for the previous FFY.
November 2019 – January 2020	Create and post Request for Proposals (RFPs), host grant application workshops, and open the Governors’ Office of Highway Safety electronic grant system.
December 2019 – May 2020	Data analysis to define highway safety problem and to develop program area performance targets and measures.
January 2020 – February 2020	Receive FFY 2021 grant applications. Complete and submit internal grant applications.
January 2020 – June 2020	Identify and involve partners in the HSP planning process. Coordinate HSP and data collection for the state with SHSP.
February 2020 – June 2020	Identify, review, and summarize external applications. Host recommendations meeting with GOHS executive staff. Prioritize, select strategies, and finalize projects and grant applications. Submit draft HSP to NHTSA
August 1, 2020	Submit Highway Safety Plan for NHTSA review and approval.
August 2020 – September 2020	Respond to NHTSA comments/recommendations. Award FFY 2021 grants.
October 2020	Beginning of the FFY 2021 grant year.
December 2020	Evaluate outcomes and results for use in next planning cycle and Annual Report to NHTSA.

Strategies for Project Selection

The Governor's Office of Highway Safety provides funding opportunities to law enforcement agencies, government entities, and highway safety advocacy organizations for the purpose of addressing motor vehicle crash problems in local jurisdictions. Grant Proposals are received through responses to request for proposals (RFP) and through unsolicited submissions where documented highway safety problems exist.

Request for Proposals (RFPs)

For the FFY 2021 grant year, GOHS developed specific and tailored RFPs that were distributed to communities with high traffic fatalities and serious injuries. The RFPs were advertised through many outlets including, but not limited to, the GOHS website, Georgia Municipal Association, Georgia Chief's Association, Georgia Sheriff's Association, Georgia Regional Commissions, Association County Commissioners of Georgia (ACCG), Georgia Association of Metropolitan Planning Organizations (GAMPO), Georgia Public Safety Training Center (GPSTC), and the Georgia Strategic Highway Safety Plan (SHSP) Partners.

Ranking System

Georgia GOHS staff met with the contract epidemiologist early in the planning process and requested a county ranking profile. This county ranking was requested in overall fatalities, alcohol impaired, speed-related, motorcycle, pedestrian, and bicycle fatalities based on the most current data. From this data, Georgia GOHS had the ability to work with staff within those counties to help formulate data driven projects.

Discretionary Grants

Funds are also used to support governmental entities furthering The Georgia Governor's Office of Highway Safety's (GOHS) mission. In these instances, the purpose, scope, and funding requirements are subjected to GOHS staff review and scoring prior to GOHS Director approval. Milestones and performance objectives are tailored to the specific project/purpose and established prior to any commitment of funds. All prospective applicants must follow GOHS procedures in applying for highway safety funds.

Renewal Process

Projects that have been deemed vital to the Governor's Office of Highway Safety mission by the Director may receive funding for multiple years based on the availability of funds. All renewal applications are reviewed along with other potential funding requests.

Grant Application Process

Applications are generally accepted six to nine months before the beginning of each federal fiscal year, which begins October 1st. However, applications that address emerging, high-priority traffic safety concerns can be submitted anytime during the fiscal year. GOHS hosts a required application training for potential agencies that: 1) have never received GOHS grant funding; 2) do not have a grant with GOHS for the previous fiscal year; or 3) do have a current grant with GOHS but are seeking funds for a new

project. All prospective grantees must submit their application using Electronic Grants of Highway Safety (eGOHS) Plus and are required to include the following in their applications:

- I. **Programmatic Description** – A clear definition of the highway safety problem(s) planned to be addressed using recent data and information; identification of existing resources that the community/jurisdictions are currently using to address the problem(s) identified; list of measurable and realistic objectives/activities/milestones that aligns to the target problem(s) identified; summary of the projected activities to be accomplished monthly; list of resources needed to accomplish the objectives; media plan for announcing the award of the grant to the local community; and a self-sufficiency statement that explains how the activities of the project will be continued after federal funds are no longer available to implement the project.
- II. **Budget Justification** – A detailed justification of each budget item that is allowable, reflective of a reasonable cost, and necessary to carry out the objectives and activities of the project.
- III. **Grant Terms and Conditions/Certifications** – The legal and regulatory requirements pertaining to the receipt of federal grant funds with which the grantee must agree to comply.

Application Scoring and Ranking

Once applications are submitted through the eGOHS-Plus system, they are reviewed using a staggered-review process. All external applications are assigned to a review panel which includes a GOHS Grant Manager, a staff member from the finance division, the contracted injury epidemiologist, and for new applications, an external reviewer.

The applications are rated against several criteria that include, but not limited to, the strength of the proposed program to address traffic safety problems, potential traffic safety impact, crash injury and fatality rankings with the region of focus, pre-award risk assessment, and performance on previous grants. The final review includes the GOHS Division Director of Planning and Programs, Deputy Director, and the Director. The applications selected are those that address the prioritized highway safety problems and have the greatest likelihood of success. Projects that have been deemed vital to the GOHS mission may receive funding for multiple years based on the availability of funds.

procedures and the use of eGOHS Plus for the submission of claims, progress reports, travel requests, amendments, and final reports. GOHS' Grant Terms and Conditions are also highlighted. Depending on the Risk Assessment the grantee receives from GOHS, grant training may be a requirement.

Project Funding Period

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

Governor's Office of Highway Safety (GOHS) generally funds innovative traffic safety projects at the rate of 100% the first year, with the second and third year level of funding discussed and approved during the review team scoring process with final approval from the GOHS Director. The diminished levels of funding are designated to encourage the grantee to become self-sufficient, allowing the project to develop into an ongoing part of the agency. Upon the recommendation of the GOHS Review Team and approval from the GOHS Director, a project may be funded beyond 3 years and at different levels of funding. The local agency is expected to establish precedents and develop procedures that support continued operation of the traffic safety program using local funding.

Equipment Purchases

Under the provisions of Section 402, the purchase of equipment cannot be approved unless it is an actual component of a highway safety program. Cost of purchase for new or replacement equipment with a useful life of one year or more and an acquisition cost of \$5,000 or more must be pre-approved from both The Governor's Office of Highway Safety and The National Highway Traffic Safety Administration (NHTSA). Grantees must ensure the equipment items follow Buy America Act and are purchased using their agency procurement policy.

Grant Monitoring

Throughout the grant year, GOHS Grant Managers and other GOHS staff, monitor all grants through monthly desktop reviews, Grant Status Reports, and onsite visits (if applicable). Grantees submit monthly progress reports which are reviewed by the GOHS Grant Manager. Monthly claims for reimbursement are also submitted monthly and reviewed by the GOHS Grant Manager and assigned GOHS Fiscal Staff to ensure compliance with the GOHS Grant Terms and Conditions. Grant Status Reports are completed on all grants each year. Depending on funding level, risk assessment, and the numbers of years as a grantee will determine if an onsite visit is completed. Grantees will receive an onsite visit at least once every other year.

Grant Evaluation

Process evaluation is continual throughout the grant year. The Governor's Office of Highway Safety utilizes an evaluation team to review application objectives and activities to ensure they are reasonable and attainable. The evaluation team continues to work with grantees throughout the grant year to ensure an accurate evaluation is ongoing within each grant. At the completion of the grant year, the evaluation team reviews the accomplishments of each grant to determine the overall outcome obtained from the grantee.

LIST OF INFORMATION AND DATA SOURCES

The identification of highway safety problems, scoring of grant applications, and description of highway safety program areas were created using the most recent data and information available from the following sources:

- **Fatality Analysis Reporting System (FARS)**

FARS is a nationwide database developed by the National Highway Traffic Safety Administration (NHTSA), to provide the public with yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. Governor's Office of Highway Safety (GOHS) uses the raw data set (individual records for the state of Georgia) to design specific queries that are used to identify geographic regions where fatal crashes occur, specific population groups that are disproportionately affected, and identify risk factors associated with specific crashes (i.e. alcohol-impaired driving, distracted driving, speeding, unrestrained/un-helmeted, etc.).

- **Georgia Electronic Accident Reporting System (GEARS) or Numetric**

The GEARS online services provided by LexisNexis are for the exclusive use of law enforcement, approved agencies, and other authorized users in the state of Georgia. GOHS uses pre-designed queries in GEARS and raw data (individual records for the state of Georgia) to design specific queries that are used to identify geographic regions where all motor vehicle crashes occur. In 2020, GEARS may be replaced with a new online query system, called Numetric, which will allow authorized users to conduct more detailed and specific analyses.

- **Occupant Protection Observational Survey**

Dr. James Bason conducted an observational survey of safety belt use and child safety seat use between March and September 2019. This research was conducted on behalf of GOHS and the University of Georgia Department of Health Promotion and Behavior. GOHS uses the survey findings to identify usage rates (including the use of motorcycle helmets) across the state and by geographic region, gender, race/ethnicity, and age group (e.g., children under 5 years of age).

Source: Bason, James. J. "Statewide Use of Occupants Restraints: Observational Survey of Safety Restraint Use in Georgia" 2019. Survey Research Center, University of Georgia: Athens, Georgia

- **Georgia Crash Outcomes Data Evaluation System (CODES)**

CODES is funded by GOHS and brings together multiple agencies and highway safety data owners to identify opportunities to prevent injury and fatal crashes. CODES use probabilistic linking to determine the health outcomes and cost of individuals involved in motor vehicle crashes. By linking data from various sources, CODES creates comprehensive datasets used to analyze crashes, vehicles, driver behaviors, health outcomes, and medical costs. The data used for linking includes information from: Georgia Department of Transportation (GDOT), Georgia Department of Driver Services (DDS), and Georgia Emergency Medical Services Information

System (GEMSIS). Each year, CODES improves the completeness and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria.

- **Georgia Emergency Medical Services Information System (GEMSIS)**

GEMSIS is an electronic system that provides timely, accurate, and efficient data from the Emergency Medical Services (EMS) patient care reports. A purpose of GEMSIS is to develop an effective and efficient statewide surveillance infrastructure to assist in data collection, data reporting, evaluation, and the quality improvement initiative that supports the integration of EMS into the overall healthcare system. EMS providers can enter their Patient Care Reports (PCR) directly into a database or transmit aggregated PCR data files online into the state GEMSIS database.

- **Georgia Department of Drivers Services and the Georgia Electronic Conviction Processing System (GECEPS)**

GOHS obtains licensing information from the Department and Driver Services and GECPS. GECPS is a secure system that provides Georgia's courts with the ability to submit convictions in a standard electronic format, and ensures courts have a means of reporting to the Georgia Department of Driver Services. This allows for the prompt and accurate updating of driving records for Georgia and out-of-state licenses. Timeliness of conviction reporting is critical; as Federal law requires all states to have conviction data reported to the defendant's home jurisdiction within ten days of the date of the conviction.

- **Georgia Department of Public Health - Online Analytical Statistical Information System (OASIS)**

Hospitalization and emergency room records (discharge data) are constructed from the information and files supplied to billing institutions such as insurance companies. Data is sourced from all non-federal acute care hospitals across the state through the Georgia Hospital Association. Hospitalization data includes those cases where a person was discharged as an inpatient and emergency room data includes everyone seen and discharged from the emergency room. A hospital or emergency room record is classified as motor vehicle crash related based on the ICD10-CM system of disease classification – if the first (principal) diagnosis is an injury code (S- or T-code) and there is a subsequent diagnosis that is a V-code. Classified records are analyzed in OASIS by age, race, place, time, and gender. Measures such as discharge counts, population-based rates (crude and age-adjusted), and percentages of total discharges are also calculated in OASIS.

- **Attitudinal Surveys**

GOHS uses the most recent attitude surveys like the Georgia Behavioral Risk Factor Surveillance System (BRFSS), Georgia Youth Risk Behavior Surveillance System (YRBSS), and Georgia Pedestrian Safety Attitudes and Behaviors Survey to obtain greater insight into the behaviors of road users, vehicle passengers, and driver behaviors.

DESCRIPTION OF THE OUTCOMES FROM THE COORDINATION OF THE HSP, DATA COLLECTION, AND INFORMATION SYSTEMS WITH THE STATE SHSP

The Strategic Highway Safety Plan (SHSP) is Georgia’s comprehensive transportation plan and provides strategic direction for the Highway Safety Plan (HSP) and Highway Safety Improvement Program (HSIP). The SHSP task teams (comprised of experts across the 4 Safety E’s: Engineering, Enforcement, Education, and Emergency Medical Services) prioritized the following highway safety areas for the 2019-2021:

- Impaired Driving (Alcohol, Drugs, and Drowsy)
- Occupant Protection
- Distracted Driving
- Intersection Safety
- Roadway Departure
- Young Adult Drivers
- Older Drivers
- Pedestrian Safety
- Bicycle Safety
- Motorcycles
- Heavy Trucks / Commercial Motor Vehicles
- EMS and Trauma
- Traffic Records
- Crash Outcome Data Evaluation System

Joint projects and task team meetings are held throughout the year to streamline strategies and promote collaboration among GOHS grantees and the SHSP task teams. The annual Governor’s Strategic Highway Safety Plan (SHSP) Summit was scheduled to be held June 9th of 2020. Due to COVID-19, the annual summit has been rescheduled to December 9th. This summit brings over 100 highway safety advocates and partners to one location to work together to improve traffic safety. Georgia’s SHSP vision remains “Toward Zero Deaths”, and the ultimate goal is to reduce crashes, injuries, and fatalities on Georgia roadways. Collaboration and coordination galvanized by the SHSP ensures uniformity among the prioritized traffic safety goals in Georgia, encourages a team effort in implementing safety programs, and promotes diversity in field disciplines and representation of stakeholder groups.

As such, the SHSP, HSP, and HSIP core performance measure target values are in alignment. ***The HSP and HSIP common performance measures (traffic fatalities, serious traffic injuries, and traffic fatalities per 100M VMT) are updated annually using the most recent FARS and crash data available and have the same annual target values.*** Annual progress within all traffic safety performance measure are compared to the SHSP established goals and targets for year 2021. The table below shows the HSP and HSIP target values from FY2018 to FY2021.

Alignment of 5-Year Moving Average Targets in the Highway Safety Plan (HSP) and Highway Safety Improvement Program (HSIP), Georgia

Common Core Performance Measures	Highway Safety Plan (HSP)				Highway Safety Improvement Program (HSIP)			
	2018	2019	2020	2021	2018	2019	2020	2021
C-1: Traffic fatalities (5-year moving average)	1,593	1,652	1,698	1,715	1,593	1,652	1,698	1,715
C-2: Serious traffic injuries (5-year moving average)	19,643	24,324	24,094	6,407	19,643	24,324	24,094	6,407
C-3: Traffic fatalities per 100M VMT (5-year moving average)	1.32	1.31	1.28	1.23	1.32	1.31	1.28	1.23

Section 3:

PERFORMANCE REPORT

- Traffic Safety Core Performance Measure Outcomes Compared to Baseline and Target
 - **C-1:** Number of traffic fatalities
 - **C-2:** Number of serious injuries in traffic crashes
 - **C-3:** Fatalities per 100 Million Vehicle Miles Driven
 - **C-4:** Number of unrestrained passenger vehicle occupant fatalities, all seat positions
 - **C-5:** Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+
 - **C-6:** Number of speeding-related fatalities
 - **C-7:** Number of motorcyclist fatalities
 - **C-8:** Number of unhelmeted motorcyclist fatalities
 - **C-9:** Number of drivers age 20 or younger involved in fatal crashes
 - **C-10:** Number of pedestrian fatalities
 - **C-11:** Number of bicyclist fatalities
 - **B-1:** Observed seat belt use for passenger vehicles, front seat outboard occupants

Performance Report

Georgia used the most recent data available (2018 FARS data, 2018 crash reports, and 2019 seat belt observation survey) to determine if Georgia is 'ON TRACK' or 'NOT ON TRACK' to meet the FY2020 traffic safety targets established in the previous highway safety plan.

Based on the projection calculations, Georgia is 'on track' to meet nine out of twelve FY2020 targets and 'not on track' to meet three FY2020 targets (C-8, C-11, and B-1). The table below shows the FY2020 target assessment and the status of each measure based on the projections.

Georgia FY2020 Target Achievement Assessment: Status of 2016-2020 Projected Outcomes

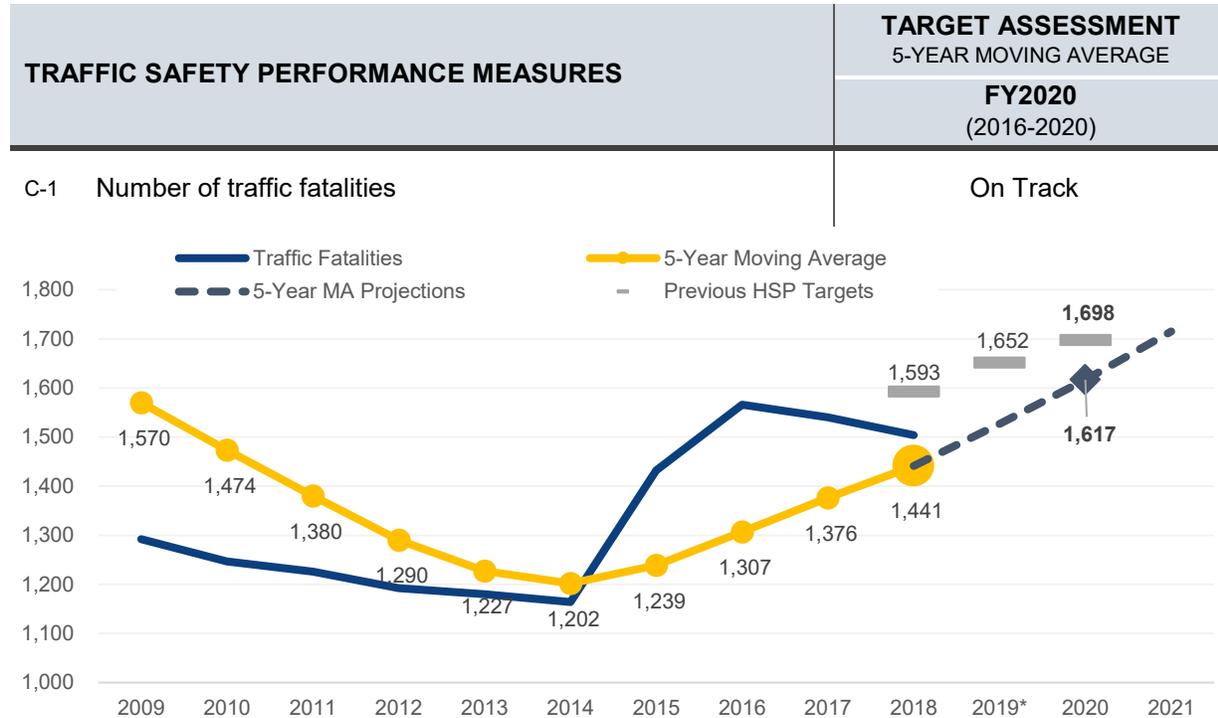
TRAFFIC SAFETY PERFORMANCE MEASURES	TARGET ASSESSMENT ⁸ 5-Year Moving Average
	FY2020 (2016-2020)
C-1 Number of traffic fatalities	On Track
C-2 Number of serious injuries ⁹ in traffic crashes	On Track
C-3 Fatalities per 100 Million Vehicle Miles Driven	On Track
C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions	On Track
C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	On Track
C-6 Number of speeding-related fatalities	On Track
C-7 Number of motorcyclist fatalities	On Track
C-8 Number of unhelmeted motorcyclist fatalities	Not On Track
C-9 Number of drivers age 20 or younger involved in fatal crashes	On Track
C-10 Number of pedestrian fatalities	On Track
C-11 Number of bicyclist fatalities	Not On Track
B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants	Not On Track

⁸ Projections (forecasts) were calculated using the most recent data available. See Section 2 "Process for Identifying Highway Safety Problems" for more details about the analytical methods used to calculate projections and set annual targets.

⁹ In April 2020, TRCC/CODES revised the 'serious injury' the definition and data source. See "Data Sources and Processes" section for more details about the change and adjustments in the dataset.

C-1: Number of traffic fatalities (FARS)

Progress: On Track to meet FY2020 target

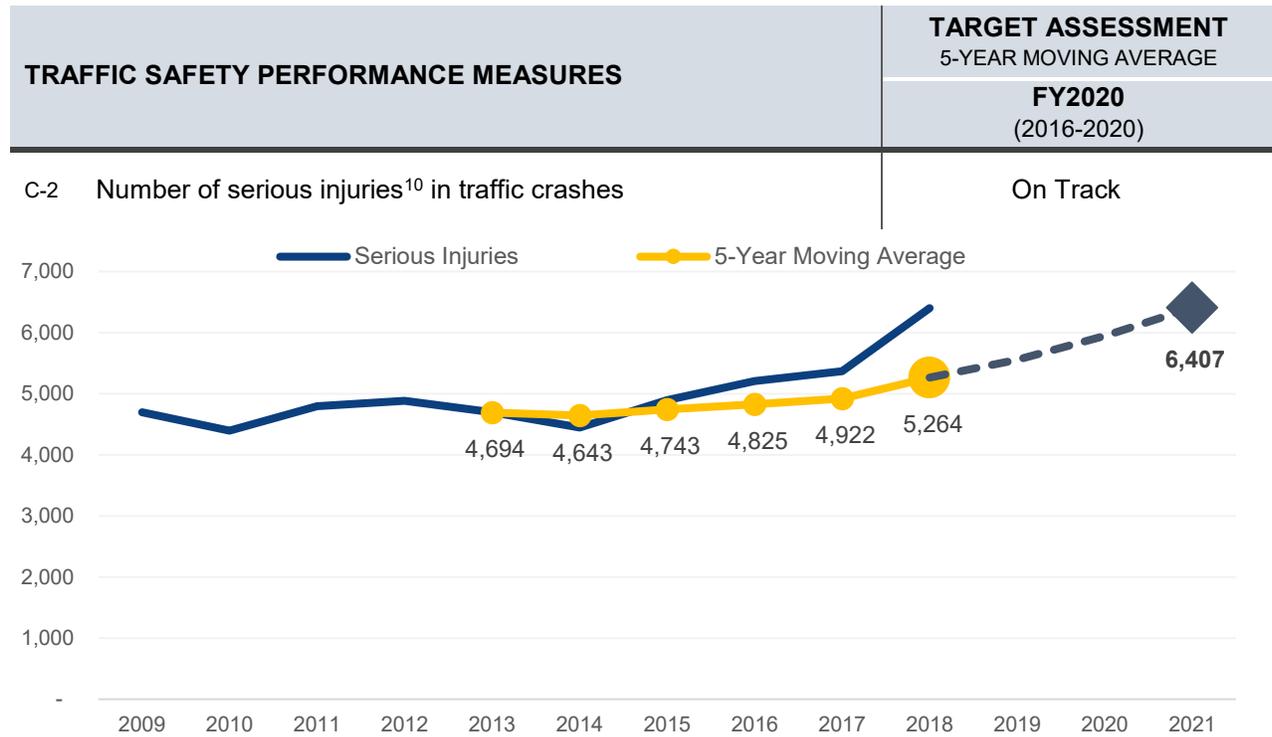


Program-Area-Level Report

While the 5-year moving average number of traffic fatalities has steadily increased since 2014, Georgia experienced two consecutive years of decreases in the annual number of traffic fatalities in 2017 and 2018. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 1,698 traffic fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of traffic fatalities outcome was 1,617. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-2: Number of serious injuries in traffic crashes (State crash data files)

Progress: On Track to meet FY2020 target



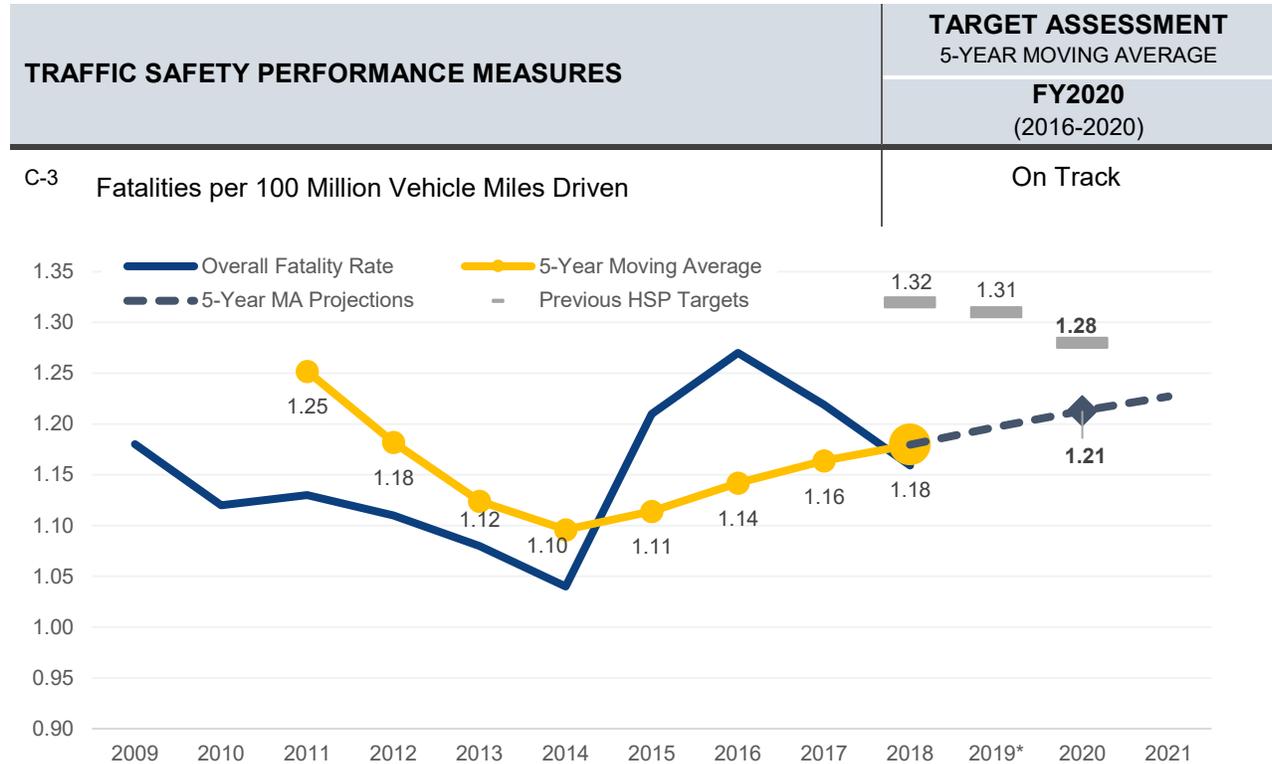
Program-Area-Level Report

The 5-year moving average number of serious traffic injuries has steadily increased since 2014. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 24,094 serious traffic injuries. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* In April 2020, TRCC/CODES revised the ‘serious injury’ the definition and recalibrated the values from serious injury values in previous years. The projected 2016-2020, 5-year moving average number of serious injuries is 6,407. **Georgia is ‘on track’ to meet the FY2020 HSP target.**

¹⁰ In April 2020, TRCC/CODES revised the ‘serious injury’ the definition and recalibrated the values from serious injury values in previous years. See “Serious Injury Data Considerations” in Section 4: Performance Plan for C-2 Serious Injury Traffic Safety Performance Measure.

C-3: Fatalities/VMT (FARS, FHWA)

Progress: **On Track** to meet FY2020 target

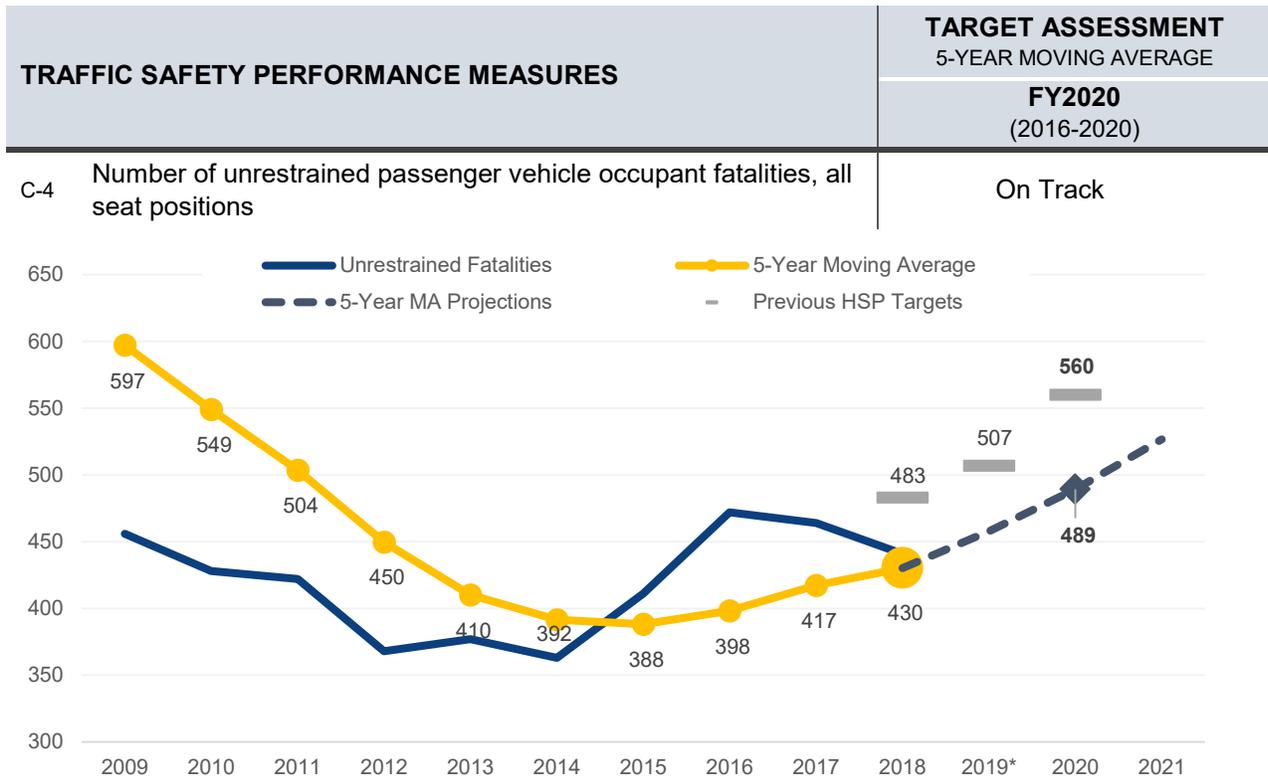


Program-Area-Level Report

Similar to the overall traffic fatalities performance measure (C-1), the 5-year moving average traffic fatality rate per 100M VMT has steadily increased since 2014. However, Georgia experienced two consecutive years of decreases in the actual fatality rates in 2017 and 2018. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 1.28 traffic fatalities per 100M VMT driven. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average traffic fatality rate is 1.21. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **On Track** to meet FY2020 target

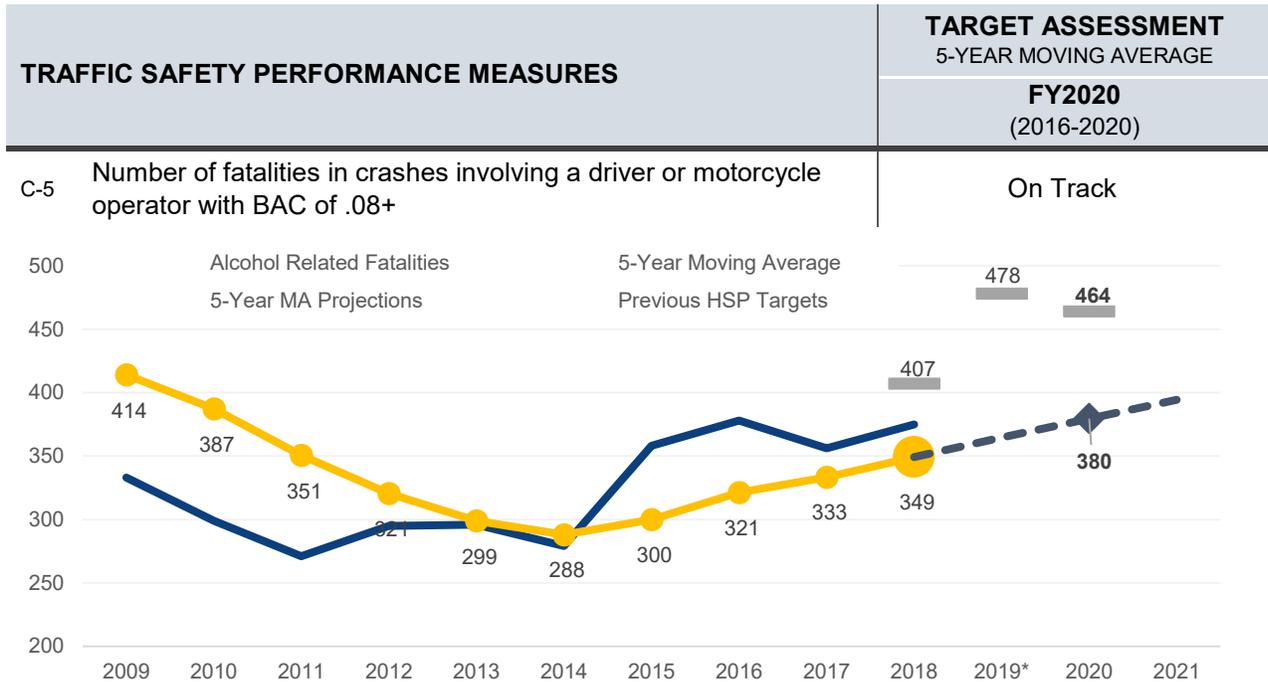


Program-Area-Level Report

While the 5-year moving average number of unrestrained passenger vehicle occupant fatalities has steadily increased since 2015, Georgia experienced two consecutive years of decreases in the actual number of unrestrained passenger fatalities in 2017 and 2018. Between 2016 and 2018, Georgia experienced 31 less unrestrained fatalities (7% decrease). In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 560 unrestrained fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of unrestrained fatalities is 489. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: On Track to meet FY2020 target

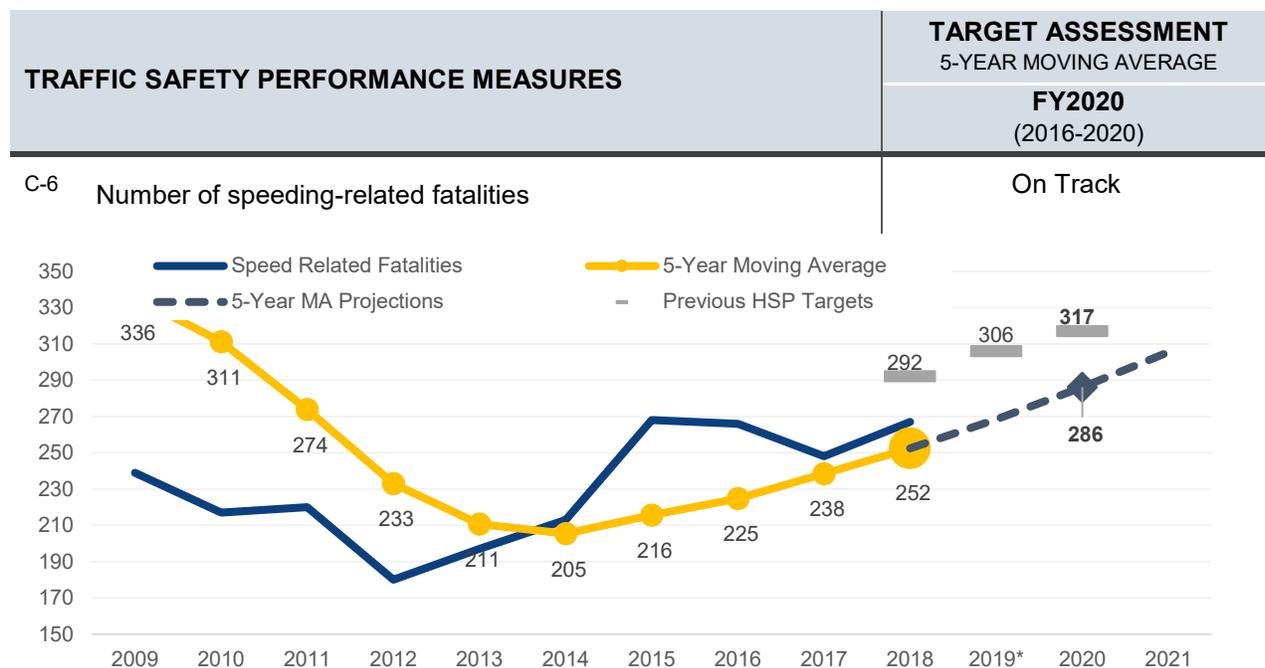


Program-Area-Level Report

The 5-year moving average number of alcohol-related fatalities has steadily increased since 2014. In 2018, Georgia experienced a 5% increase in the number of alcohol-related traffic fatalities compared to the previous year (from 356 in 2017 to 375 in 2018). In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 464 alcohol-related fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of alcohol-related fatalities is 380. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-6: Number of speeding-related fatalities (FARS)

Progress: **On Track** to meet FY2020 target



Program-Area-Level Report

The 5-year moving average number of speed-related fatalities has steadily increased since 2014. However, the actual number of speed-related fatalities has fluctuated between 2014 and 2018. In 2018, Georgia experienced an 8% increase in the number of speed-related traffic fatalities compared to the previous year (from 248 in 2017 to 267 in 2018). In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 317 speed-related fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of speed-related fatalities is 286. **Georgia is 'on track' to meet the FY2020 HSP target.**

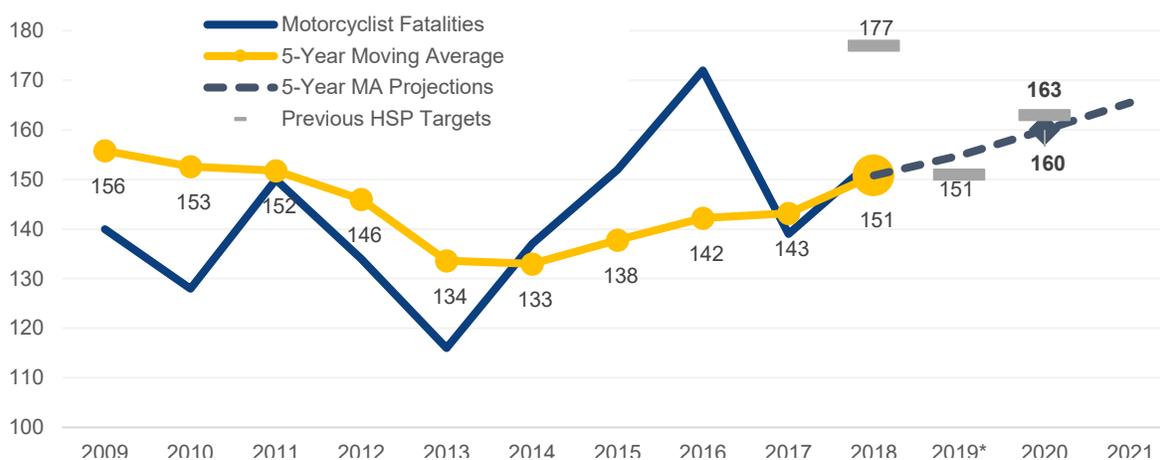
C-7: Number of motorcyclist fatalities (FARS)

Progress: **On Track** to meet FY2020 target

TRAFFIC SAFETY PERFORMANCE MEASURES	TARGET ASSESSMENT
	5-YEAR MOVING AVERAGE
	FY2020 (2016-2020)

C-7 Number of motorcyclist fatalities

On Track

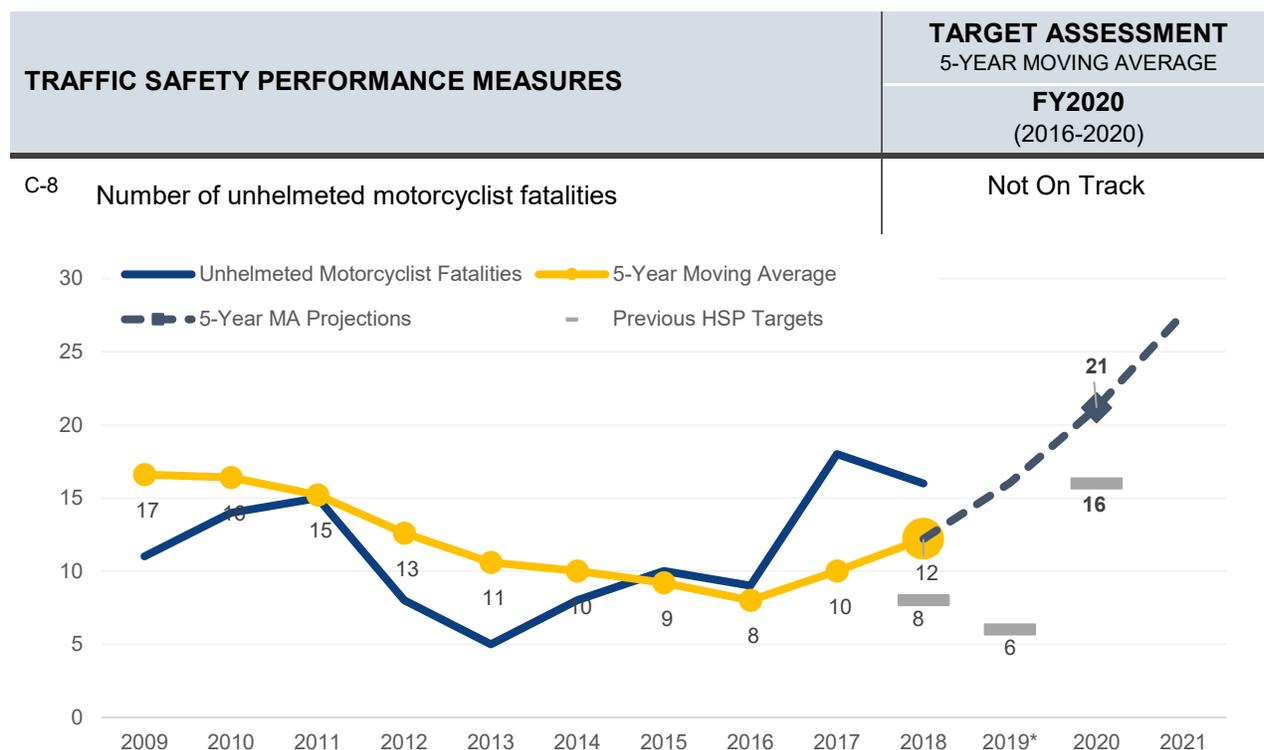


Program-Area-Level Report

The 5-year moving average number of motorcyclist fatalities has steadily increased since 2014. The number of motorcyclist fatalities increased by 48% from 116 fatalities in 2013 to 172 fatalities in 2016. In 2018, Georgia experienced an 11% increase in the number of motorcyclist fatalities compared to the previous year. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 163 motorcyclist fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of motorcyclist fatalities is 160. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-8: Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **Not On Track** to meet FY2020 target

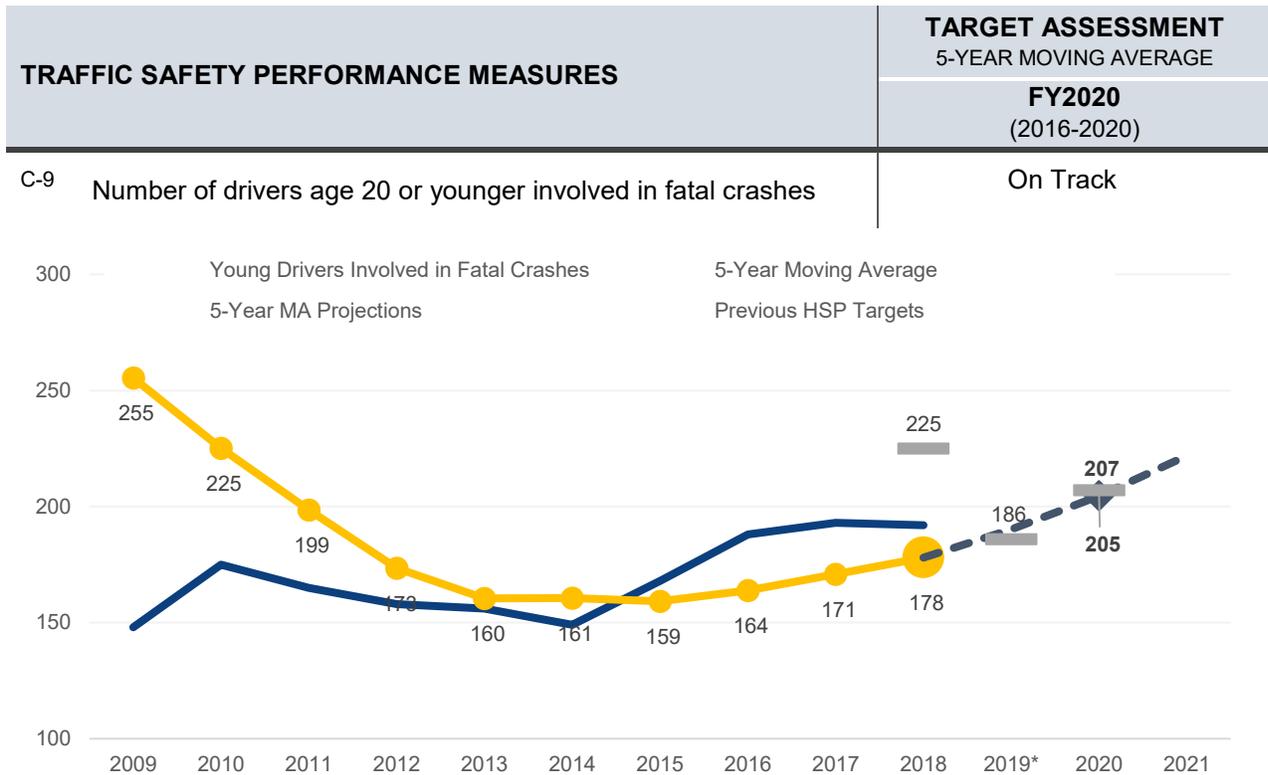


Program-Area-Level Report

Similar to motorcyclist fatality measure (C-7), the 5-year moving average number of unhelmeted motorcyclist fatalities has steadily increased over recent years. The number of unhelmeted motorcyclist fatalities doubled from 9 in 2016 to 18 in 2017. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 16 unhelmeted motorcyclist fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of unhelmeted motorcyclist fatalities is 21. **Georgia is 'not on track' to meet the FY2020 HSP target.**

C-9: Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: On Track to meet FY2020 target

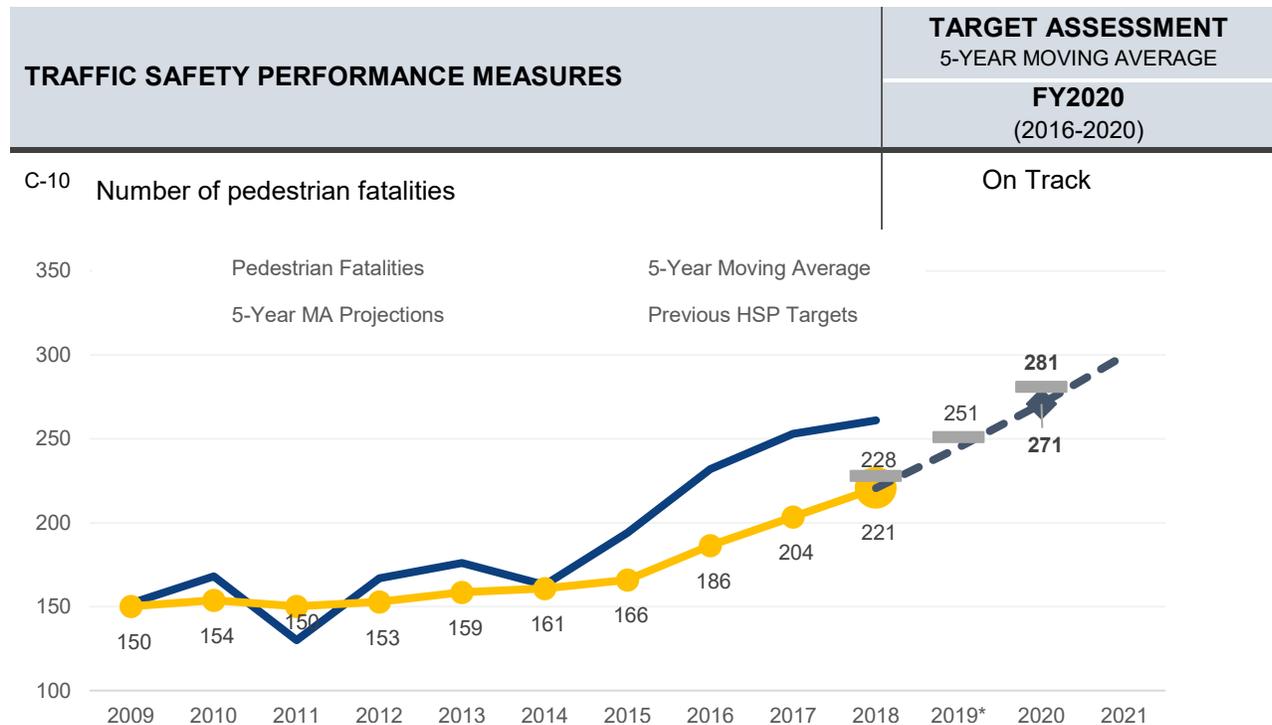


Program-Area-Level Report

The 5-year moving average number of young drivers (age 20 years or younger) involved in fatal crashes has steadily increased since 2014. The number of young drivers (age 20 years or younger) involved in fatal crashes increased from 149 young drivers in 2014 to 192 young drivers in 2018. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 207 young drivers involved in fatal crashes. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of young drivers involved in fatal crashes was 205. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-10: Number of pedestrian fatalities (FARS)

Progress: On Track to meet FY2020 target

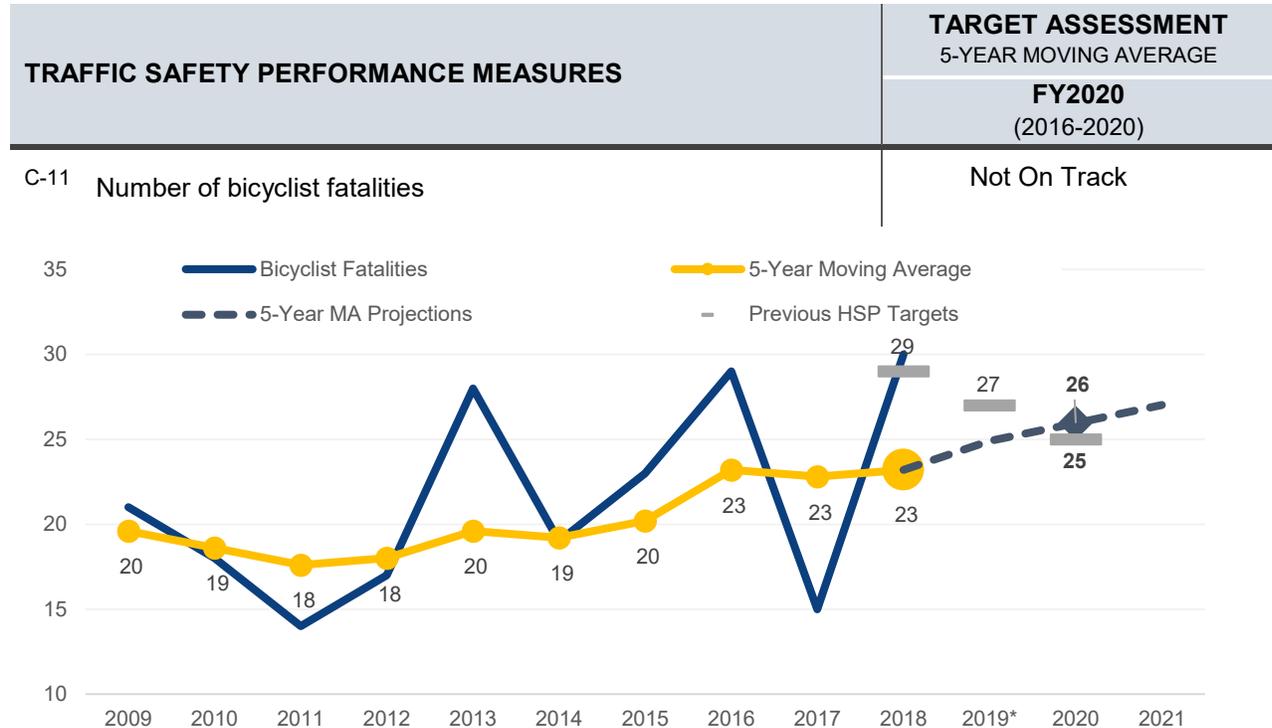


Program-Area-Level Report

The 5-year moving average number of pedestrian fatalities has steadily increased since 2012. The number of pedestrian fatalities increased by 60% from 163 in 2014 to 261 in 2018. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 281 pedestrian fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of pedestrian fatalities was 271. **Georgia is 'on track' to meet the FY2020 HSP target.**

C-11: Number of bicyclists fatalities (FARS)

Progress: **Not On Track** to meet FY2020 target

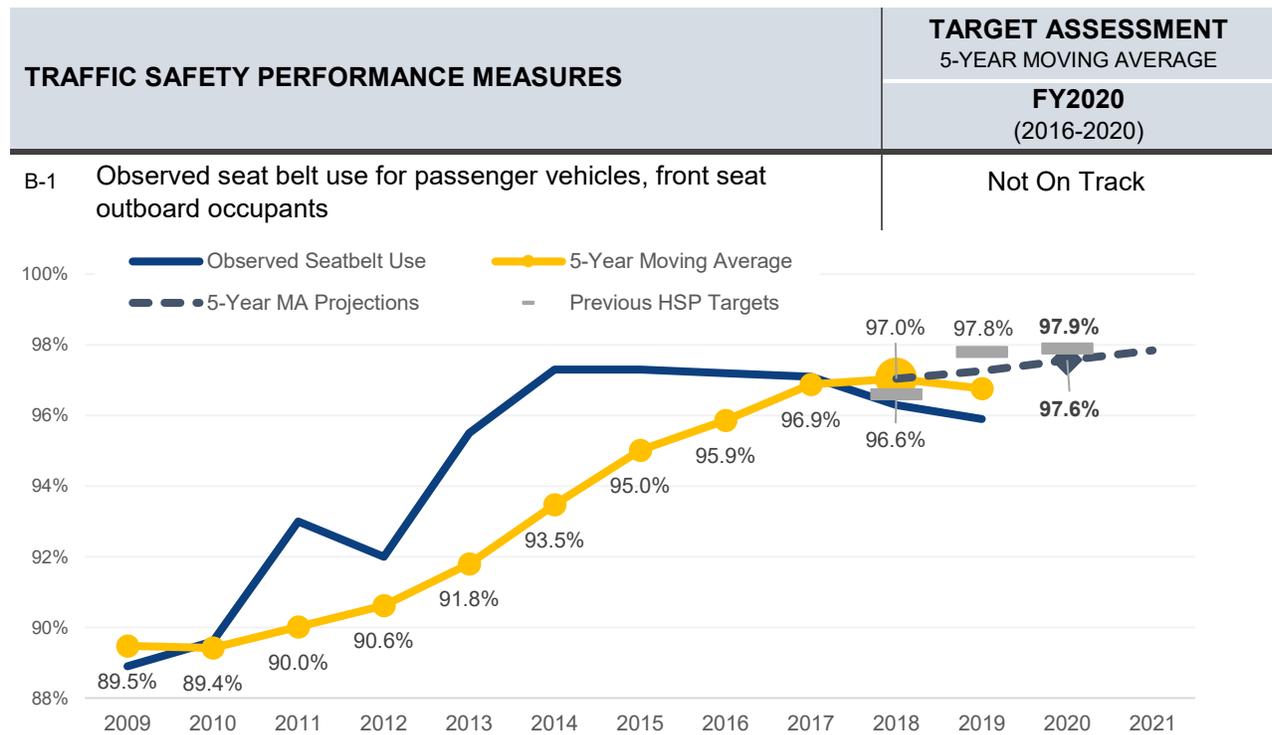


Program-Area-Level Report

The 5-year moving average number of bicyclist fatalities has steadily increased since 2012. The number of bicyclist fatalities doubled from 15 in 2017 to 30 in 2018. In FY2020, GOHS established a target to stay below the 2016-2020, 5-year moving average of 25 bicyclist fatalities. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average number of bicyclist fatalities was 26. **Georgia is 'not on track' to meet the FY2020 HSP target.**

B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Not On Track to meet FY2020 target



Program-Area-Level Report

Since 2011, Georgia observed seat belt usage rate was over 90% — 9 out of 10 front passenger occupants were observed wearing a seat belt. Despite this high seat belt usage rate and the decline in the number of unrestrained fatalities, the 2018 and 2019 observed rate decreased by net 0.8% and 0.4%, respectively.

In FY2020, GOHS established a target to increase the 2016-2020, 5-year moving average seat belt usage rate from 95.9% (2012-2016 average) to 97.9%. *This annual goal was mutually agreed upon by GOHS, SHSP task teams, and HSIP.* The projected 2016-2020, 5-year moving average usage rate is 97.6%.

Georgia is ‘not on track’ to meet the FY2020 HSP target.

GOHS is working collaboratively with the contracted researchers at the University of Georgia Traffic Safety Research Evaluation Group to conduct the annual seat belt observation survey. Part of this collaboration is to explore alternative surveying methodologies similar to surrounding states.

Section 4:

PERFORMANCE PLAN

- Traffic Safety Performance Measures, Targets And Justification
 - C-1: Number of traffic fatalities
 - C-2: Number of serious injuries in traffic crashes
 - C-3: Fatalities per 100 Million Vehicle Miles Driven
 - C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions
 - C-5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+
 - C-6: Number of speeding-related fatalities
 - C-7: Number of motorcyclist fatalities
 - C-8: Number of un-helmeted motorcyclist fatalities
 - C-9: Number of drivers age 20 or younger involved in fatal crashes
 - C-10: Number of pedestrian fatalities
 - C-11: Number of bicyclist fatalities
 - B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants
- Grant Program Activity Reporting

Performance Plan

FY2021 Traffic Safety Performance Measures and Targets

Georgia FY2021 Performance Measure Targets (5-Year Moving Average)

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-3 To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	1.18 ¹¹	1.23
C-4 To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
C-5 To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-6 To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305
C-7 To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8 To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28
C-9 To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222
C-10 To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	221	300
C-11 To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	23	27
Traffic Safety Performance Measures	Baseline 2018	Target 2021
B-1 To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

¹¹ 2018 fatality rate was calculated using the 2018 preliminary vehicle miles traveled obtained Georgia Department of Transportation (GDOT). 2018 fatality rates from FARS was not available when this FY2021 HSP was compiled.

Target Setting Methodology

GOHS, our state agency partners and local organizations use the statewide five-year moving average (2014-2018 FARS data) to determine the annual targets for each traffic safety performance measure. Specifically, GOHS plots the five most recent data points to determine the projected path using various regression models (linear, polynomial, power, exponential or logarithmic) that “best fit” the existing crash and fatal crash data. The best fit line shows the relationship between fatalities and time. The line with the highest R^2 value (reflective of a correlation between the time and fatalities) is used calculate the target values for FY2021.

Other Considerations

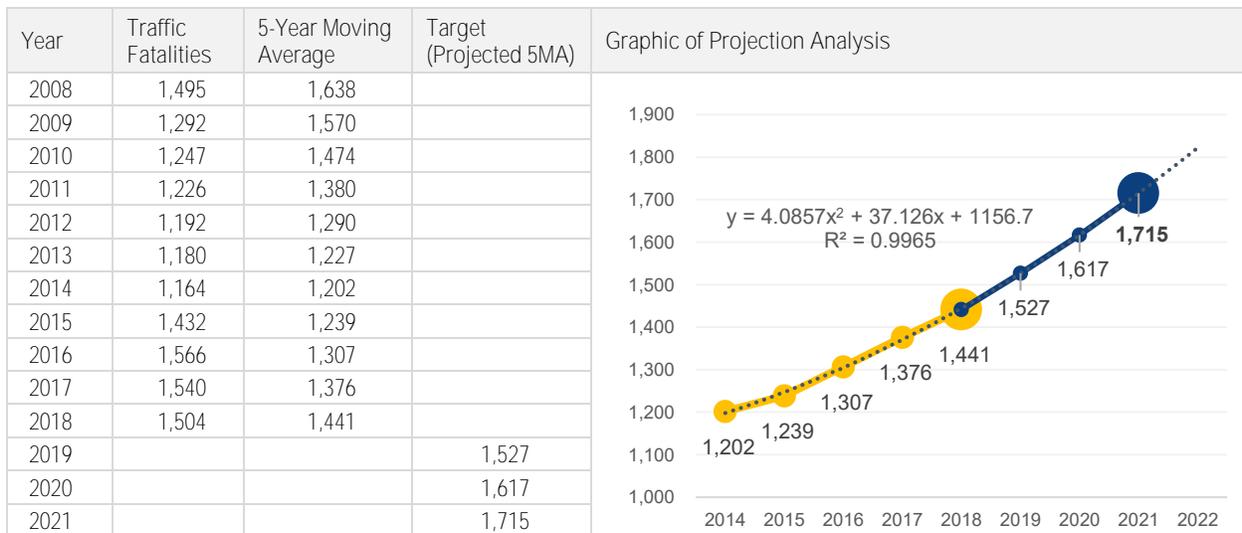
The FY2021 targets did not include the assessment of external or unforeseen circumstances that can impact traffic safety outcome measures, such as the Coronavirus (COVID-19) events and changes in police monitoring, government responses, hospitalization rates, etc.

C-1: Number of traffic fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	1,441	1,715

Performance Target Justification

During the period of 2014-2018, there was an increase in the unweighted 5-year moving average number of traffic fatalities. Despite this increase in the averages, the actual number of traffic fatalities decreased for two consecutive years in 2017 and 2018. Using 5-year moving average and polynomial modeling (R^2 of 0.99), GOHS set the 2021 target to maintain the 5-year moving average traffic fatalities under the project 1,715 (2017-2021) 5-year average by December 2021.

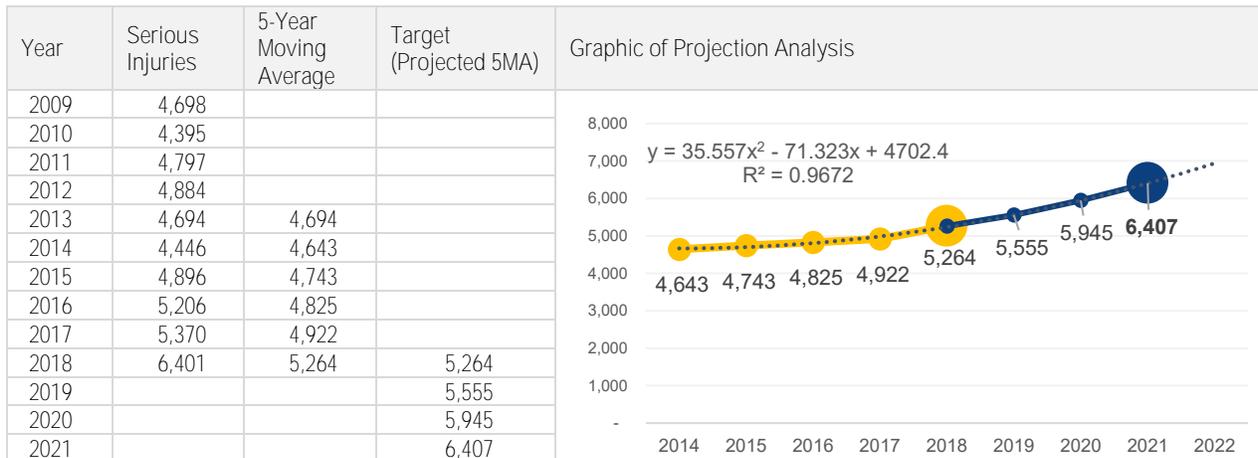


C-2: Number of serious injuries in traffic crashes (State crash data files)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	5,264	6,407

Performance Target Justification

During the period of 2014-2018, there was an increase in the number of recorded traffic serious injuries. The number of serious injuries increased by 19% (+1,031 injuries) from 5,370 in 2017 to 6,401 in 2018. Using 5-year moving average and polynomial modeling (R^2 of 0.97), GOHS set the 2021 target to maintain the 5-year moving average serious injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.



Serious Injury Data Considerations:

The Traffic Records Coordinating Committee (TRCC), Georgia Department of Transportation (GDOT), and Crash Outcomes Data Evaluation System (CODES) are making great strides in improving the quality of traffic serious injuries reporting in Georgia. After expanding the serious injury definitions (more detailed and specific for law enforcement) to meet the requirements of the Model Minimum Uniform Crash Criteria (MMUCC) KABCO¹² scale in 2013, GDOT modified the Georgia Uniform Vehicle Accident Report and conducted a series of training for law enforcement. Part of the training emphasized how to properly report critical accident fields (such as the new ‘suspected’ serious injury definitions) and how to submit crash reports (electronic and/or paper) to GDOT. In addition to the police training, the data subcommittee is developing a process for checking police-reported serious injuries in the crash database by cross-referencing the queried values with Emergency Medical Services data and Hospital Records. Additionally, CODES is performing data linkages across all three data sources to assess the quality of recent crash reports and to recalibrate the values from serious injury values in previous years. In June 2020, the data subcommittee took the first step towards redefining and recalibrating the ‘suspected serious injuries’ from 2009 to 2019.

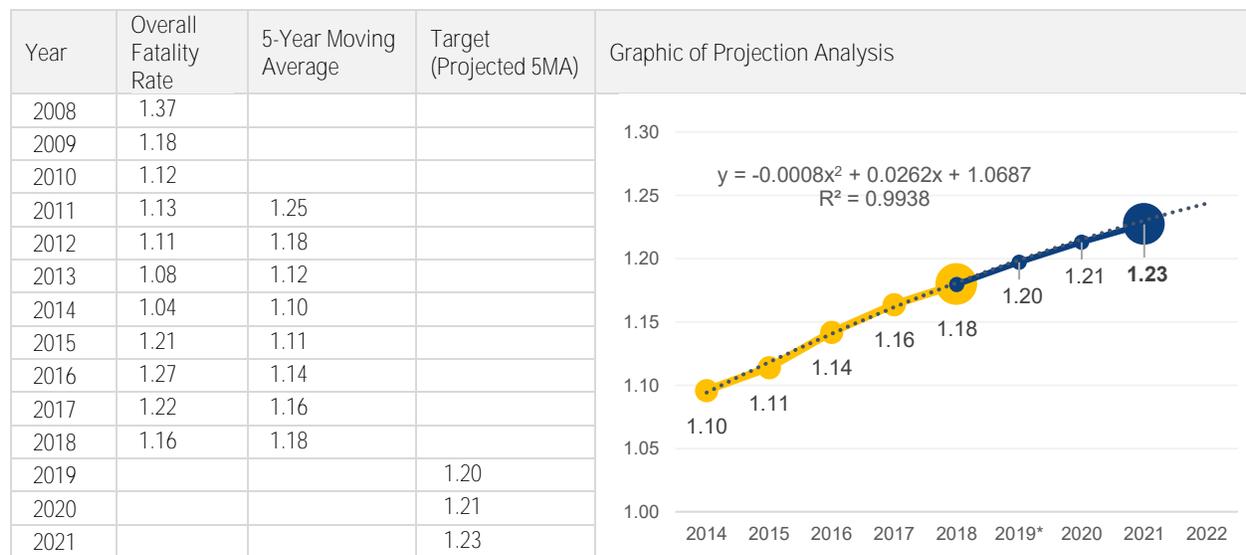
¹² KABCO scale is a functional measure of the injury severity for any person involved in the crash. K-Fatal Injury, A-Suspected Serious Injury, B-Suspected Minor Injury, C-Possible Injury, and O-No Apparent Injury.

C-3: Fatalities/VMT (FARS, FHWA)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-3	To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	1.18 ¹³	1.23

Performance Target Justification

According to preliminary data from GDOT, there were 1.16 traffic fatalities in Georgia for every 100 million vehicle miles traveled in 2018. The fatality rate decreased by 6% from 1.22 in 2017 to 1.16 in 2018. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.99), GOHS set the 2021 target to maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.



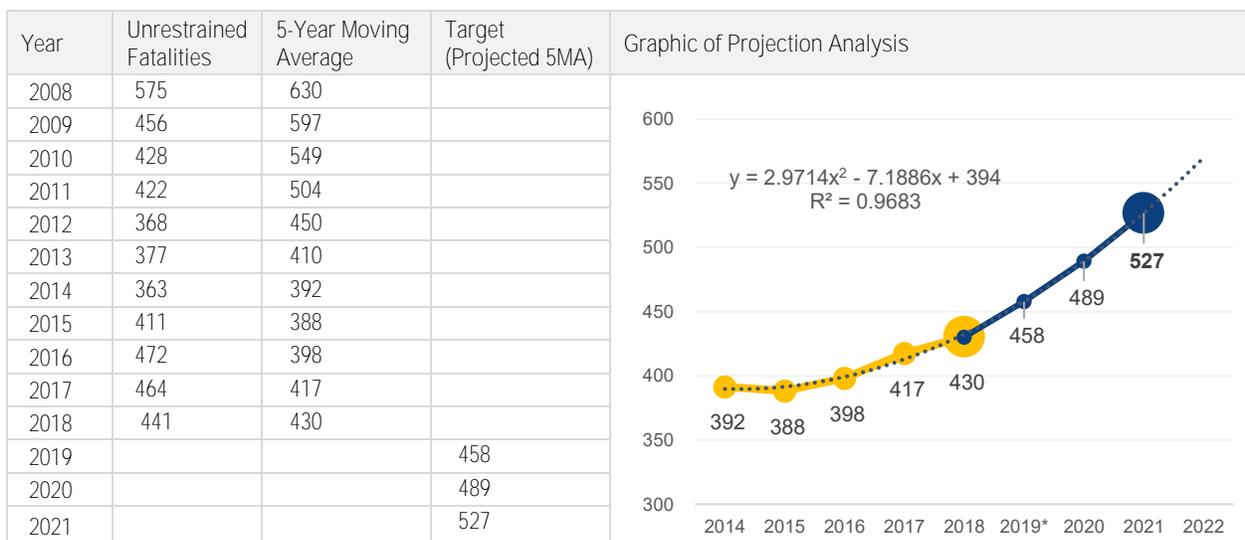
¹³ 2018 fatality rate was calculated using the 2018 preliminary vehicle miles traveled obtained Georgia Department of Transportation (GDOT). 2018 fatality rates from FARS was not available when this FY2021 HSP was compiled.

C-4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	430	527

Performance Target Justification

Since 2014, the 5-year moving average number of unrestrained traffic fatalities has steadily increased. In 2017, there were 441 unrestrained fatalities. The number of unrestrained fatalities decreased by 7% (31 less fatalities) in 2018 in comparison to 2017. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.97), GOHS set the 2021 target to maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.

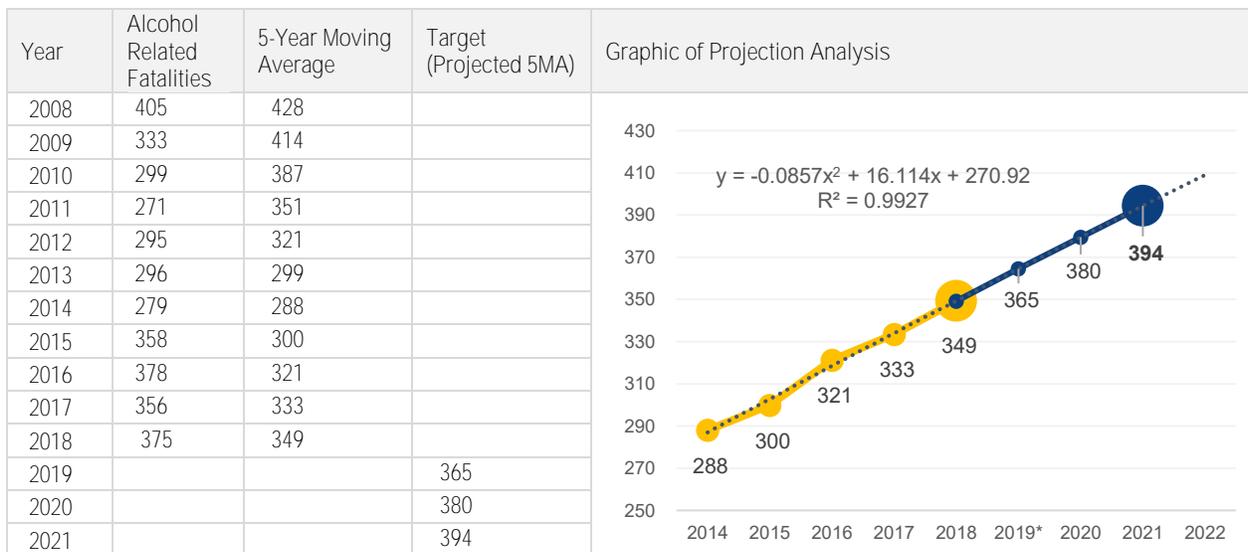


C-5: Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	349	394

Performance Target Justification

In 2018, there were 375 alcohol related fatalities. The number of alcohol related fatalities increased by 5% (19 more fatalities) in 2018 in comparison to 2017. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.99), GOHS set the 2021 target to maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.

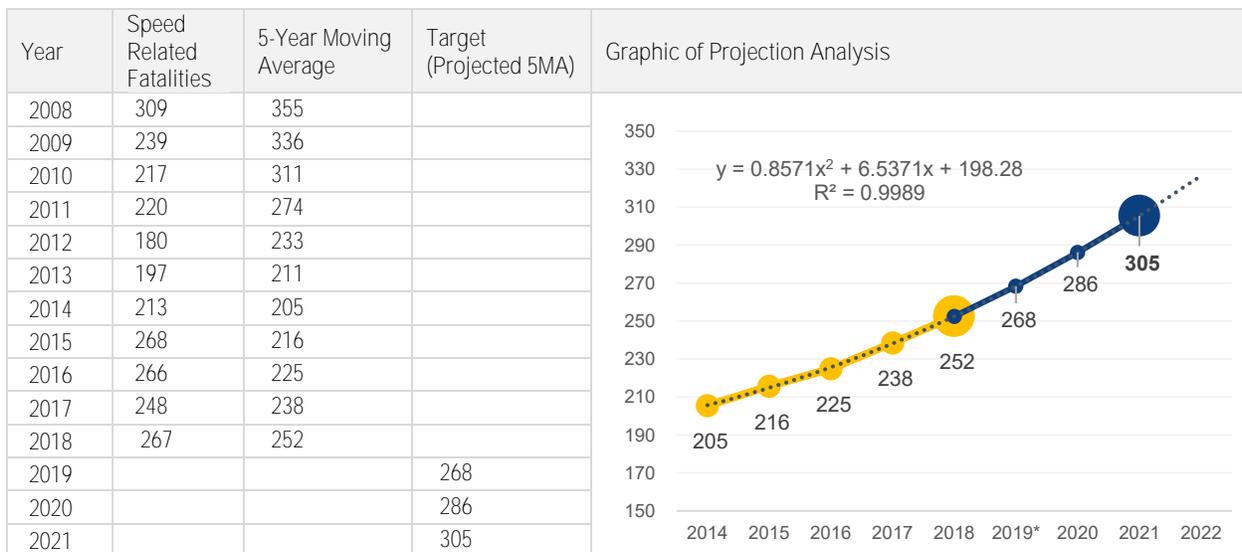


C-6: Number of speeding-related fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	252	305

Performance Target Justification

In 2018, there were 267 speed related fatalities on Georgia roadways. The number of speed related fatalities increased by 8% (19 more fatalities) in 2018 in comparison to 2017. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.998), GOHS set the 2021 target to maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.

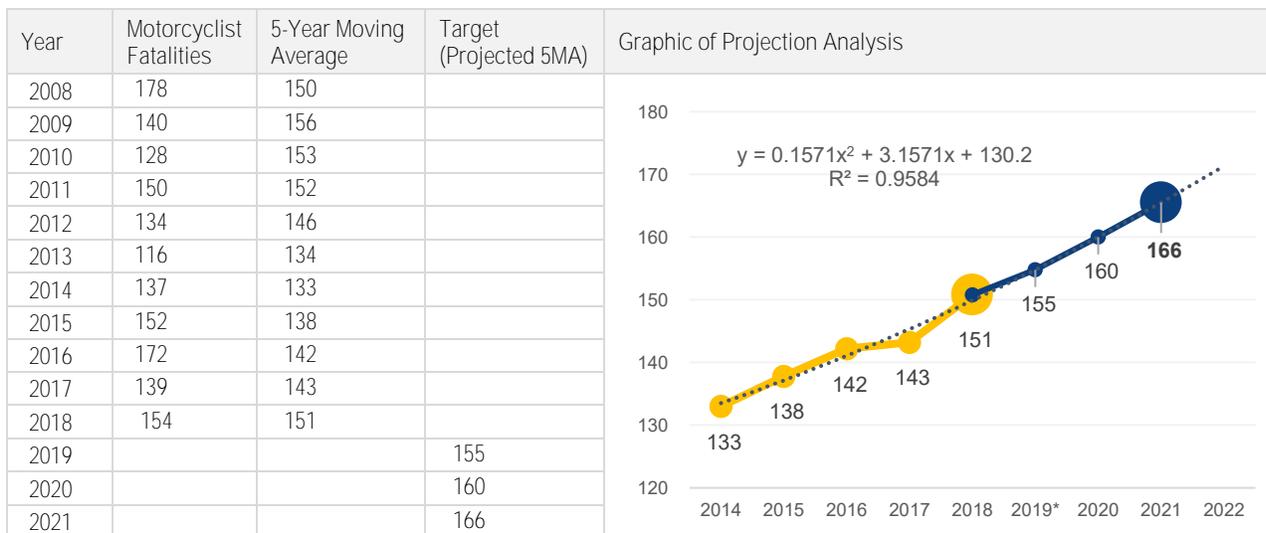


C-7: Number of motorcyclist fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-7	To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	151	166

Performance Target Justification

Since 2007, more than 10% of all traffic fatalities were motorcyclists. In 2018, there were 154 motorcyclist fatalities. The number of motorcyclist fatalities increased by 11% (15 more fatalities) in 2018 in comparison to 2017. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.95), GOHS set the 2021 target to maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.

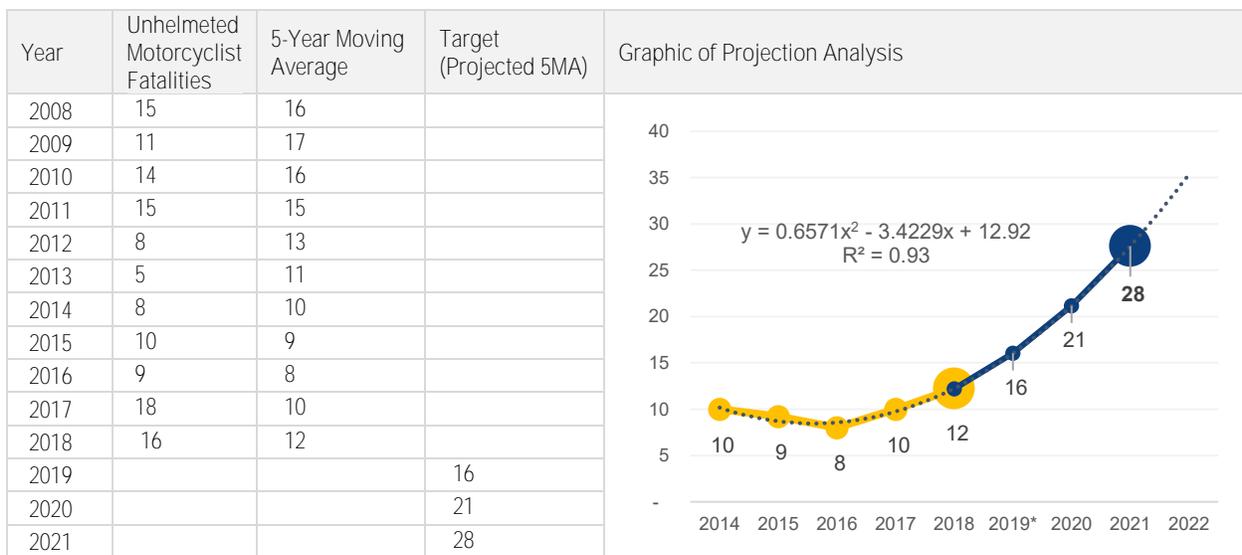


C-8: Number of unhelmeted motorcyclist fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-8	To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	12	28

Performance Target Justification

In 2018, there were 16 un-helmeted motorcyclist fatalities. The number of motorcyclist fatalities decreased by two fatalities in 2018 in comparison to 2017, despite the number of overall motorcyclist fatalities increasing. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.93), GOHS set the 2021 target to maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.

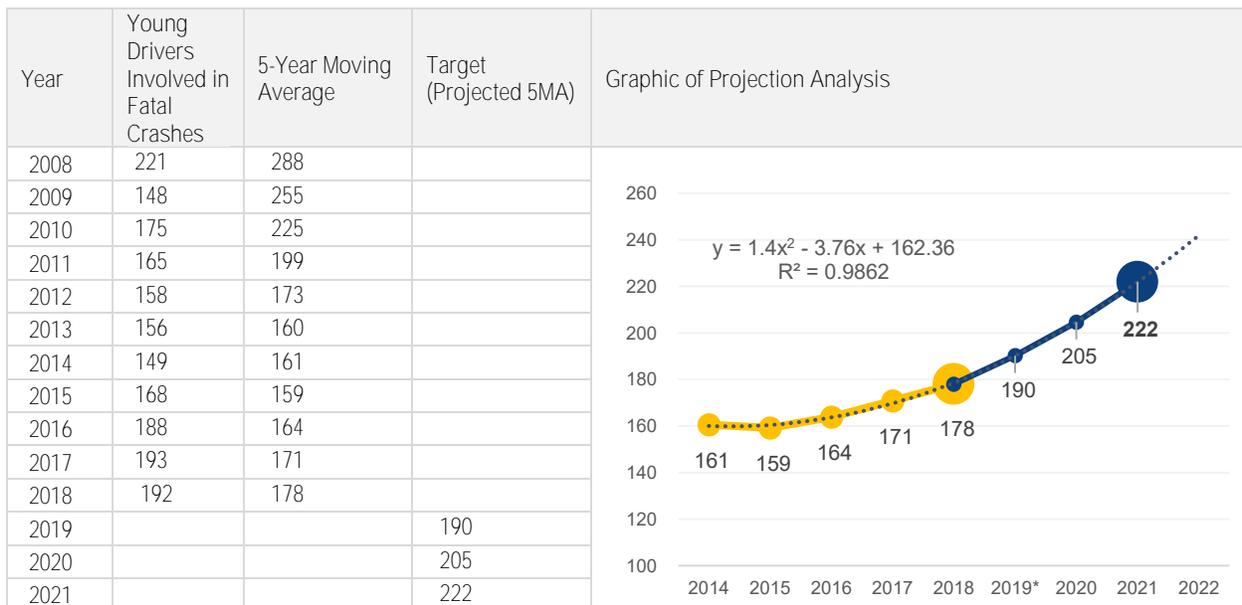


C-9: Number of drivers age 20 or younger involved in fatal crashes (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	178	222

Performance Target Justification

The 5-year moving average number of young drivers (age 20 years or younger) involved in fatal crashes has steadily increased since 2014. The number of young drivers (age 20 years or younger) involved in fatal crashes increased from 149 young drivers in 2014 to 192 young drivers in 2018. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.98), GOHS set the 2021 target to maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.

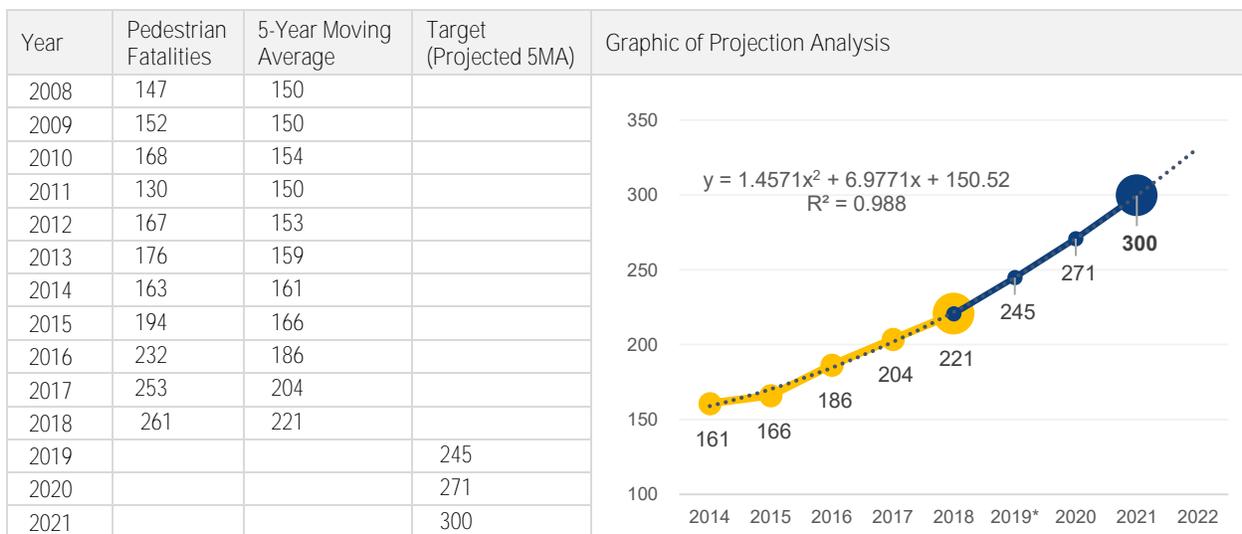


C-10: Number of pedestrian fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-10	To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	221	300

Performance Target Justification

Since 2014, the number of pedestrian fatalities has steadily increased over time. In 2018, there were 261 pedestrian fatalities in Georgia. The number of pedestrian fatalities increased by 3% (8 more fatalities) in 2018 in comparison to 2017. Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.98), GOHS set the 2021 target to maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.

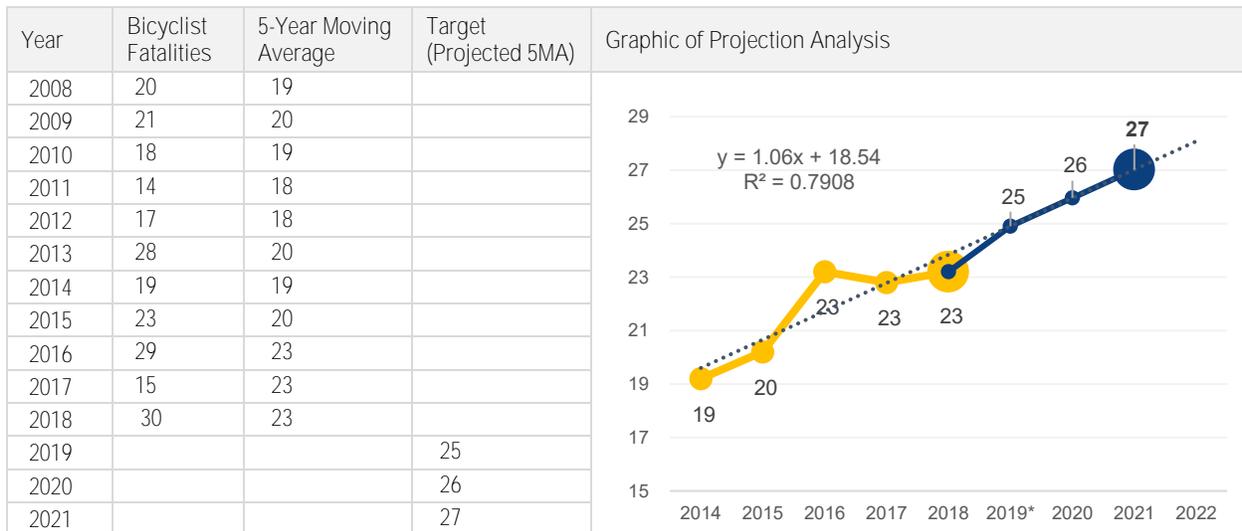


C-11: Number of bicyclists fatalities (FARS)

Traffic Safety Performance Measures		Metric Type	Baseline 2014-2018	Target 2017-2021
C-11	To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	Numeric, 5-Year Moving Average	23	27

Performance Target Justification

In 2018, there were 30 bicyclist fatalities in Georgia – doubles in comparison to 2017. Using 5-year moving averaging method conservative polynomial modeling (R^2 of 0.79), GOHS set the 2021 target to maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.

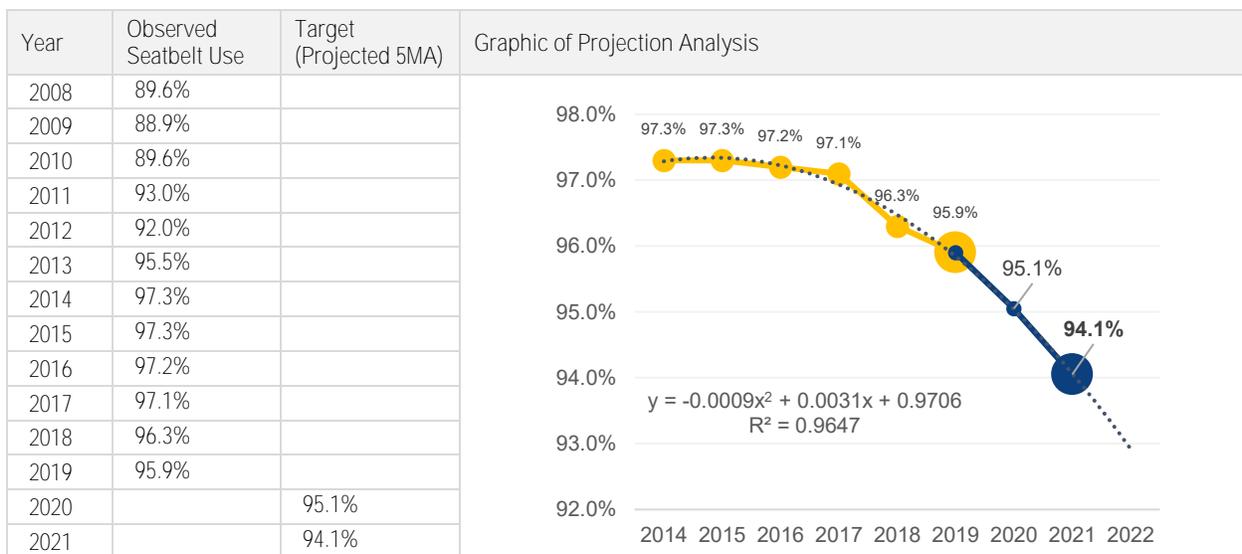


B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Traffic Safety Performance Measures	Metric Type	Baseline 2018	Target 2021
B-1 To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	Numeric, Annual Value	96.3%	94.1%

Performance Target Justification

Statewide safety belt usage in 2018 for drivers and passengers of passenger cars, trucks, and vans was 96.3% -- a 0.8% net decrease from 2017. Using polynomial modeling (R^2 of 0.96), GOHS set the 2021 target to maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.



GRANT PROGRAM ACTIVITY REPORTING

A-1: Number of seat belt citations issued during grant-funded enforcement activities

Seat belt citations: 58,622

Fiscal Year A-1: FY 2019

A-2: Number of impaired driving arrests made during grant-funded enforcement activities

Impaired Driving arrests: 22,616

Fiscal Year A-2: FY 2019

A-3: Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 293,143

Fiscal Year A-3: FY 2019

Section 5:

PROGRAM AREAS

- Planning & Administration
- Communications (Media)
- Community Traffic Safety Program
- Distracted Driving
- Impaired Driving (Drug & Alcohol)
- Motorcycle Safety
- Non-Motorized
- Occupant Protection (Adult & Child Passenger Safety)
- Police Traffic Services
- Railroad Safety
- Speed Management
- Traffic Records
- Young Driver (Teen Traffic Safety Programs)
- Evidence-Based Traffic Safety Enforcement Program (TSEP)
- High Visibility Enforcement

PLANNING & ADMINISTRATION

Description of Highway Safety Problems

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.

In 2018, Georgia experienced 1,504 traffic fatalities, 6,401 serious injuries, and 402,288 motor vehicle crashes on Georgia roadways. The figure to the right shows the 10-year trend of overall traffic fatalities from 2009 to 2018. In 2018, the total number of roadway fatalities decreased by 2% (36 fewer fatalities) in comparison to the previous year. The top five counties with the highest roadway fatalities are: Fulton (130 fatalities, +13% increase from the previous year), DeKalb (108, +14%), Gwinnett (62, -6%), Cobb (57, +8%), and Clayton (45, +41%).

Overall Traffic Fatalities, 2009-2018, Georgia



Source: FARS 2009-2018 Annual Report File (ARF)

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 all of Georgia's citizens and visitors.

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-3	To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	1.18 ¹⁴	1.23
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305
C-7	To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8	To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222
C-10	To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	221	300
C-11	To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	23	27
Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

¹⁴ 2018 fatality rate was calculated using the 2018 preliminary vehicle miles traveled obtained Georgia Department of Transportation (GDOT). 2018 fatality rates from FARS was not available when this FY2021 HSP was compiled.

Planned Activities

Planning & Administration	
<i>Planned Activity Description:</i>	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 (GOHS) FFY 2021 Highway Safety Plan. See Appendix C for GOHS Organizational Chart.
<i>Intended Subrecipients:</i>	Georgia Governor’s Office of Highway Safety

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
PA-2021-GA-00-32	GAGOHS - Grantee	402PA: Planning and Administration	FAST Act 402PA	\$631,000.00
			TOTAL	\$631,000.00

COMMUNICATIONS (MEDIA)

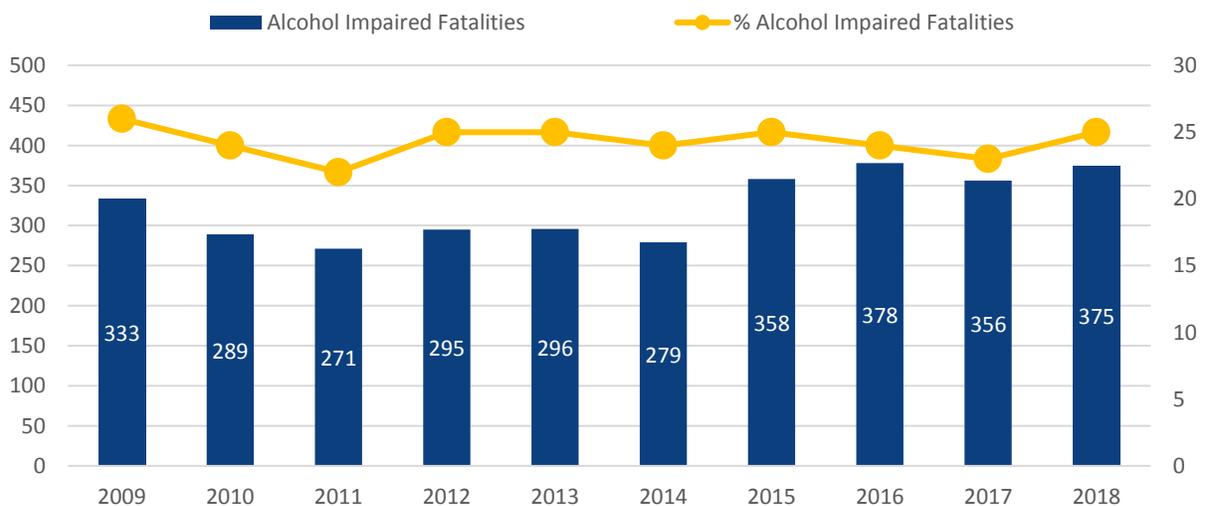
Description of Highway Safety Problems

IMPAIRED DRIVING: Drive Sober or Get Pulled Over

In 2018, Georgia suffered 1,504 fatalities in motor vehicle crashes. Alcohol-impaired driving accounted for 375 of those deaths, which means fatal alcohol-related crashes accounted for almost 25% of all crash deaths in Georgia in 2018. The overall cost of crashes, injuries, and deaths related to traffic crashes in Georgia is \$7.8 billion a year. Improvement is still needed for the state in as much as alcohol-related fatalities are anticipated to continue to be a prominent factor in Georgia’s 2019 and 2020 crash data.

For both paid and earned media projects, Georgia’s impaired driving campaigns promote the “Operation Zero Tolerance” (OZT) and “Drive Sober or Get Pulled Over” campaign messages in coordination with GOHS’ statewide DUI enforcement initiatives. As an integral element of Georgia’s impaired driving message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and television public service announcements (PSAs) use one or a combination of these messages.

Georgia Alcohol-Impaired Driving Fatalities, 2009-2018



Source: Fatality Analysis Reporting System (FARS) 2009–2018 Final File, 2018 Annual Report File (ARF)

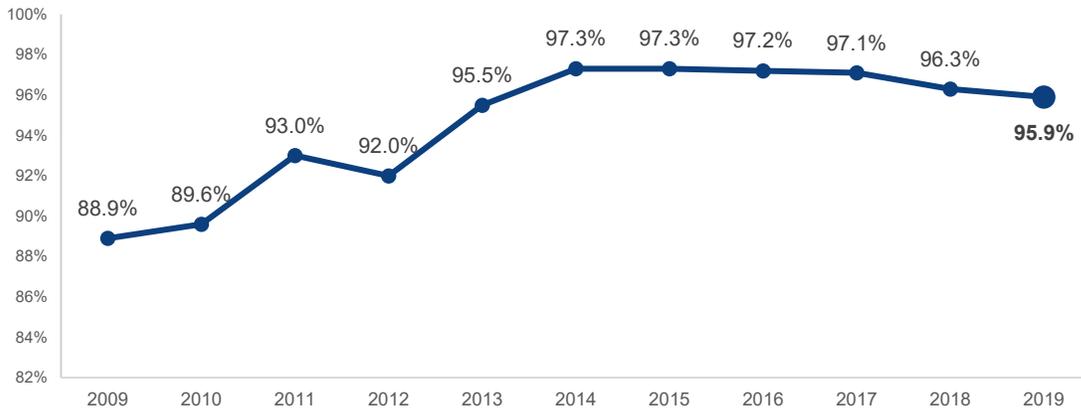
OCCUPANT PROTECTION: Click It or Ticket

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 45%. In pick-up trucks, SUVs, and minivans, properly worn seat belts reduce fatal injury by 60%.

NHTSA data also shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing safety belts correctly. Although in 2019 Georgia had one of the highest recorded seat belt usage rates in the southeast at 95.9%, sustaining this number necessitates a rigorous,

ongoing public awareness campaign that combines attention-getting paid media in conjunction with concentrated earned media efforts and high-profile enforcement measures.

Observed Safety Belt Use (2009-2019)



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2019)

SPEED: 100 Days of Summer H.E.A.T.

In 2018, the number of crash deaths in Georgia involving unsafe or illegal speed rose by 8% from 2017, and 18% of crash deaths in the state in 2018 were speed-related. For every 10 mph increase in speed, there is a doubling of energy released during a crash. 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. Most 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.** (*Highway Enforcement of Aggressive Traffic*) 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 driving period from Memorial Day through Labor Day. GOHS' public information team promotes this initiative with summer-long earned media via news conferences, social media messaging and cross-promotional, paid media PSA's run-in rotation with occupant safety and alcohol countermeasure campaign ads.

OPERATION SOUTHERN SHIELD

GOHS will plan and execute a media plan for Southern Shield using earned and owned/paid media. The earned media will include news releases sent out to weekly newspapers to publish the week prior to the campaign and to daily newspapers and television and radio stations the week before the campaign. GOHS will also schedule in-depth interviews for radio and television stations before the campaign. During the week of Southern Shield, GOHS will conduct joint news conferences with other Region 4 states along the respective state lines and will have 2-3 daily messages posting on social media channels.

MOTORCYCLE SAFETY: Share the Road

Based on FARS data from 2014 to 2018, the number of motorcyclist fatalities in Georgia increased by 12% over a five-year period with 154 motorcycle crash deaths in 2018. As part of a speed and impaired driving countermeasure message strategy, GOHS uses paid media funds when available to target

motorists in Georgia's secondary audience with both motorcyclist awareness messages such as "Share the Road," as well as a 'ride sober' messaging to encourage motorcyclists to not drink and ride. When available, funds will also be allocated to out-of-home advertising such as billboards, which was done in 2018.

DISTRACTED DRIVING: Hands Free Georgia/Hands Free for Safety/HeadsUP Georgia

Distracted driving, mainly caused by electronic devices, remains a major cause for fatal and serious injury traffic crashes across the nation and in Georgia. NHTSA data shows there were 2,628 nationwide distracted driving traffic deaths in 2018. However, it is believed that the actual number of crashes, injuries and deaths caused by distracted driving is underreported.

On July 1, 2018, Georgia enacted a 'hands-free' law that banned drivers from holding or supporting a phone while driving. Since the implementation of the hands-free law, the number of overall traffic deaths in the state, according to FARS data, dropped by 2% from 2017 to 2018. While the downward trend in crash deaths is encouraging, more lives can be saved by increasing compliance with the hands-free law. GOHS' countermeasure message strategy is to target young adult drivers, including those between the ages 16-24, where cell phone use is the highest. This public information and education campaign will continue statewide in 2021 with paid, earned, and owned media.

Target Population - Georgia's Primary Audience

The occupant protection/impaired driving paid media message is directed at a statewide audience. NHTSA relies on the results of a national study which shows the use of paid advertising is clearly effective in raising driver safety awareness and specifically, has a greater impact on "younger drivers in the 18-to-34-year-old demographic". Based on NHTSA audience research data, Georgia's occupant protection and impaired driving messages are directed at two target audiences during regularly scheduled and nationally coordinated statewide paid media campaigns. Georgia's primary audience is composed of male drivers, age 18 to 34.

In its secondary audience, GOHS seeks to reach all Georgia drivers with occupant protection and impaired driving highway safety messages. However, because Georgia is a state with a growing Hispanic population, Latinos also represent a portion of the secondary paid media target market. Hispanic radio and TV will continue to represent a portion of GOHS' targeted statewide media buy. Furthermore, because Georgia sees a growing potential for an erosion of occupant safety numbers among young African Americans, that community is also a targeted secondary demographic for GOHS paid media highway safety campaigns.

Attitudinal Awareness Surveys

One of the major components in the grant process is to measure the effectiveness of all campaigns and projects. In 2020, GOHS and its partners at the Traffic Safety and Research Group at the University of Georgia's School of Public Health conducted a study to determine the effectiveness of the messaging to influence behavior in GOHS' "Drive Sober or Get Pulled Over" and "Click It or Ticket" holiday media campaigns. In 2021, GOHS and the Traffic Safety Research Group will focus on the state's hands-free law and what types of messages drivers say will change their behavior to drive alert and comply with the law.

Paid/Earned Media

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

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

Paid Media campaigns and dates include:

Click it or Ticket: Thanksgiving 2020

Drive Sober: Christmas/New Year's 2020-2021

Click It or Ticket: Memorial Day 2021

Drive Sober: Independence Day 2021

Drive Sober: Labor Day 2021

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

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-3	To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	1.18 ¹⁵	1.23
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305
C-7	To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8	To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222
C-10	To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	221	300
C-11	To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	23	27
Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

¹⁵ 2018 fatality rate was calculated using the 2018 preliminary vehicle miles traveled obtained Georgia Department of Transportation (GDOT). 2018 fatality rates from FARS was not available when this FY2021 HSP was compiled.

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none">• Communication Campaign• Communication Paid Media
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Communication Campaign

Impaired Driving

Project Safety Impacts

GOHS will use paid, earned and social media to promote impaired driving prevention in Georgia and with the highway safety offices of the four Region IV states. GOHS will conduct earned media events prior to holidays and occasions that are normally associated with the consumption of alcohol such as the Super Bowl, St. Patrick’s Day, July 4th, and the Christmas/New Year’s holidays. GOHS will also support enforcement efforts during the July 4th, Labor Day and Christmas/New Year’s holidays with paid radio and television message campaigns. GOHS will also use social media to promote sober driving and discourage those who are impaired from getting behind the wheel using graphics, videos and other material created by GOHS and provided by NHTSA.

Linkage Between Program Area

With alcohol-related traffic deaths increasing in Georgia by five percent from 2017 to 2018 and 35 percent from 2014-2018, enforcement efforts with “Drive Sober or Get Pulled Over” and “Operation Zero Tolerance” will continue. The only way to prevent alcohol-impaired crashes is to keep impaired drivers from getting behind the wheel. The earned media, paid media and social media projects will be aimed at influencing behavior and promoting sober driving with concentrated messaging on the enhanced enforcement, risks to public health and the consequences of being arrested for a DUI. As an integral element of Georgia’s impaired driving message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and television PSA’s use one or a combination of these messages.

Rationale for Selection

The countermeasure supports Drive Sober or Get Pulled Over mobilizations throughout the year, both during national enforcement periods and outside those periods to supplement public information and education. The rationale for continuing these activities is to supplement high visibility enforcement measures with proven paid media strategies with a 3-star effectiveness rating in Countermeasures That Work.

Occupant Protection

Project Safety Impacts

GOHS will use paid, earned and social media to promote seat belt and child passenger seat use for all drivers and passengers. We will work with partners in state agencies and other groups to hold earned

media events prior to major travel holidays such as Memorial Day and Thanksgiving. Paid media and social media messages will support Click It or Ticket seat belt enforcement efforts prior to these holidays. GOHS will also continue existing campaigns to promote seat belt use in teen and younger drivers with Buckle Up Georgia and child passenger safety seats with outdoor messaging at popular family attractions. GOHS will also have earned media events and interviews to promote the use and assistance available with the inspection and installation of child passenger safety seats.

Linkage Between Program Area

Even though Georgia had one of the highest seat belt use rates in the nation at 96.3% in 2018, more than half the people (52%) killed in vehicle crashes in Georgia were not wearing or it could not be determined if they were wearing seat belts. In 2018, there were 5 children under the age of 4 who were killed in crashes and were not restrained. GOHS will continue efforts to influence behavior with messaging and data that shows the benefits of seat belt use and proper safety restraints for younger passengers on every trip. The Buckle Up Georgia campaign will continue its message of seat belt use on every trip for teen and young adult drivers. Traffic crashes are one of the leading causes of death for this age group and a significant number of persons in this age group were not restrained at the time of their crash.

Rationale for Selection

The countermeasure 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 seat belt law enforcement measures with proven paid media strategies with a 5-star effectiveness rating in Countermeasures That Work.

Motorcycle Safety

Project Safety Impacts

GOHS will use earned and social media during Motorcycle Safety Awareness Month in May to promote sober operation of motorcyclists by all riders. The earned media event will take place in the metro Atlanta area where approximately 60 percent of motorcycle fatalities occurred in 2018 according to FARS data. GOHS will also use social media to promote sober motorcycle operation and “Share the Road” and “Be Seen” messages to reduce all types of motorcycle-related crashes, deaths and injuries. The “Be Seen” paid media campaign in May will promote the increase of motorcycles on the roads as the weather gets warmer.

Linkage Between Program Area

The number of motorcycle fatalities in Georgia (154) in 2018 is an 11 percent increase from the previous year and is a 12 percent increase over a five-year period (2014-18). The total number of motorcycle fatalities for the year was just above the five-year moving average of 151 for 2018. However, the estimated motorcycle fatalities in Georgia was 154, which is higher than the 5-year moving average for the year at 151.

Rationale for Selection

The Motorcycle Communications Outreach countermeasure goal is to discourage motorcyclists from riding impaired through times of the year when motorcycle use is highest, including May, which NHTSA has designated as Motorcycle Safety Awareness Month. With the five-year moving average set even higher at 163 motorcycle fatalities for 2020, the communications and outreach programs will be vital in the effort to keep the actual number fatalities for the coming year below the forecast average.

Communication Paid Media

Distracted Driving

Project Safety Impacts

With the data showing a two percent drop in traffic deaths in the first full year of Georgia's hands-free law, GOHS distracted driving paid media campaign is focusing on increasing compliance from all drivers with the new law. GOHS will have two paid media campaigns to air on television and radio during the Distracted Driving Enforcement campaigns in October of 2020 and in April 2021. GOHS will also air distracted driving messages on Georgia Association of Broadcasters (GAB) radio and television member stations in April 2021. GOHS will target teen and young adult drivers on the dangers of distracted driving and phone use while driving with its HeadsUPGeorgia campaign on Georgia Public Broadcasting (GPB) during the beginning of the 2021-2022 school year.

Linkage Between Program Area

With traffic deaths rising by more than 35% in a two-year period from 2014-16 in Georgia, the state enacted a law in July of 2018 that banned drivers from having a phone in their hand or supported by their body when they were on the road. In the first full year of FARS data since the hands-free law was enacted, traffic deaths in Georgia have dropped by two percent.

Rationale for Selection

While surveys show virtually all drivers know about the state's hands-free law, they also show that many are still not complying with it. The goal of paid media campaigns to support enforcement mobilizations, is to increase compliance which could lead to a further decrease in crashes, injuries and deaths.

Impaired Driving

Project Safety Impacts

With alcohol remaining a factor in roughly one out of four traffic deaths in Georgia according to the latest FARS data, the paid media campaigns for the three NHTSA holiday enforcement mobilizations, GAB campaign, All South Highway Safety Team, and Georgia and Georgia Tech athletics will continue to point out the risky behavior for impaired driving in terms of the risk to health and the consequences of being arrested/convicted for DUI. These messages remind drivers to 1) not get behind the wheel when impaired, 2) plan for alternate transportation when they know they will be consuming alcohol, and 3)

encourage others who are impaired to not get behind the wheel and drive. With the University of Georgia and Georgia Institute of Technology recently approving the in-game sales of alcoholic beverages during athletic contests, GOHS will partner with the marketing partner for both institutions IMG College for a new radio and stadium messaging campaign to promote impaired driving prevention during the 2020 college football season. The campaign will feature impaired driving prevention messages for all home games on the video scoreboards on both stadiums and messaging before, during and after the game on the radio broadcasts for both schools. With an overwhelming majority of fans consuming alcoholic beverages during tailgate parties and the games, it is important for everyone to be reminded not to get behind the wheel when they are too impaired to operate a motor vehicle.

Linkage Between Program Area

The 2018 FARS data continues to show that alcohol is factor in one out of every four traffic deaths in Georgia and that alcohol-related traffic deaths have increased by 35 percent in the last five years. Drive Sober or Get Pulled Over and Operation Zero Tolerance enforcement mobilizations are needed to lower these numbers. Paid media television and radio campaigns will support the enforcement efforts by dissuading impaired persons from getting behind the wheel to avoid the risk of being arrested for DUI. The other media campaigns will continue to remind drivers the importance of making smart decisions by planning for a sober ride and keeping others from getting behind the wheel if they are legally too impaired to drive.

Rationale for Selection

The countermeasure for 405(d) supports Drive Sober or Get Pulled Over mobilizations throughout the year, both during national enforcement periods and outside those periods to supplement public information and education. The rationale for continuing these activities is to supplement high visibility enforcement measures with proven paid media strategies with a 3-star effectiveness rating in Countermeasures That Work.

Motorcycles

Project Safety Impacts

A statewide paid media campaign using radio and television during National Motorcycle Awareness Month in May will continue the “Born to be Seen” Campaign (Share the Road type messaging). With the number of motorcycles on the road increasing as the weather warms in spring, the goal of radio/tv campaign is to remind vehicle operators, who may have grown accustomed to not seeing motorcycles on the road during the cold weather months, to watch for motorcycles on the road and yield to them when motorcycles have the legal right of way. The radio/tv spots will have the same “Born to be Seen” (Share the Road type messaging) messages outdoor billboards that are still posted as public service by the Outdoor Advertising Association of Georgia. GOHS will partner with the Georgia Department of Driver Services which administers training, testing and licensing to motorcycle operators in the state.

Linkage Between Program Area

Motorcycle fatalities (154) accounted for 10 percent of the traffic deaths (1,504) in Georgia in 2018 and have risen by 12 percent over the last five years. Many crashes involving vehicles vs motorcycles

unfortunately result in either death or permanent injury for the motorcyclist. The trend for motorcycle fatalities is expected to increase in 2020 and 2021 according to the GOHS Strategic Highway Safety Plan.

Rationale for Selection

With many vehicle operators stating they did not see a motorcyclist prior to a crash, the countermeasure Motorcycle Communications Outreach countermeasure to encourage the motoring public to watch for motorcycles (Share the Road) is appropriate in the effort to reduce vehicle vs motorcycle crashes. The time to bring this message to all motorists is during the warmer months of the year when motorcyclist use is highest. One of those times is in the month of May which NHTSA has designated as Motorcycle Safety Awareness Month.

Occupant Protection

Project Safety Impacts

The Thanksgiving and Memorial Day Click It or Ticket holiday travel paid media campaigns will emphasize the importance for all passengers in all age groups to be safely restrained when traveling long or short distances. The HeadsUpGeorgia campaign and television/radio high school football campaigns will focus on the importance for teens and young adults to wear their seat belts on every trip. The All South Highway Safety Team Occupant Protection messages will promote to adults the importance of setting a good example by always wearing their seat belts and by making sure their children are safely restrained. The Georgia Association of Broadcasters will promote the benefits of wearing seat belts for those motorists who chose to never wear seat belts or do not wear them on every trip. In an effort to promote occupant protection for passengers of all ages, GOHS will begin a new campaign with Herschend Entertainment for seat belt and child passenger safety messaging at three entertainment facilities they manage in Georgia. These messages reminding parents to buckle up and to make certain their children are properly restrained will be posted throughout the facilities including the exits at Stone Mountain Park in Atlanta, Wild Adventures in Valdosta and Callaway Gardens in Pine Mountain. These messages are intended to make wearing a seat belt and properly restraining children at the forefront of the minds of parents, grandparents, guardians and other adults as they are leaving these family-themed entertainment facilities attract more than five million guests combined each year.

Linkage Between Program Area

While Georgia has enjoyed a seat belt use rate of more than 90 percent for eight consecutive years, more than 50 percent of the people killed in passenger vehicles fatalities were not restrained or it could not be determined if they were restrained at the time of the crash. This persists despite NHTSA data that shows seat belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and minivans, properly worn seat belts reduce fatal injury by 60%. NHTSA data shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing seat belts correctly.

Rationale for Selection

The Click It or Ticket enforcement mobilizations are one of the reasons Georgia has seen seat belt use rates at more than 90 percent for almost a decade. GOHS' paid media buys are planned in conjunctions with these mobilizations to promote seat belt use during holiday periods when more vehicles are on the

road and the chances of being in a traffic crash also increase. The number of unrestrained traffic fatalities in Georgia show the importance of continuing paid media campaigns that uses facts and personal stories to show all motorists that buckling a seat belt and making sure all children are safely restrained should be done before starting every trip. A comprehensive OP paid media campaign that is implemented throughout the year will also help Georgia maintain its high use seat belt status.

FY 2021 Paid Media Campaigns

Campaign	Program Area	Dates	Type	Cost	Campaign Status
Click It or Ticket	402 PM OP	November 9-29	TV/Radio	\$490,000.00	Existing
Drive Sober or Get Pulled Over	405 d	December 16, 2020 -January 1, 2021	TV/Radio	\$245,000.00	Existing
Click It or Ticket	402 PM OP	May 23-31, 2021	TV/Radio	\$245,000.00	Existing
Drive Sober or Get Pulled Over	405 d	June 23-July 5, 2021	TV/Radio	\$245,000.00	Existing
Drive Sober or Get Pulled Over	405 d	August 29 – September 6, 2021	TV/Radio	\$245,000.00	Existing
Georgia Association of Broadcasters OP	405 b M1*CP	November 2020; January, July, September 2021	TV/Radio	\$64,000.00	Existing
Georgia Association of Broadcasters DD	405 b M1*DD	April 2021	TV/Radio	\$16,000.00	Existing
Georgia Association of Broadcasters Drive Sober	405 d	October, December 2020; February, March, June, August 2021	TV/Radio	\$96,000.00	Existing
Hunt Billboard	402 PM OP	October 2020-September 2021	Outdoor Billboards	\$7,200.00	Existing
Insite Billboards	402 PM OP	October 2020-September 2021	Outdoor Billboards	\$30,000.00	Existing
Ga/Florida Driver Sober	405 b	October 2021	TV	\$25,000.00	Existing
Huddle	405 b	October 2020-December 2020; January-May 2021; August-September 2021	Print	\$175,000.00	Existing
Marquee Broadcasting	405 b	October-November 2020; August-September 2021	TV	\$12,500.00	Existing
GACA Radio	405 b	October-November 2020; August-September 2021	Radio	\$6,000.00	Existing
Herschend Parks	405 b	October 2020-September 2021	Print	\$328,000.00	New
ASHT OP	405 b	April, May, July, September 2021	TV	\$233,450.00	Existing
ASHT Drive Sober	405 d	June, August 2021	TV	\$116,550.00	Existing
GPB Buckle Up Georgia	405 b	October-December 2020; January-May 2021	TV	\$335,000	Existing
GPB Heads Up Georgia	405 b M1*DD	August-September 2021	TV	\$80,000	Existing
Distracted Driving Awareness Month	405 b M1*DD	October 2020 & April 2021	TV/Radio	\$404,000.00	New
Georgia Football	405 d	October-December 2020; January, August-September 2021	Radio/ Billboards/ Video Message	\$140,000.00	New
Georgia Tech Football	405 d	October-December 2020; January, August-September 2021	Radio/ Billboards/ Video Message	\$105,000.00	New

Campaign	Program Area	Dates	Type	Cost	Campaign Status
Be Seen Motorcycle Safety	405 f	May 2021	TV/Radio	\$20,000	New
Pedestrian/Bicycle Safety	405 h	April-May 2021	Billboards	\$25,000	New

Planned Activities

GOHS Communications – Distracted Driving Paid Media	
<i>Planned Activity Description:</i>	To use Paid Media to support ongoing efforts to help decrease crashes, injuries, and fatalities related to distracted driving on Georgia roads. GOHS will spend \$404,000 to run hands free compliance messaging to coincide with NHTSA’s Distracted Driving Awareness Month campaigns in October of 2020 and April 2021.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety
GOHS Communications – Distracted Driving Paid Media	
<i>Planned Activity Description:</i>	GOHS will use \$80,000 with Georgia Public Broadcasting for distracted driving messaging during high school football coverage for the first two months of 2021 regular season; \$16,000 for distracted driving messages as part of the Georgia Association of Broadcasters paid media campaign in April 2021.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety
GOHS Communications-Impaired Driving	
<i>Planned Activity Description:</i>	To fund staff and activities for one Impaired Driving Coordinator. To use paid media to support ongoing OZT/Drive Sober or Get Pulled Over enforcement efforts to increase public awareness of sober driving and motorcycle riding and to encourage the use of designated drivers to improve Georgia’s alcohol-related crash, fatality, and injury rate. This paid media campaign will cost \$735,000 for NHTSA-designated national campaigns for Christmas/New Year’s, July 4 th , and Labor Day.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications- Huddle Tickets Occupant Protection Awareness

<i>Planned Activity Description:</i>	Partner with Huddle Inc. Ticket Program to continue to promote seat belt use on ticket backs for high school sporting and extracurricular via CIOT and Buckle Up programs at a cost of \$175,000.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications-Impaired Driving Media

<i>Planned Activity Description:</i>	GOHS will spend \$116,500 to run impaired driving prevention messages during Atlanta Braves baseball telecasts on Fox Sports South regional cable network. This project is a combined effort with highway safety offices in Tennessee, South Carolina and North Carolina. GOHS will spend \$96,000 to air radio and television impaired driving messages on Georgia Association of Broadcaster member stations for six months of the 2021 year. The months these messages will air coincide with holiday or celebratory occasions that are associated with the consumption of alcoholic beverages and increased number of impaired drivers on the road. GOHS will spend \$245,000 to run impaired driving prevention messages on radio broadcasts and in the stadiums for University of Georgia football and Georgia Tech athletic events. Both institutions are now selling alcoholic beverages at events and these messages will seek to prevent attendees from getting behind the wheel they are legally too impaired to drive.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications – Paid Media Click It or Ticket

<i>Planned Activity Description:</i>	To use Paid Media to support ongoing efforts to help decrease crashes, injuries, and fatalities related to distracted driving and unbelted drivers on Georgia's highways. Will include NHTSA-designated national campaigns for Memorial Day and Thanksgiving. Georgia GOHS will spend \$490,000 for CIOT paid media messaging in November 2019 and \$245,000 for messaging in May 2021. The November 2020 campaign has been extended after Georgia GOHS decided to join NHTSA in postponing the May 2020 CIOT enforcement and paid media campaign due to COVID-19.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications-HeadsUPBuckleUP Occupant Protection Awareness

<i>Planned Activity Description:</i>	To continue the HeadsUPGeorgia marketing partnership and public service with Georgia Public Broadcasting for high school football, basketball, cheerleading championships, GPB kids, and weekly rotation spots for a cost of \$350,000. Campaign will include other segments, testimonials and student videos to promote seat belt use.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications- Occupant Protection Awareness

<i>Planned Activity Description:</i>	GOHS will spend \$235,500 to promote occupant protection with highway safety offices in Tennessee, South Carolina, and North Carolina to promote seat belt use and restraining small children in appropriate safety seats during Fox Sports coverage of Atlanta Braves baseball games. GOHS will spend \$12,500 to run CIOT television messages during 25 high school football games aired by Marquee Broadcasting's WSST-TV in middle and south Georgia. GOHS will spend \$6,000 to air CIOT messaging on high school football games aired by Georgia Carolina Broadcasting stations in Lavonia, Toccoa and Clayton. GOHS will spend \$7,200 to run OP seat billboard messages on Interstate 75 in Turner County and \$30,000 for outdoor billboard messages along Interstate 75 in Houston County. GOHS will also spend \$328,000 to run seat belt and CPSS messaging at Herschend Entertainment managed family attractions in Atlanta, Valdosta and Pine Mountain.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

GOHS Communications-Motorcycle Safety

<i>Planned Activity Description:</i>	GOHS will spend \$9,000 to produce radio and television messages to promote motorcycle safety awareness (Share the Road) and DUI prevention. GOHS will spend \$11,000 with GAB to run these radio and television spots during National Motorcycle Awareness month in May 2021.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication Campaign • Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

Governor’s Office of Highway Safety 405h – Non-Motorized Safety Grant Program

<i>Planned Activity Description:</i>	GOHS will develop a “Share the Road” pedestrian/bicycle safety message campaign that will run in select areas around the state where data shows an increase fatality crashes involving pedalcyclists.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">• Communication Campaign• Communication Paid Media
<i>Intended Subrecipients:</i>	Georgia Governor’s Office of Highway Safety

Projects

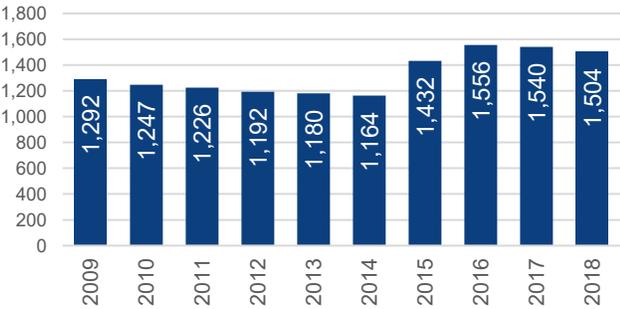
Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
FHX-2021-GA-00-27	GAGOHS - Grantee	405h: Pedestrian and Bicycle: Paid Media	FAST Act 405h	\$25,000.00
M9X-2021-GA-00-28	GAGOHS - Grantee	405f: Motorcycle Safety: Paid Media	FAST Act 405f	\$20,000.00
PM-2021-GA-00-30	GAGOHS - Grantee	402PM: Paid Media	FAST Act 402 PM	\$714,700.00
M6X-2021-GA-00-31	GAGOHS - Grantee	405d M6X	FAST Act 405d M6X	\$1,334,500.00
M1*CP-2021-GA-00-86	GAGOHS - Grantee	405b M1*CP: Community Traffic Safety Project	FAST Act 405b M1*CP	\$615,500.00
M1*DD-2021-GA-01-93	GAGOHS - Grantee	405b M1*DD: Distracted Driving	FAST Act 405b M1*DD	\$550,000.00
			TOTAL	\$3,259,700.00

COMMUNITY TRAFFIC SAFETY

Description of Highway Safety Problems

In 2018, Georgia experienced 1,504 traffic fatalities, 6,401 serious injuries¹⁶, and 402,288 motor vehicle crashes¹⁷ on Georgia roadways. The figure shows the 10-year trend of overall traffic fatalities from 2009 to 2018. In 2018, the total number of roadway fatalities decreased by 2% (36 fewer fatalities) in comparison to the previous year.

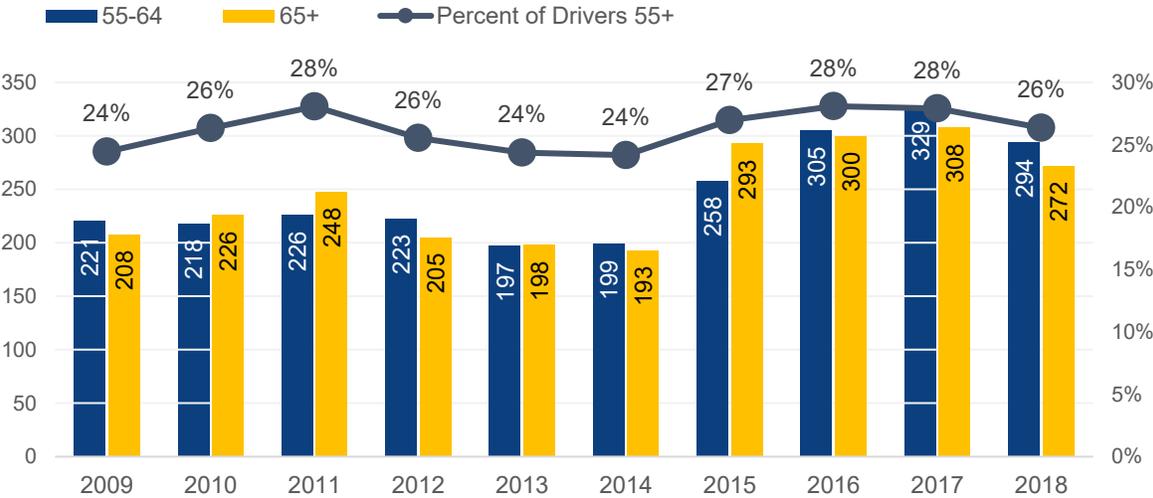
Overall Traffic Fatalities, 2009-2018, Georgia



Source: FARS 2009-2018 Annual Report File (ARF)

In 2018 there were 294 drivers ages 55-to-64 years and 272 drivers ages 65 and older that were involved in fatal crashes. Older drivers made up 26 percent of all drivers involved in fatal crashes in 2018. Compared to the previous year (2017), there was a net 2-percent decrease in the proportion of drivers involved in fatal crashes that were in the older age group. The figure below shows the 10-year trend of number older drivers involved in fatal crashes by age group and the proportion of all drivers involved in fatal crashes that were age 55+ years.

Older Drivers Involved in Fatal Crashes by Age (55-64 Years and 65+ Years), 2014-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2014–2018 Final File, 2018 Annual Report File (ARF)

¹⁶ In April 2020, TRCC/CODES revised the ‘serious injury’ the definition and recalibrated the values from serious injury values in previous years. See “Serious Injury Data Considerations” in Section 4: Performance Plan for C-2 Serious Injury Traffic Safety Performance Measure.

¹⁷ Numetric, Georgia electronic crash reporting system. Web. 2020.

The table below shows the rate drivers involved in fatal crashes by age group. The rates of drivers involved in fatal crashes (per 10,000 licenses and per 10,000 population) decreases after 21 years of age. In 2018, 2.29 drivers for every 10,000 licenses or population aged 55-to-64 were involved in a fatal crash. The rate per 10,000 license and rate per population for seniors age 65 and older was 1.95 and 1.86, respectively.

Rates of Drivers Involved in Fatal Crashes, by Age Group, 2018, Georgia

Age Group (Years)	# Drivers Involved Fatal Crashes	Licensed Drivers	2018 Est. Population	Rate	
				Per 10,000 Licenses	Per 10,000 Population
15-20	192	631,790	881,126	3.04	2.18
21-24	210	550,507	563,896	3.81	3.72
25-34	462	1,462,360	1,473,246	3.16	3.14
35-44	339	1,340,428	1,372,602	2.53	2.47
45-54	330	1,365,924	1,411,438	2.42	2.34
55-64	294	1,281,902	1,285,682	2.29	2.29
SENIORS (65+)	272	1,395,016	1,460,409	1.95	1.86
UNKNOWN	48	--	--	--	--
TOTAL	2,147	8,027,927	8,448,399	2.61	2.48

Source: Fatality Analysis Reporting System (FARS) 2018; Drivers licenses information obtained from the Department of Driver Service (Dec 2019); Estimated 2018 population obtained from Georgia's Online Analytical Statistical Information System (OASIS)

The table below shows the percentage of drivers involved in fatal crashes, licensed drivers, and population by age group. In 2018 older drivers ages 65 years and older accounted for 14 percent of all drivers involved in single-vehicle fatal crashes, compared to 15 percent in multiple-vehicle fatal crashes. Drivers aged 65 years and older accounted for 17 percent of the Georgia population and 17 percent of all 2019 licensed drivers.

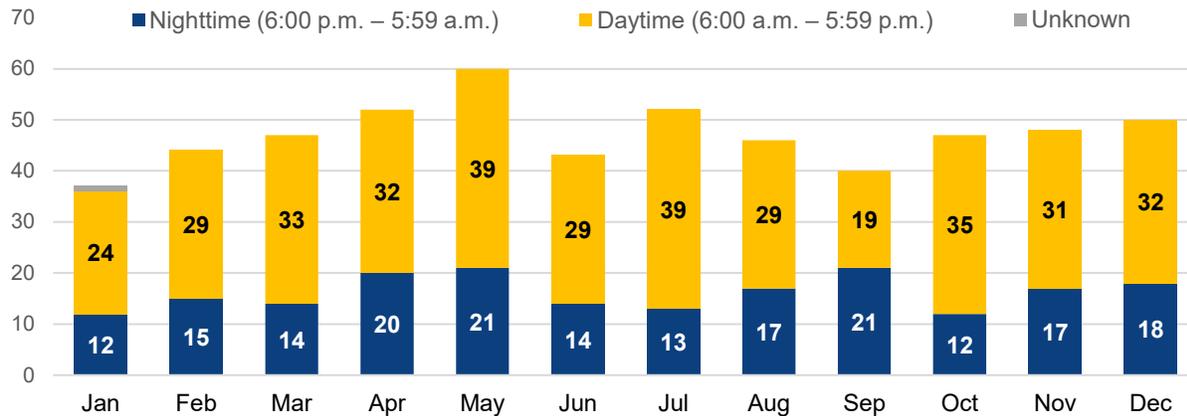
Rates of Drivers Involved in Fatal Crashes, by Age Group, 2018, Georgia

Age Group (Years)	Drivers Involved In Fatal Crashes			2019 Licensed Drivers	2018 Est. Population
	Single-Vehicle	Multi-Vehicle	Total		
15-20	9%	9%	9%	8%	10%
21-24	12%	8%	10%	7%	7%
25-34	22%	21%	21%	18%	17%
35-44	15%	16%	16%	17%	16%
45-54	16%	15%	15%	17%	17%
55-64	12%	15%	13%	15%	15%
SENIORS (65+)	14%	15%	15%	17%	17%
TOTAL	792	1,355	2,147	8,027,927	8,448,399

Source: Fatality Analysis Reporting System (FARS) 2018; Drivers licenses information obtained from the Department of Driver Service (Dec 2019); Estimated 2018 population obtained from Georgia's Online Analytical Statistical Information System (OASIS)

The figure below shows the time of day of all fatal crashes involving older drivers (age 55 years and older) by month. Majority of fatal crashes involving older drivers in 2018 occurred in the daytime hours during 12:00-5:59pm – 65 percent of all fatal crashes. The most common month of older drivers involved in crashes was May (60 older drivers) followed by April and July (52 older drivers).

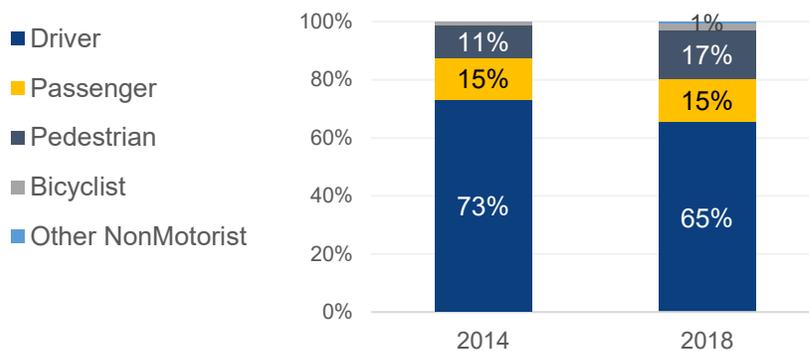
Fatal Crashes Involving Older Drivers, by Month and Time of Day, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2018

The figure below shows the percentage of fatalities in crashes involving older persons by person type and year. In 2018, 65 percent of all older person fatalities were the driver themselves, 15 percent were motor vehicle passengers, and 17 percent were pedestrians. The proportion of older person fatalities that were pedestrians increased from 11 percent in 2014 to 17 percent in 2018. Out of the 291 non-motorist fatalities that occurred in 2018, 94 (32 percent) were over the age of 55 years.

Involvement of the Older Population in Traffic Fatalities, 2014 and 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2014 & 2018

CarFit Program

Driving today for older drivers is more difficult than ever before because of the increase traffic congestion, longer commute distance, new technology and faster speed. Older drivers rarely speed; however, they may exhibit other risky behavior such as driving slower than the prevailing traffic. As people age, changes in vision, flexibility, strength, range of motion and heights may make older drivers less comfortable and reduce their control behind the wheel. As people age, they're more likely to suffer serious injuries or risk death in motor vehicles due to greater fragility. Today's vehicles have many safety features that offer enhanced restraints and protection, yet many drivers are unaware of these features or how to best use them. The CarFit Program partners with Carfit technicians, event coordinators, and Occupational Therapists to check how well an individual's vehicle "fits" them. The Carfit technician reviews vehicle safety features with the participant, including how to correctly adjust their mirrors. The CarFit program also provides information and materials on community-specific resources that could enhance their safety as drivers and increase their mobility in the community.

Yellow Dot Program

First responders typically include paramedics, emergency medical technicians, police officers, firefighters, rescuers, and other trained members of organizations connected with this type of work. In many instances, the person seriously injured in a motor vehicle crash is either unconscious or not in a position to provide the personal information needed to complete the assessment. The result of their injuries limit first responders' ability to obtain information on medical conditions, medications, or medical allergies. It also makes it difficult to retrieve other medical and contact information in which the medical professionals can use in making the best decision regarding emergency medical treatment. Individuals complete the Yellow Dot Packet and record their medical conditions and medications. The individual then places the decal on their vehicle. The decal then alerts first responders that vital medical information is stored in the glove compartment of their vehicle.

Resource Information Center and Clearing House

The general public is often uninformed about the valuable resources and successful projects related to roadway safety. Without a systematic means of disseminating information, there is no way to determine the needs and/or what types of resources would be most useful. The Governor's Office of Highway Safety (GOHS) reviews and updates its website frequently (www.gahighwaysafety.org), to increase the general public and stakeholder's ability to have access to highway safety data and resources. The GOHS website also provides access to an online store, which is a clearinghouse for brochures and resource materials related to traffic safety.

2021 Georgia Highway Safety Conference

GOHS will host the 2021 Georgia Highway Safety Conference in late summer or early fall. Typically, this is a 2 ½ day conference where the focus is on highway safety issues including impaired driving, speed, occupant protection, pedestrian, bicycle, etc. In 2019, Georgia had between 350-400 attendees.

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-3 To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	1.18 ¹⁸	1.23
C-4 To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Older Driver: General Communications and Education • Public Education and Outreach
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Older Driver: General Communications and Education

Project Safety Impacts

The Road Safety for Drivers 55+ Project (RSD55+) will educate drivers, first responders (law enforcement, EMS/Fire) & medical professionals about the challenges that maturing road users face. It will continue to identify and evaluate methods to reduce crashes, injuries and fatalities, and maintain mobility for Georgia drivers 55+. This project has amended the name and scope of the grant because of feedback received during previous grant cycles. The target audience does not identify with the term “older driver”. Assessments also indicate that to reach the frailest population and to address physical risks of crashes (e.g., reduced reaction time), we need to start education efforts sooner.

Since 2006, the RSD55+ program has engaged in leading and building sustainability for the Older Driver Task Force (ODTF), a collaboration of more than 80 members who represent a variety of statewide and national organizations in the fields of highway safety, public health, aging, health care, academia, and law enforcement. In the upcoming grant year (2020), the project will convene ODTF meetings, guided by the priorities chosen by members and GOHS. Motor vehicle crashes (MVCs) are the second leading cause of unintentional injury deaths among Georgia’s older adults. Keeping older adults stable and strong may delay or improve the age-related decline of motor skills that contribute to delayed reaction time in older drivers. One way to reach this audience is to target older adults at high risk for a fall, as

¹⁸ 2018 fatality rate was calculated using the 2018 preliminary vehicle miles traveled obtained Georgia Department of Transportation (GDOT). 2018 fatality rates from FARS was not available when this FY2021 HSP was compiled.

falls intersect with the risk of a MVC. A 2013 article published in the Journal of the American Geriatrics Society (JAGS) discussed the relationship between falls and risk for MVC. The study found that frequent falling was significantly associated with at-fault MVC involvement of older drivers. This audience is reached by collaborating with Georgia's aging network and other organizations. This supports the program's goal of encouraging physicians and other health care providers to take an active role in driver safety conversations and assessments with their older patients and/or their caregivers as a regular part of all doctor visits.

Linkage Between Program Area

The Governor's Office of Highway Safety recognizes that education plays an extremely important role in highway safety in the State of Georgia. In order to combat crashes, fatalities, and injuries on the roadways, the Governor's Office of Highway Safety plans to develop activities to help educate Georgia's public, and help fund these educational experiences for communities around the state. This will allow communities to focus on providing the public with educational materials and events for those on Georgia roadways.

The RSD55+ program partners express the need for policy that addresses the changing functional and cognitive abilities of aging drivers and was identified as a top priority in a needs assessment previously conducted. Previous success in this area includes the collaboration between ODTF and Georgia Department of Driver Services (DDS). Together they created the Request for Driver Review Form (available on the DDS website). DPH 55+ will review data and other programs across the state that focus on legislative and policy recommendations. The goal is to institute system-wide changes that focus on the mobility of older adults through safety initiatives. The older driver program will work on a new initiative to educate physicians on liability policies in Georgia. This education will help physicians provide resources to discuss older driver safety, recommend appropriate assessment services (e.g., certified driving rehabilitation specialists), and when necessary, report at-risk drivers. The program will create at least two opportunities for feedback from physicians and related health-care professionals to help us better understand the perceived barriers, how to best promote appropriate reporting of at-risk drivers, and improve awareness of available resources.

EMS: The Yellow Dot program is designed to provide first responders with important medical information about the driver of a vehicle involved in a crash. The older driver safety program has worked with partners around the state to bring the program to Georgia. After a pilot program in Laurens and Clark counties, the program is currently active in 20 Yellow Dot sites and eight other groups are working toward launching the program. Participants in the program have positive remarks about Yellow Dot and other communities around the state have expressed interest in implementing the program.

EDUCATION: The 12 Area Agencies on Aging (AAAs) serve adults and their families in Northwest Georgia, Georgia Mountains, Atlanta Region, Northeast Georgia, Southern Crescent, Middle Georgia, Central Savannah River Area, River Valley, Heart of Georgia, Coastal Georgia, SOWEGA, and Southern Georgia. RSD55+ will reach out to them to increase their representation on the ODTF, provide educational presentations, provide technical support, and collaborate on 55+ driver safety events. The Program Consultant will build and expand collaborations with local and national partners to publicize and conduct activities that support Older Driver Safety Awareness Week. This nationally recognized event is guided by the American Occupational Therapy Association (AOTA) and promotes understanding of the

importance of mobility and transportation. As one of the co-creators of CarFit, the AOTA plays a critical role in national efforts to address older driver safety.

The RDS55+ program will work to stabilize and expand the reach of the CarFit program with the assistance of a full-time program associate, and PRN professionals. CarFit events are free and provide an opportunity for older drivers to learn about age-related driver safety and empower them to make vehicular adjustments that can increase their safety – and the safety of others – while they are driving. The 55+ program hosted four events this grant year and served 50 people.

The RSD55+ program will use presentations, data, and interactive activities to educate and engage professionals and community members about older driver issues. This will be done through the Georgia Older Driver Safety Program, the SHSP, the importance of transportation options, mobility beyond driving, and GOHS' support of older driver safety. We will collaborate with community partners in healthcare related industries. Partnerships with organizations such as the National Aging in Place Council (NAIPC) have afforded the program the opportunity to share resources and learn about innovations in transportation.

Rationale for Selection

Funding for the RDS55+ program will go to the Department of Public Health and they will handle communication and outreach across Georgia.

Public Education and Outreach

Project Safety Impacts

According to FARS data in 2018, Georgia suffered 1,504 fatalities from motor vehicle crashes. This is a slight decrease from calendar year 2017. The data for 2018 shows impaired driving was responsible for the deaths of 375 persons and speed was responsible for 267. Although Georgia has one of the highest seatbelt usage rates at 95.9%, known unrestrained fatalities equaled 50%, or 441 deaths out of 994 vehicle occupant fatalities. In 2005 Georgia experienced 1,729 traffic fatalities, the highest recorded number of roadway deaths in the state.

Linkage Between Program Area

The Governor's Office of Highway Safety recognizes that public information and education play an extremely important role in highway safety in the State of Georgia. In order to educate the public on safe driving, GOHS provides highway safety brochures to the public directly from our website. Agencies such as law enforcement, fire, health departments, private citizens, etc. can log onto the GOHS website and order brochures, free of charge.

Rationale for Selection

By funding staff, activities, and brochures, the Governor's Office of Highway Safety can provide the most current safety information to the citizens and visitors in Georgia. GOHS has established a Resource Information Center and Clearinghouse for community partners, advocates, professionals, and other

agencies to obtain educational outreach materials related to highway safety. In addition to the Resource Center, GOHS will host the 2021 Georgia Highway Safety Conference. Typically, this is a 2 ½ day conference where the focus is on highway safety issues including impaired driving, speed, occupant protection, pedestrian, bicycle, etc. In 2019, Georgia had between 350-400 attendees.

Planned Activities

Georgia Governor's Office of Highway Safety - 402CP	
<i>Planned Activity Description:</i>	Fund GOHS personnel and outreach, including the GOHS resource center, focused on public information, education and outreach, statewide to reduce the number of crashes, injuries and fatalities attributed to unsafe driving. GOHS will host one highway safety conference.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Public Education and Outreach
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

Department of Public Health-Road Safety for Drivers 55+ Project-1	
<i>Planned Activity Description:</i>	The Road Safety for Drivers 55+ Project works with partners throughout Georgia to identify and foster implementation of comprehensive, evidence-based strategies that balance the mobility and safety needs of drivers 55+ with other road users.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Older Driver- General Communication and Education
<i>Intended Subrecipients:</i>	Georgia Department of Public Health

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
CP-2021-GA-00-09	Public Health, Georgia Department of	Road Safety for Drivers 55+ (GA's older driver safety project)	FAST Act 402 CP	\$181,269.56
CP-2021-GA-00-84	GA Governor's Office of Highway Safety	402CP: Community Traffic Safety Project	FAST Act 402 CP	\$895,079.65
			TOTAL	\$1,076,349.21

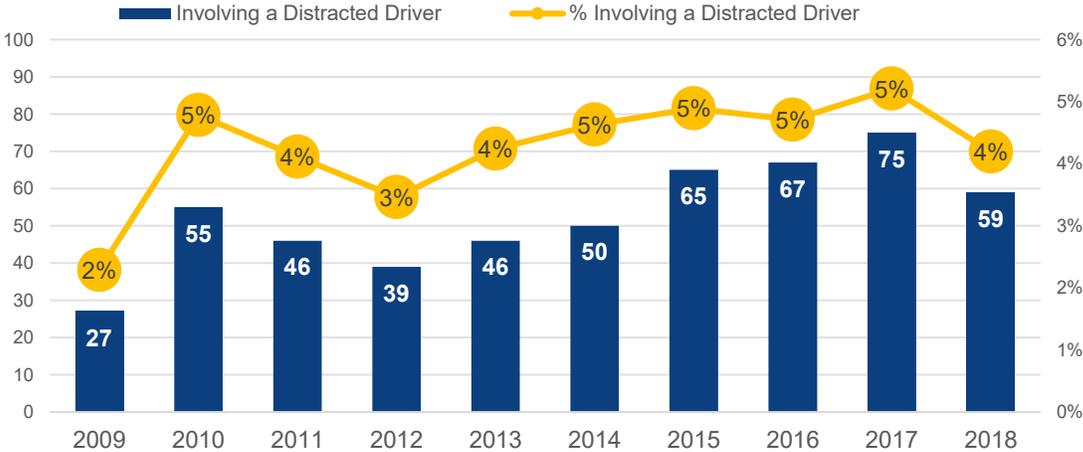
DISTRACTED DRIVING

Description of Highway Safety Problems

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

In 2018, there were a total of 1,407 fatal crashes in Georgia involving 2,147 drivers. According to FARS, 59 out of the 1,407 fatal crashes (4%) involved a distracted driver, and 60 out of the 2,147 drivers (3%) were distracted at the time of the crash. The figure below shows the number and percent of fatal motor vehicle crashes that involved a distracted driver from 2009 to 2018 in Georgia.

Fatal Motor Vehicle Crashes Involving a Distracted Driver (2009-2018) Georgia



Source: FARS 2009-2018 Annual Report File (ARF)

In 2018, 17 out of 186 (9.1%) young drivers ages 16-to-20 years were distracted at the time of the fatal crash. Young drivers had the greatest proportion of distracted drivers involved in fatal crashes compared to other age groups in 2018. The table to the right shows the percent of distracted drivers (15+ years) involved in fatal crashes by known age.

Distracted Drivers Involved in Fatal Crashes by Known Age over 15+ Years, 2014 and 2018, Georgia

Age Group	2014			2018		
	Distracted Driver	Not Distracted	% Drivers Distracted	Distracted Driver	Not Distracted	% Drivers Distracted
16-20	8	139	5.8%	17	186	9.1%
21-24	10	139	7.2%	10	210	4.8%
25-34	19	350	5.4%	16	462	3.5%
35-44	13	284	4.6%	19	339	5.6%
45-54	9	283	3.2%	15	330	4.5%
55-64	11	199	5.5%	15	294	5.1%
65-74	9	117	7.7%	6	173	3.5%
>74	2	76	2.6%	0	99	0.0%
Total	81	1,587	5.1%	98	2,093	4.7%

Source: Fatality Analysis Reporting System (FARS); 2014 and 2018, Georgia

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Distracted Driving: Communications and Outreach
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Project Safety Impacts

The countermeasure for this performance measure will be “Distracted: Communications and Outreach on Distracted Driving.” The main aspect of this performance measure will be the NHTSA designated “Distracted Driving Awareness” month for October 2020 and April 2021. The Federal FY 2020 Distracted Driving Awareness Month Enforcement/Outreach campaign was moved by NHTSA from April to October due to COVID-19. The Communications and Outreach effort will include a statewide paid media radio and television during both enforcement campaigns in the fall and spring, and earned media events to coincide with NHTSA’s national enforcement week for both months. The media events will take place throughout Georgia and will include neighboring states in the region. With Georgia’s new “hands-free” law now in place, we will also continue outreach efforts to change a patterned behavior of talking, texting and interacting with phones while driving. The new “hands-free” law has allowed GOHS to include distracted driving enforcement patrols as part of high visibility enforcement operations including Thunder Task Force mobilizations.

Linkage Between Program Area

The Governor’s Office of Highway Safety’s countermeasure message strategy is to target young adult drivers including those between the ages 16-24 where cell phone use is the highest with a paid public service message campaign. The public service message campaign will target the youngest drivers in Georgia with the messaging of “Hands Free for Safety”, “Know When to Hit Send”, and our state developed campaign “HeadsUPGeorgia!” with Georgia Public Broadcasting. The “HeadsUPGeorgia” public service campaign allows us to reach our target audience with repeated messaging on-air and online during the high school football season and throughout the calendar year.

In addition, GOHS began an aggressive public information and education campaign in 2018 on the state's new Hands-Free law that went into effect on July 1, 2018. The Hands-free law prohibits all drivers from holding a phone or supporting one with their body when they are behind the wheel. This PI&E campaign will continue statewide in 2021 with both paid and earned media.

Rationale for Selection

The countermeasure supports distracted driving mobilizations throughout the year including the NHTSA designated "Distracted Driving Awareness" month. While the paid media strategies only have a 1-star effectiveness rating in Countermeasures That Work, GOHS is using the rationale that combining simultaneous paid, earned and owned media messaging will prove to be an effective strategy in bringing the number of traffic deaths under projected 5-year measures.

GOHS chose this countermeasure strategy because of: Distracted and Drowsy Driving: Communication and outreach on Distracted Driving (CTW, Chapter 4: Page 18). This campaign will be directed at a specific behavior of cell phone use and will target teen and young adult drivers. This countermeasure strategy will also be tied in with the "High Visibility Cellphone and Text Messaging Enforcement" countermeasure strategy (CTW, Chapter 4: Page 14) that has a four-star effectiveness rating by supporting distracted driving checkpoints for cellphone use and text messaging with paid media and earned media messaging.

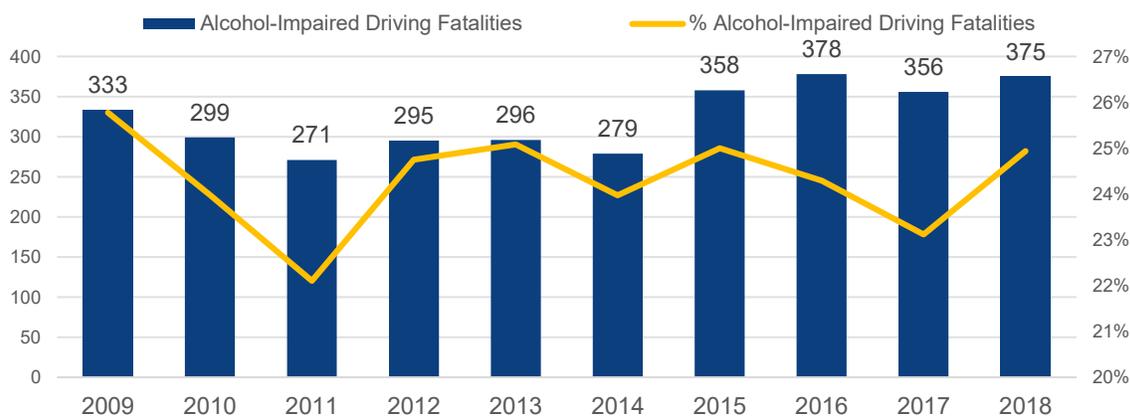
IMPAIRED DRIVING (ALCOHOL AND DRUG)

Description of Highway Safety Problems

Drivers and motorcycle operators are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is 0.08 grams per deciliter (g/dL) or higher. In 2018 there were 375 people fatally injured in alcohol-impaired driving crashes in Georgia. These alcohol-impaired driving fatalities accounted for 25 percent of all motor vehicle traffic fatalities.

The figure below shows the total number of traffic fatalities, and the number and percentage of fatalities by alcohol-impaired driving fatalities, for a 10-year period. The number of alcohol-impaired driving fatalities increased by 5 percent (+19 fatalities) from 356 fatalities in 2017 to 375 fatalities in 2018. From 2009 to 2018, the proportion of alcohol-impaired driving fatalities ranged from 22 percent in 2011 to 26 percent in 2009.

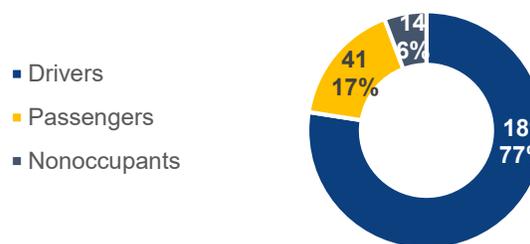
Number and Proportion of Alcohol-Impaired Driving Fatalities, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2017 Final File, 2018 Annual Report File (ARF)

Of the 244 fatalities identified to have at least one driver with a positive BAC test result¹⁹ in the FARS 2018 Annual Report File (June 2020), 189 (77%) were drivers, 41 (17%) were motor vehicle passengers, and 14 (6%) were nonoccupants (pedestrians, bicyclists, or other persons). The figure on the right shows the distribution of 2018 traffic fatalities by role in crashes that involved at least one alcohol-impaired driver.

Georgia Fatalities, by Role, in Crashes Involving at Least One Alcohol-Impaired Driver, 2018

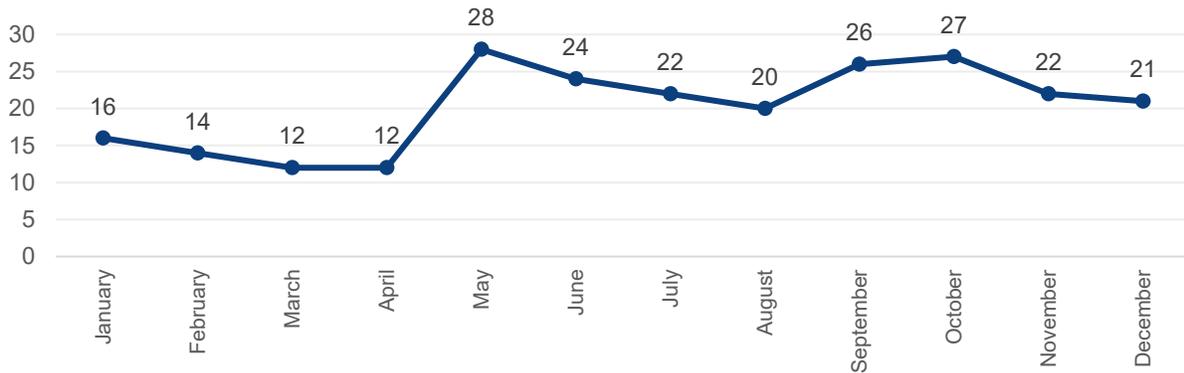


Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

¹⁹ Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. The variable used to determine alcohol-impaired driving fatalities is "A_POSBAC" Involving a Driver with a Positive BAC Test Result in the Auxiliary Data Files.

The figure below displays the monthly variation of traffic fatalities involving at least one driver with a positive BAC by month in 2018. In 2018 based on known values of alcohol-impaired drivers involved in fatal crashes, more fatalities occurred in May (28 fatalities), September (26), and October (27) compared to the other months.

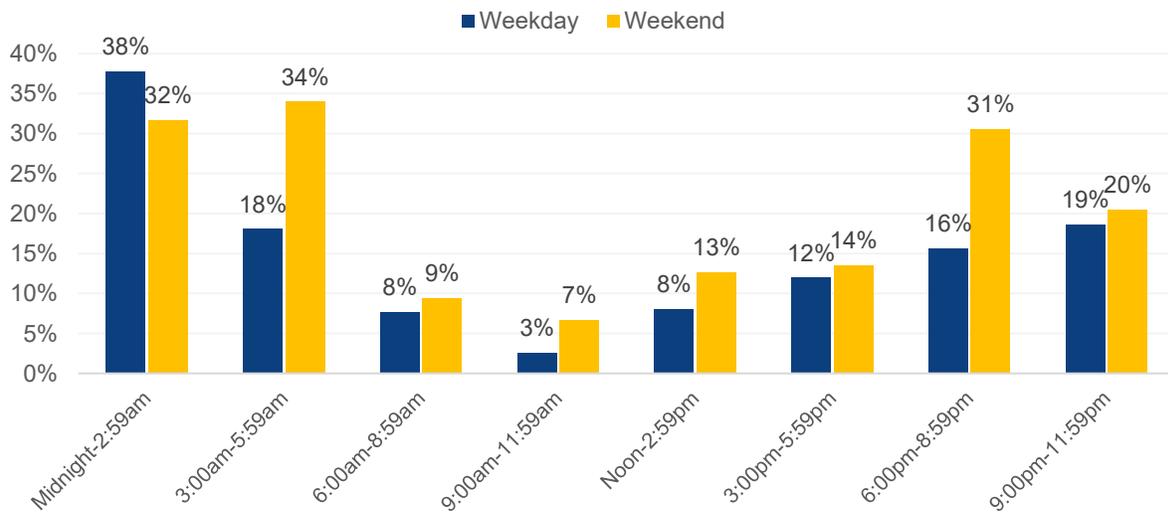
Georgia Fatalities Involving at Least One Driver with a Positive BAC result by Month, 2018



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

The percentage of traffic fatalities that involved at least one driver with a positive BAC result in 2018 is presented in the figure below by time of day and day of week. Fewer drivers are involved in fatal crashes during daytime hours, regardless of day of week. For most time periods (except from midnight to 2:59am), the proportion of alcohol-related fatal crashes was more on weekends than weekdays. Weekdays, midnight to 2:59 a.m., drivers involved in fatal crashes were most likely to be alcohol-impaired. On weekends, drivers involved in fatal crashes were more likely to be alcohol-impaired between the hours of 3:00am and 5:59am.

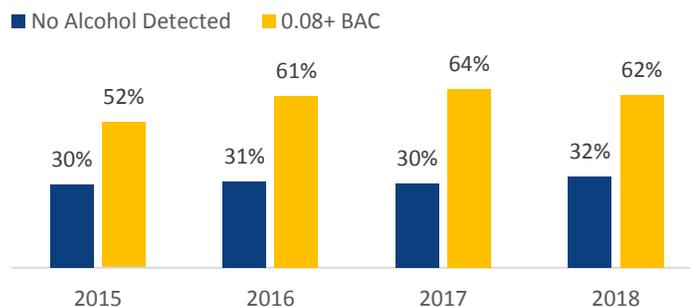
Georgia - Percent of Fatalities that Involved at Least One Driver with a Known Positive BAC Result by Weekdays/Weekends and Time of Day, 2018



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

The figure on the right shows the percent of unrestrained drivers by their known BAC at the time of the fatal crash from 2015 to 2018. In 2018, 62 percent of all alcohol-impaired drivers were unrestrained, compared to 32 percent of other non-impaired drivers who were unrestrained. The percent of unrestrained, alcohol-impaired drivers involved in fatal crashes increased by net 10 percent compared from 52 percent in 2015.

Percent of Unrestrained Drivers involved in Fatal Crashes by Known BAC of Driver, 2015-2018, Georgia

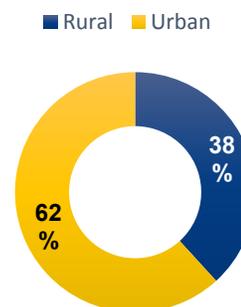


Source: Fatality Analysis Reporting System (FARS); 2009-2018 Annual Report File (ARF)

The number and percent of fatalities involving alcohol-impaired drivers by roadway function class and by rural/urban regions are shown in the table below. Eight percent of the 344 drivers involved in fatal crashes on the interstate had a known BAC of 0.08 g/dL or higher. In 2018, 62 percent of the alcohol-impaired traffic fatalities occurred in urban regions and 38 percent occurred in rural regions.

Speeding-Related Traffic Fatalities, by Roadway Function Class and Rural/Urban Regions, 2018, Georgia

Roadway Function Class	Alcohol Impaired Driver Involved		Other Crash		Total
	Number	Percent	Number	Percent	
Interstate, principal arterial	28	8%	316	92%	344
Freeway and expressway, principal arterial	6	25%	18	75%	24
Principal arterial, other	40	7%	530	93%	570
Minor arterial	59	10%	557	90%	616
Collector	31	12%	236	88%	267
Local	15	15%	84	85%	99



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

In 2018, 115 counties experienced at least one alcohol-related traffic fatality. Nearly half (46%) of all alcohol-related fatalities occurred in these top five counties. The top five counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+ are: Fulton (36 fatalities), DeKalb (33 fatalities), Gwinnett (16 fatalities), Cobb (14 fatalities), and Newton (10 fatalities).

The table on the next page provides information on alcohol-impaired drivers involved (fatally injured or surviving) in fatal crashes by the age and gender of driver. In 2018, the highest percentage of alcohol-impaired drivers was for 21- to 24-year-old drivers (19%), followed by 25- to 34-year-old drivers (14%). The 4-year comparison of alcohol-impaired drivers involved increased for older drivers (ages 55+ years) when compared to younger drivers. The percentages of alcohol-impaired drivers involved in fatal crashes in 2018 were 12 percent among males and 7 percent among females.

Known Alcohol-Impaired Drivers Involved in Fatal Crashes, by Age Group, Gender 2015 and 2018, Georgia

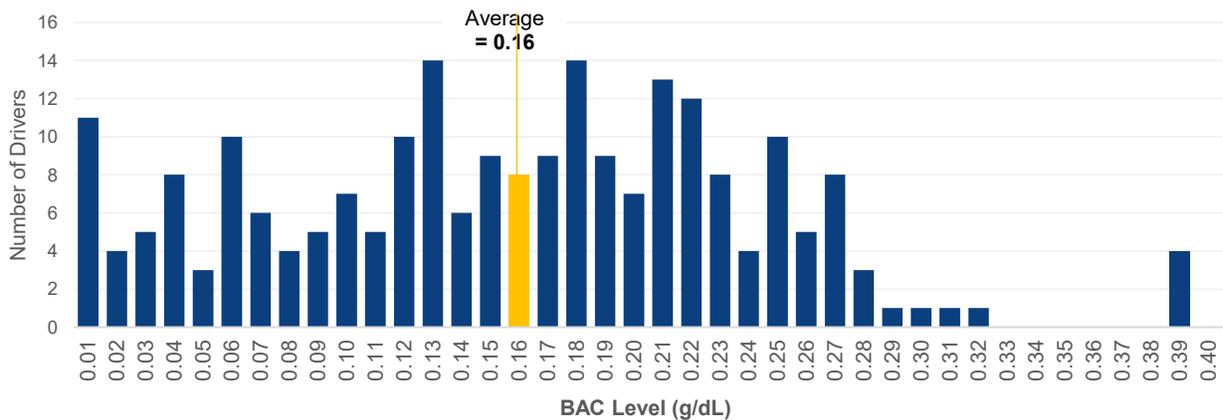
Age Group and Gender	2015			2018			Change in Percentage with BAC=.08+ g/dL 2015 and 2018
	Total Drivers	BAC=.08+ g/dL		Total Drivers	BAC=.08+ g/dL		
		Number	Percent		Number	Percent	
15-20	165	9	5%	192	6	3%	-2%
21-24	209	37	18%	210	39	19%	1%
25-34	403	79	20%	462	66	14%	-5%
35-44	321	53	17%	339	38	11%	-5%
45-54	354	40	11%	330	34	10%	-1%
55-64	258	22	9%	294	30	10%	2%
65-74	183	4	2%	173	8	5%	2%
75+	110	2	2%	99	4	4%	2%
Male	1,463	191	13%	1,461	182	12%	-1%
Female	544	55	10%	640	43	7%	-3%

Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

A BAC of 0.08 g/dL is considered to be impaired in the state of Georgia. Majority of drivers in fatal crashes with any measurable alcohol had BAC higher than 0.08 g/dL. All 225 drivers involved in fatal crashes with measurable BACs in 2018 were also impaired (BAC = .08+ g/dL). Fifty-six percent (127) also had BAC levels at or above 0.15 g/dL.

The figure below presents the distribution of BACs for those drivers with any alcohol in their systems. The average BAC across all drivers with alcohol in their system was 0.16 g/dL. The most frequently recorded BACs among drinking drivers in fatal crashes was at 0.13 g/dL and 0.18 g/dL.

Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Crashes, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-5 To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-9 To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Impaired Driving: Enforcement • Impaired Driving: Education and Outreach
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Impaired Driving Enforcement

Project Safety Impacts

In 2018, there were 1,504 fatalities in Georgia. Of those fatalities, 375 (25%) were caused by alcohol/drugs. Countermeasures related to Alcohol-and Drug-Impaired Driving have helped reduce crashes and fatalities. In Georgia, alcohol-impaired driving rates are very high in urban areas where alcohol establishments are most prevalent. These areas include: Metropolitan Atlanta, Augusta, Savannah, Macon, and Columbus. College towns such as Athens and Valdosta, though not heavily populated, tend to show trends of impaired driving problems as well. NHTSA’s findings show that 21 – 24 year-olds had the highest percentage (19%) of drivers with BACs of .08 or higher in fatal crashes followed by 25-34 year-old drivers (14%).

Linkage Between Program Area

The Governor’s Office of Highway Safety’s (GOHS) impaired driving program is geared toward jurisdictions where the incidences of impaired crashes among motorist and motorcyclist are the highest within the State of Georgia.

Governor’s Office of Highway Safety (GOHS) will administer and manage alcohol programs. This includes but is not limited to overseeing in-house grants and contracts, seeking and managing grants that foster

the agency's mission, collecting and analyzing data, seeking partnerships in the communities, and to providing training and public information necessary to ensure proper and efficient use of federal highway safety funds. The public information will include the creation of brochures, collateral messaging items and effective communication with the media and public.

Georgia maintains an annual comprehensive plan for conducting high visibility impaired driving enforcement and that plan will continue for the remainder of FY 2020 and FY 2021. The plan includes the following:

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

Georgia law enforcement agencies, including The Georgia State Patrol Nighthawks, will participate in four impaired driving mobilizations, including Thunder Task Force, by conducting checkpoints and/or saturation patrols on at least four nights during the national impaired driving campaigns as well as on a quarterly basis throughout FY 2021.

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

1. December 2020/January 2021
2. Thunder Task Force (Three Dates TBD)
3. July Fourth, 2021
4. Labor Day 2021

Statewide Impaired Driving Mobilization

Georgia participates in four annual statewide mobilizations, including the Thunder Task Force, to combat impaired driving. These campaigns occur during the December holiday, Fourth of July, Labor Day, and at least three (3) local deployments of the Thunder Task Force. Georgia utilizes its Traffic Enforcement Networks (TEN) which provide state and local law enforcement officers with a structured means of collaborating regionally on their unique highway safety priorities with emphasis on impaired driving. They also provide the ability to communicate regional highway safety priorities up the chain-of-command, to reach local and state policy makers, community leaders, legislators and others. The 16 regional networks are instrumental in carrying out this statewide impaired-driving enforcement campaign. The traffic enforcement networks work closely with The Georgia State Patrol.



FFY2021 Georgia Mobilizations*

Click it or Ticket Mobilization
November 16 – November 29, 2020
(National Mobilization)

Driver Sober or Get Pulled Over
December 14, 2020 – January 3, 2021
(National Mobilization)

Click it or Ticket Mobilization
May 17 – May 31, 2021
(National Mobilization)

One Hundred Days of Summer HEAT
May 17 - September 7, 2021

CIOT Border to Border
May 17, 2021

Operation Zero Tolerance
June 20 - July 5, 2021

Operation Southern Shield
July 19 - 24, 2021

Hands Across the Border
August 23 - 27, 2021

Drive Sober or Get Pulled Over
August 16 - September 7, 2021
(National Mobilization)

Strategic Thunder Mobilizations

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

Rationale for Selection

Impaired driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. In FFY 2020, the Governor's Office of Highway Safety (GOHS) funded nineteen (19) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units across the state in communities, including the Georgia State Patrol Nighthawks where impaired driving crashes and fatalities are consistently high. Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2021. The Highway Enforcement of

Aggressive Traffic (H.E.A.T) Units were established for the purpose of reducing the number of driving incidents. The Georgia State Patrol Nighthawks will continue to focus on impaired driving in the Fulton Co, Gwinnett Co, and Chatham Co areas. This will be accomplished through enforcement and education.

Georgia will continue to fund the H.E.A.T. projects in 2021.

Impaired Driving: Education and Outreach

Project Safety Impacts

Education and Outreach will be used throughout FFY 2021 to increase awareness by the general public of the dangers involved in impaired driving. By increasing knowledge and awareness of the dangers associated with this risky driving behavior, it is possible to reduce the number of individuals choosing to engage in the behaviors of driving while impaired. Reductions in the prevalence of impaired driving and the resulting related collisions, severe-injuries, and fatalities will have a significant and positive impact on traffic safety in the state of Georgia.

Linkage Between Program Area

Based on the analysis of the problem identification data, Georgia continues to have issues on the roadways regarding impaired driving. Georgia is considered a “low-range” state however, it is incumbent upon GOHS’s law enforcement partners to remain innovative in education efforts and to communicate both successes and failures.

Education and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing impaired-driving issues faced by the state, as determined through its problem identification process.

Mothers Against Drunk Driving (MADD) continues to educate local communities with a variety of youth and adult community events. Staff will engage volunteers at colleges, universities, and community organizations in drunk driving prevention advocacy. MADD attends local health fairs, community events and school rallies advocating for seat belt usage, the only protection against a drunk driver.

GOHS and The Prosecuting Attorney’s Council (PAC) recognize the need in Georgia for specialized prosecutors to focus on providing training and technical assistance in the area of traffic safety issues such as impaired driving, vehicular homicide, highway safety and community awareness. To meet these needs, Georgia’s Senior Traffic Safety Resource Prosecutors both have extensive experience in the fields of traffic prosecution. There has recently been a Drug Recognition Expert (DRE) added to the program who trains prosecutors and law enforcement in the most current impaired driving related case law and enforcement procedures.

GOHS coordinates with The GA Department of Driver Services to run the Alcohol and Drug Awareness Program (ADAP). It is an educational component that focuses on educating young drivers on the dangers of combining driving with the use of alcohol or drugs. This is an important part of the prevention equation. The ADAP is an effective tool in the multi-pronged approach to protecting Georgia’s drivers and passengers. Obtaining an ADAP certificate is mandatory before GA teens can

receive their driver's license. There is still much to be done to increase awareness among Georgia's teen drivers and their parents of the dangers of alcohol and drugs, particularly behind the wheel.

The Georgia Public Safety Training Center provides law enforcement training such as Standardized Field Sobriety (SFST), Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and other impaired driving courses that officers can receive. These trainings build on each other and give officers the necessary information to increase their enforcement of the impaired driving laws.

Rationale for Selection

Impaired driving is one of the leading causes of death and serious injury crashes on the roadways of Georgia. In FFY 2020, the Governor's Office of Highway Safety (GOHS) funded education and outreach projects across the state with a focus on deterring impaired driving. Including the Planned Activities listed in this Highway Safety Plan, the Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2021. Each of these projects contain an educational component to educate local drivers on the dangers of impaired driving.

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, Georgia will continue to offer education and outreach.

Planned Activities

Alcohol and Drug Awareness Program	
<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Impaired Driving: Education and Outreach
<i>Intended Subrecipients:</i>	Georgia Department of Driver Services
402 Alcohol and other Drugs	
<i>Planned Activity Description:</i>	To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Impaired Driving: Education and Outreach
<i>Intended Subrecipients:</i>	GAGOHS-Grantee
Mothers Against Drunk Driving - Georgia	
<i>Planned Activity Description:</i>	MADD Georgia works to end drunk driving, fight drugged driving, serve victims of these violent crimes and prevent underage drinking. MADD does this through community activations, delivering MADD's signature Power of You(th) and Power of Parents programs, supporting law enforcement agencies; participating as a media partner to GOHS for signature traffic safety programs such as Drive Sober or Get Pulled Over, and serving as a member of the state's Impaired Driving Task Force.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Impaired Driving: Education and Outreach
<i>Intended Subrecipients:</i>	Mothers Against Drunk Driving-Georgia
HEAT/Nighthawk DUI Task Force-North/South	
<i>Planned Activity Description:</i>	To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Impaired Driving: Enforcement
<i>Intended Subrecipients:</i>	Georgia Department of Public Safety

Traffic Safety Adjudication Program

<i>Planned Activity Description:</i>	This program will provide GA traffic prosecutors and LEOs with legal assistance, consultation, resource material, and training opportunities to aid in the prosecution of DUI and vehicular homicide cases
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">• Impaired Driving: Education and Outreach
<i>Intended Subrecipients:</i>	Prosecuting Attorney's Council

Impaired Driving Training Programs/SFST & DRE

<i>Planned Activity Description:</i>	Consists of advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">• Impaired Driving: Education and Outreach
<i>Intended Subrecipients:</i>	Georgia Public Safety Training Center

Projects

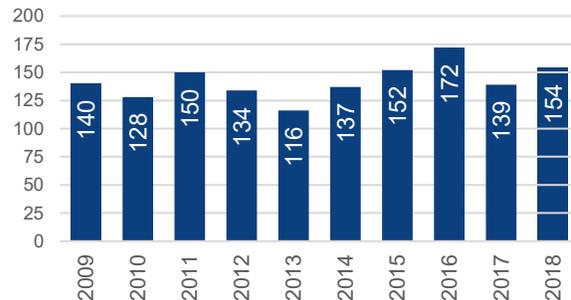
Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
M6X-2021-GA-00-17	Georgia Department of Driver Services	Alcohol and Drug Awareness Program	FAST ACT 405d	\$51,782.88
AL-2021-GA-00-35	GAGOHS- Grantee	402AL: Alcohol and other Drugs	FAST ACT 402 AL	\$53,400.00
M6X-2021-GA-00-42	Mothers Against Drunk Driving-Georgia	Mothers Against Drunk Driving Georgia	FAST ACT 405d	\$156,624.51
M6X-2021-GA-01-18	Prosecuting Attorney's Council	Traffic Safety Adjudication Program	FAST ACT 405d	\$475,000.00
M6X-2021-GA-00-37	Georgia Public Safety Training Center	Impaired Driving Training Programs/SFST & DRE	FAST ACT 405d	\$509,638.42
M6X-2021-GA-00-13	Georgia Department of Public Safety	HEAT/Nighthawk DUI Task Force-North/South	FAST ACT 405d	\$2,453,177.72
			TOTAL	\$3,699,623.53

MOTORCYCLE SAFETY

Description of Highway Safety Problems

In 2018, there were 154 motorcyclists fatally injured in motor vehicle traffic crashes – an increase of 11 percent (+15 fatalities) from the 139 motorcyclists fatally injured in 2017. Motorcyclists accounted for 10 percent of all traffic fatalities. Of the 154 motorcyclists killed in traffic crashes, 96 percent (148) were riders and 4 percent (6) were passengers. The figure to the right presents information about motorcyclists fatally injured from 2009 to 2018. From 2013 to 2016, motorcyclist fatalities increased by 48 percent and peaked in 2016 during the 10-year period.

Motorcyclists Fatally Injured, 2009–2018, Georgia

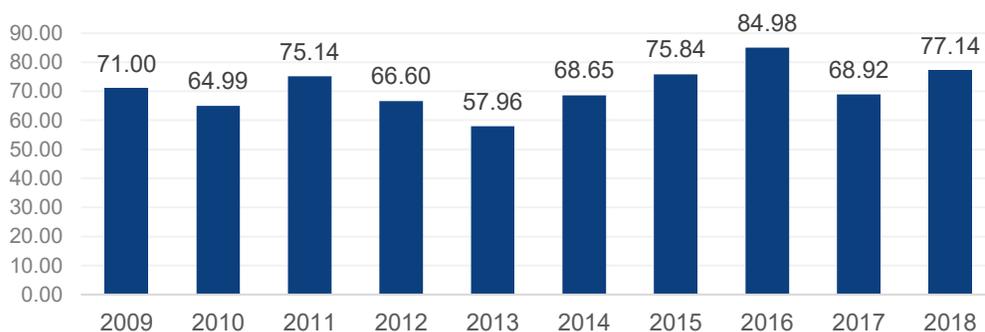


Source: FARS 2009-2018 Annual Report File (ARF), Georgia

According to FARS data, the number of un-helmeted motorcyclist fatalities in Georgia doubled from 9 un-helmeted motorcyclist fatalities in 2016 to 18 un-helmeted motorcyclist fatalities in 2017. In 2018, 16 out of the 154 motorcyclists killed in crashes were un-helmeted.

While motorcycles are an increasingly popular means of transportation, there was a slight decrease in the number of registered motorcycles in the state of Georgia. In 2018, there were an estimated 199,635 motorcycle registrations in Georgia – a 1 percent decline from 2017. In 2018, there were 77 motorcyclist fatalities out of every 100,000 registered motorcycle in Georgia. The figure below shows rate of motorcyclist fatalities per 100,000 registrations during the 10-year period.

Motorcyclist Fatalities per 100,000 Motorcycle Registrations, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2018 Final File, Georgia Department of Revenue (DOR)

The 35-and-older age group made up 68 percent of motorcyclists killed in 2009 as compared to 57 percent of the motorcyclists killed in 2018. Over the 10-year period from 2009 to 2018, fatalities among the 35-and-older age group decreased by 7 percent (from 95 to 88). The number of motorcyclists

among the age group 25-to-34 years increased by 48 percent from 25 fatalities in 2009 to 37 fatalities in 2018.

Weekday is defined as 6 a.m. Monday to 5:59 p.m. Friday, and weekend is defined as 6 p.m. Friday to 5:59 a.m. Monday. The table below shows that in 2009 and 2018 roughly half the motorcyclists were killed in traffic crashes during the weekend versus weekday. Based on the difference in the number of hours between weekday and weekend, there were more than 1.4 times as many motorcyclist fatalities in traffic crashes occurring on the weekend compared to the weekday in 2018.

Motorcyclist Fatalities, by Age Group, Year, and Day of Week, 2009 and 2018, Georgia

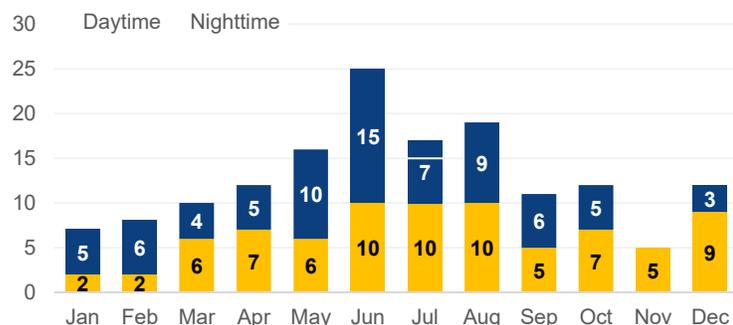
Age Group	2009			2018		
	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Total*	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Total
15-20	1	3	4	9	2	11
21-24	8	8	16	8	10	18
25-34	13	12	25	23	14	37
35-44	19	17	36	15	11	26
45-54	14	14	28	13	14	27
55-64	13	12	26*	14	10	24
65+	2	3	5	8	3	11
TOTAL	70	69	140	90	64	154

Source: Fatality Analysis Reporting System (FARS) 2009 and 2018 Final File, Georgia

*Note: The 2009 total includes one motorcyclist fatality with unknown time of crash that occurred on a Friday

The figure to the right shows the number of motorcyclist fatalities by month and time of day for 2018. In 2018, more motorcyclist fatalities occurred during summer months (June, July, and August). In 2018, 16 percent of motorcyclist fatalities injured occurred in the month of June alone (25 out of 154). Nearly half of the motorcyclist fatalities occurred at nighttime (49%) across all months in 2018.

Motorcyclist Fatalities by Month and Time of Day, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2018 Final File, Georgia

The number of motorcyclist fatalities by roadway function class is shown in the table on the right. Of the 154 motorcyclist fatalities that occurred in 2018, 48 (31%) occurred on minor arterial roads. In 2018, 81 percent of motorcyclist fatalities occurred in urban regions and 19 percent occurred in rural regions.

Motorcyclist Fatalities, by Roadway Function Class and Rural/Urban Regions, 2017-2018, Georgia

Roadway Function Class	2017	2018
Minor arterial	31	48
Local	25	31
Principal arterial, other	41	30
Collector	23	26
Interstate, principal arterial	16	18
Freeway and expressway, principal arterial	3	1

Source: Fatality Analysis Reporting System (FARS); 2017-2018 Annual Report File (ARF), Georgia

Alcohol is also a significant risk factor among Georgia motorcycle rider fatalities. In 2018 14% of Georgia’s motorcycle riders killed in fatal crashes reported 0.08+ Blood Alcohol Concentration (BAC). In 2017 and 2018, 35% of all (surviving and fatally injured) drivers and motorcycle riders involved in fatal crashes were tested for alcohol consumption with a recorded BAC (759 vehicle operators were tested for alcohol out of the 2,147 vehicle operators that were involved in fatal crashes). In 2018, 54 percent of drivers fatally injured, and 21 percent of surviving drivers involved in fatal crashes had BAC results reported.

The combined table below shows the number of motorcycle crashes with another vehicle, motorcycle registrations, crash rate, motorcycle crashes involving alcohol, and motorcyclist fatalities by county.

Motorcycle Crashes with another Vehicle, Registrations, Crash Rate, Crashes Involving Alcohol, and Fatalities by county, Georgia

Source: GDOT, DOR, FARS

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Dekalb	196	6,689	29.3	2	12
Clinch	2	73	27.4	-	-
Fulton	276	10,234	27.0	7	21
Bibb	43	1,884	22.8	1	1
Richmond	64	2,940	21.8	6	1
Clayton	65	3,081	21.1	2	6
Chatham	97	4,673	20.8	9	3
Montgomery	3	166	18.1	2	-
Clarke	22	1,233	17.8	2	3
Rockdale	30	1,695	17.7	-	-
Newton	43	2,645	16.3	4	5
Randolph	1	63	15.9	-	-
Cobb	188	12,362	15.2	2	8
Wheeler	1	67	14.9	-	-
Peach	9	628	14.3	2	1
Mitchell	4	287	13.9	-	-
Telfair	2	144	13.9	-	1
Douglas	40	3,011	13.3	-	3

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Liberty	21	1,607	13.1	5	-
Floyd	31	2,392	13.0	5	-
Muscogee	35	2,786	12.6	2	3
Dougherty	12	971	12.4	-	-
Butts	10	824	12.1	-	1
Gwinnett	154	12,694	12.1	13	10
Bulloch	15	1,254	12.0	1	1
Gordon	20	1,725	11.6	3	4
Carroll	37	3,249	11.4	1	2
Coffee	7	620	11.3	1	1
Jeff Davis	2	178	11.2	1	-
Catoosa	19	1,714	11.1	1	-
Henry	55	5,205	10.6	4	3
Crisp	3	296	10.1	-	1
Polk	12	1,194	10.1	2	-
Johnson	1	101	9.9	-	-
Walton	27	2,739	9.9	2	3
Hall	47	4,785	9.8	3	5
Whitfield	22	2,243	9.8	3	-
Stephens	8	820	9.8	1	1
Lumpkin	13	1,342	9.7	1	3
White	11	1,147	9.6	2	1
Ware	5	528	9.5	-	-
Spalding	15	1,586	9.5	-	-
Dade	4	437	9.2	-	1
Morgan	6	659	9.1	-	-
Lowndes	21	2,384	8.8	2	6
Tift	6	696	8.6	-	1
Toombs	4	479	8.4	-	2
Long	4	480	8.3	2	1
Bartow	28	3,381	8.3	4	3
Walker	16	1,955	8.2	2	-
Rabun	5	614	8.1	-	-
Columbia	28	3,441	8.1	2	2
Franklin	6	738	8.1	-	-
McDuffie	4	500	8.0	2	2
Glynn	14	1,754	8.0	-	-
Troup	11	1,395	7.9	1	2
Houston	29	3,743	7.7	1	-
Brooks	2	262	7.6	-	-
Ben Hill	2	264	7.6	-	-
Effingham	16	2,192	7.3	3	1
Cook	2	276	7.2	-	-
Crawford	3	428	7.0	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Laurens	6	859	7.0	-	-
Dawson	8	1,155	6.9	-	-
Baldwin	5	724	6.9	-	1
Coweta	29	4,259	6.8	-	2
Thomas	5	751	6.7	1	-
Madison	5	780	6.4	-	2
Oconee	5	797	6.3	-	-
Union	9	1,454	6.2	-	-
Forsyth	31	5,064	6.1	3	1
Haralson	6	991	6.1	-	-
Dodge	2	331	6.0	-	-
Cherokee	42	7,004	6.0	3	4
Charlton	1	167	6.0	2	1
Monroe	5	844	5.9	-	-
Fannin	7	1,250	5.6	1	-
Towns	3	545	5.5	1	1
Lincoln	1	185	5.4	-	-
Paulding	24	4,444	5.4	-	2
Wilkes	1	188	5.3	-	-
Habersham	7	1,360	5.1	2	-
Wayne	3	588	5.1	-	2
Decatur	2	392	5.1	-	1
Bryan	7	1,373	5.1	-	-
Lamar	3	594	5.1	-	-
Pulaski	1	202	5.0	1	-
Pickens	7	1,418	4.9	-	1
Twiggs	1	211	4.7	-	-
Gilmer	6	1,305	4.6	-	-
Jefferson	1	224	4.5	-	-
Lanier	1	229	4.4	-	-
Colquitt	3	695	4.3	1	1
Berrien	2	467	4.3	1	1
Hart	3	710	4.2	-	-
Lee	3	735	4.1	-	-
Jackson	9	2,220	4.1	-	3
Screven	1	247	4.0	-	-
Fayette	12	3,006	4.0	1	1
Elbert	2	501	4.0	-	1
Barrow	10	2,538	3.9	1	1
Putnam	2	515	3.9	1	-
Burke	2	522	3.8	-	-
Jasper	2	530	3.8	-	1
Appling	1	274	3.6	-	-
Washington	1	290	3.4	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Chattooga	2	583	3.4	-	1
McIntosh	1	313	3.2	1	-
Brantley	1	336	3.0	-	-
Pierce	1	338	3.0	-	-
Greene	1	350	2.9	1	1
Camden	5	1,762	2.8	-	-
Tattnall	1	357	2.8	-	-
Banks	2	733	2.7	-	-
Pike	2	757	2.6	2	-
Murray	3	1,169	2.6	-	-
Sumter	1	411	2.4	-	-
Emanuel	1	422	2.4	-	-
Worth	1	483	2.1	-	-
Harris	2	1,174	1.7	-	-
Meriwether	1	638	1.6	-	-
Jones	1	765	1.3	-	-
Upton	-	662	-	-	-
Grady	-	492	-	-	-
Oglethorpe	-	386	-	-	-
Heard	-	370	-	-	-
Bleckley	-	318	-	-	-
Candler	-	235	-	-	-
Chattahoochee	-	209	-	-	-
Dooly	-	193	-	-	-
Evans	-	190	-	-	-
Wilkinson	-	184	-	-	-
Bacon	-	182	-	-	-
Marion	-	181	-	1	-
Terrell	-	178	-	-	-
Seminole	-	174	-	-	-
Irwin	-	172	-	-	-
Macon	-	165	-	-	-
Treutlen	-	161	-	-	-
Early	-	150	-	-	-
Talbot	-	147	-	-	-
Turner	-	139	-	-	-
Hancock	-	126	-	-	-
Taylor	-	126	-	-	-
Wilcox	-	123	-	-	-
Atkinson	-	117	-	1	-
Schley	-	100	-	-	-
Jenkins	-	92	-	-	-
Miller	-	85	-	-	-
Echols	-	82	-	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Calhoun	-	68	-	-	-
Warren	-	62	-	-	-
Stewart	-	58	-	-	-
Glascock	-	48	-	-	-
Webster	-	45	-	-	-
Baker	-	39	-	-	-
Quitman	-	35	-	-	-
Taliaferro	-	31	-	-	-
Clay	-	28	-	-	-
Total	2,192	199,635	10.98	134	154

Motorcyclist Awareness Program

The name and organization of the head of the designated State authority over motorcyclist safety issues is **Mr. Spencer Moore, Commissioner of the Georgia Department of Driver Services.** Georgia's motorcyclist awareness program was developed in coordination with the Georgia Department of Driver Services and the Georgia Governor's Office of Highway Safety (see Appendix B for certification).

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-7 To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8 To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28

The chart below is based on the most recent finalized state data and represents the total number of motorcycle crashes with another vehicle (2,192) for calendar year 2018.

Motorcycle Crashes Involving another Vehicle by County, Georgia

Source: GDOT

County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle
Fulton	276	Tift	6	Lanier	1
DeKalb	196	Franklin	6	Screven	1
Cobb	188	Laurens	6	Appling	1
Gwinnett	154	Haralson	6	Washington	1
Chatham	97	Gilmer	6	McIntosh	1
Clayton	65	Ware	5	Brantley	1
Richmond	64	Rabun	5	Pierce	1
Henry	55	Baldwin	5	Greene	1
Hall	47	Thomas	5	Tattnall	1
Bibb	43	Madison	5	Sumter	1
Newton	43	Oconee	5	Emanuel	1
Cherokee	42	Monroe	5	Worth	1
Douglas	40	Camden	5	Meriwether	1
Carroll	37	Mitchell	4	Jones	1
Muscogee	35	Dade	4	Atkinson	-
Floyd	31	Toombs	4	Bacon	-
Forsyth	31	Long	4	Baker	-

County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle
Rockdale	30	McDuffie	4	Bleckley	-
Houston	29	Montgomery	3	Calhoun	-
Coweta	29	Crisp	3	Candler	-
Bartow	28	Crawford	3	Chattahoochee	-
Columbia	28	Towns	3	Clay	-
Walton	27	Wayne	3	Dooly	-
Paulding	24	Lamar	3	Early	-
Clarke	22	Colquitt	3	Echols	-
Whitfield	22	Hart	3	Evans	-
Liberty	21	Lee	3	Glascock	-
Lowndes	21	Murray	3	Grady	-
Gordon	20	Clinch	2	Hancock	-
Catoosa	19	Telfair	2	Heard	-
Walker	16	Jeff Davis	2	Irwin	-
Effingham	16	Brooks	2	Jenkins	-
Bulloch	15	Ben Hill	2	Macon	-
Spalding	15	Cook	2	Marion	-
Glynn	14	Dodge	2	Miller	-
Lumpkin	13	Decatur	2	Oglethorpe	-
Dougherty	12	Berrien	2	Quitman	-
Polk	12	Elbert	2	Schley	-
Fayette	12	Putnam	2	Seminole	-
White	11	Burke	2	Stewart	-
Troup	11	Jasper	2	Talbot	-
Butts	10	Chattooga	2	Taliaferro	-
Barrow	10	Banks	2	Taylor	-
Peach	9	Pike	2	Terrell	-
Union	9	Harris	2	Treutlen	-
Jackson	9	Randolph	1	Turner	-
Stephens	8	Wheeler	1	Upson	-
Dawson	8	Johnson	1	Warren	-
Coffee	7	Charlton	1	Webster	-
Fannin	7	Lincoln	1	Wilcox	-
Habersham	7	Wilkes	1	Wilkinson	-
Bryan	7	Pulaski	1	TOTAL	2,192
Pickens	7	Twiggs	1		
Morgan	6	Jefferson	1		

GOHS' planned awareness activities related to other driver awareness of motorcycles will target the top 18 counties identified above by yellow highlight. This represents 67% of counties with the highest number of motorcycle crashes with another vehicle.

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Communication and Outreach: Other Driver Awareness of Motorcyclists
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Communication and Outreach: Other Driver Awareness of Motorcyclists

Project Safety Impacts

Georgia's Communication Plan targets those counties that account for the majority of crashes involving a motorcycle and another vehicle. The countermeasure for this performance measure will be "Motorcycle: Communication and Outreach: Other Driver Awareness of Motorcyclists." GOHS will use paid media outdoor advertising billboards that promote motorcyclists awareness for operators of motor vehicles on the road in the "Born to Be Seen" campaign (Share the Road type messaging). GOHS will also use earned media for an event in metro Atlanta to promote "Motorcycle Safety Awareness" month. These activities will be coordinated with the Georgia Department of Driver Services, which administers training, testing and licensing for motorcycle operators in the state. GOHS will work on earned media events in the metro Atlanta area and outdoor billboards that promote motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists.

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

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

The Georgia Department of Driver Services manages the Georgia Motorcycle Safety Program (GMSP) and currently offers a two-pronged approach to reduce motorcycle-related fatalities and crashes: outreach programs promoting motorcycle safety, and rider education courses. Within the education courses and program, DDS provides improvements in program delivery of motorcycle training to both urban and rural areas that includes the repair (maintenance and fuel) of their practice motorcycles. The need for the Motorcycle Safety Outreach Program is critical to maintain an adequate presence at industry events, local schools, regional meetings, motorcycle shows and rides to promote State and national safety initiatives. The GMSP Outreach Coordinator works full-time to educate Georgia motorists to "Share the Road" with motorcycles to reduce the number of motorcycle crashes, injuries and fatalities on our roadways. GMSP will launch a statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists.

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

Linkage Between Program Area

While the 154 motorcycle fatalities in Georgia in 2018 were ten percent (10%) of all traffic fatalities in the state for the year and an 11% increase in overall motorcycle fatalities, the number of un-helmeted motorcycle fatalities reduced slightly from 18 in 2017 to 16 in 2018. 41 percent of the motorcycle fatalities took place in six counties (Fulton, DeKalb, Gwinnett, Cobb, Clayton, and Lowndes) with five of those six counties being in the metro Atlanta area. With the five-year moving average set at 166 motorcycle fatalities in 2021, the communications and outreach programs will be vital in the effort to keep the number of fatalities below the forecast average

Rationale for Selection

The countermeasure supports Motorcycle Communications Outreach to encourage the motoring public to watch for motorcycles (Share the Road) through times of the year when motorcycle use is highest, including May, which NHTSA has designated Motorcycle Safety Awareness Month. While Georgia's motorcycle fatality rate increased as predicted from 2017 to 2018, it is unfortunately expected to continue to climb in 2019 and 2020. Therefore, it is vital to continue the communications and outreach measures with proven paid media strategies.

Planned Activities

2021 Motorcycle Programs	
<i>Planned Activity Description:</i>	Motorcycle awareness program that features social media campaigns, outreach programs, distribution of educational items to promote the “Share the Road with Motorcycles,” rider coach professional development and training.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication and Outreach: Other Driver Awareness of Motorcyclists • Communication and Outreach: Alcohol-Impaired Motorcyclists
<i>Intended Subrecipients:</i>	Georgia Department of Driver Services

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
M9X-2021-GA-00-19	Georgia Department of Driver Services	Motorcycle Safety	FAST Act 405f	\$114,902.52
			TOTAL	\$114,902.52

Impaired Driving Program

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-5 To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Communication and Outreach: Alcohol-Impaired Motorcyclists
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Communication and Outreach: Alcohol-Impaired Motorcyclists

Project Safety Impacts

The countermeasure for this performance measure will be “Motorcycle: Communication and Outreach: Alcohol Impaired Motorcyclists. Georgia will make paid media statewide radio buy through the Georgia Association of Broadcasters in the warmer weather months when motorcycle travel takes place. These activities will be coordinated with the Georgia Department of Driver Services which administers training, testing and licensing for motorcycle operators in the state. Georgia will conduct earned media events in metro Atlanta and other areas where high incidents of impaired rider crashes, injuries, and fatalities occur. Georgia will also participate in the national campaign “Drive Sober or Get Pulled Over.”

Georgia will fund data driven projects that focus on impaired driving enforcement and education. The Highway Enforcement of Aggressive Traffic Units operate in a majority of the counties where impaired driving crashes occurred in 2018. The chart below describes the proposed FFY 2021 grantees, counties represented, total fatalities, impaired driving fatalities, and motorcycle fatalities. Funds granted to these projects include 402 Police Traffic Services and 405d Impaired Driving funds.

FFY 2021 Proposed Highway Enforcement of Aggressive Traffic (H.E.A.T.) Grantees

County	Grantee	Total Fatalities				Alcohol-Related Fatalities				Motorcyclist Fatalities			
		2015	2016	2017	2018	2015	2016	2017	2018	2015	2016	2017	2018
Bibb	DPS-Nighthawks	21	28	34	33	6	4	7	7	4	1	1	1
	Bibb County SO												
Bulloch	DPS-Nighthawks	15	18	14	8	4	2	6	1	0	0	3	1
Burke	Burke Co SO	3	8	12	10	0	4	5	3	0	0	1	0
Carroll	Carroll Co SO	27	20	28	22	7	2	6	6	4	4	2	2
Chatham	DPS-Nighthawks	54	44	29	37	14	14	7	8	7	2	3	3
	Savannah PD												
Cherokee	Cherokee Co SO	12	7	32	18	3	0	3	3	1	0	2	4
Cobb	Cobb Co PD	49	59	53	57	12	19	15	14	4	13	9	8
Dawson	Dawson Co SO	12	5	7	7	2	1	2	1	2	1	1	0
DeKalb	DeKalb Co PD	83	80	95	108	25	23	27	33	8	11	12	12
Douglas	Douglas Co SO	22	21	17	18	4	4	3	4	5	3	1	3
Forsyth	Forsyth Co SO	13	11	15	16	4	1	2	4	1	1	3	1
Fulton	DPS-Nighthawks	104	130	115	130	31	36	27	36	13	15	14	21
	Atlanta PD												
Glynn	Glynn Co PD	9	7	16	11	1	1	5	2	0	2	0	0
Gwinnett	DPS-Nighthawks	67	61	66	62	20	22	23	16	12	12	4	10
	Snellville PD												
Habersham	Habersham Co SO	9	12	7	3	4	4	1	0	1	1	0	0
Hall	Hall County SO	33	31	31	24	9	8	8	3	4	4	4	5
Henry	Henry Co PD	29	26	27	24	5	7	6	7	3	1	7	3
Laurens	Dublin PD	11	9	13	10	3	3	2	0	1	0	1	0
Muscogee	DPS-Nighthawks	14	27	26	21	5	8	11	4	1	6	3	3
Newton	Newton Co SO	18	21	17	24	7	2	7	10	1	1	0	5
Rockdale	Rockdale Co SO	7	13	14	8	2	1	7	3	1	4	1	0

Note: DPS Nighthawks are part of the GA State Patrol and split their time between the counties of Fulton/Gwinnett/Chatham/Bulloch and Muscogee/Bibb. Fulton/Gwinnett – North Team, Chatham/Bulloch – South Team
Muscogee/Bibb – Middle GA Team

Linkage Between Program Area

While Georgia was able to reduce the number of motorcycle crashes involving an impaired operator from 159 in 2017 to 134 in 2018, there is still need for increased communication, outreach, and enforcement of impaired driving laws. Many of the same counties that are high in motorcycle fatalities and impaired driving fatalities (listed above) are the same as those where motorcycle crashes involving an impaired operator are high.

The chart below is based on the most finalized state data and represents the total number of motorcycle crashes in 2018 which involved an impaired operator (134).

Motorcycle Crashes Involving an Impaired Operator by County, Georgia

Source: GDOT

County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol
Total	134				
Gwinnett	13	Marion	1	Lamar	-
Chatham	9	Atkinson	1	Lanier	-
Fulton	7	Appling	-	Laurens	-
Richmond	6	Bacon	-	Lee	-

County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol
Liberty	5	Baker	-	Lincoln	-
Floyd	5	Baldwin	-	Macon	-
Newton	4	Banks	-	Madison	-
Henry	4	Ben Hill	-	Meriwether	-
Bartow	4	Bleckley	-	Miller	-
Gordon	3	Brantley	-	Mitchell	-
Hall	3	Brooks	-	Monroe	-
Whitfield	3	Bryan	-	Morgan	-
Effingham	3	Burke	-	Murray	-
Forsyth	3	Butts	-	Oconee	-
Cherokee	3	Calhoun	-	Oglethorpe	-
Dekalb	2	Camden	-	Paulding	-
Clayton	2	Candler	-	Pickens	-
Montgomery	2	Chattahoochee	-	Pierce	-
Clarke	2	Chattooga	-	Quitman	-
Cobb	2	Clay	-	Rabun	-
Peach	2	Clinch	-	Randolph	-
Muscogee	2	Cook	-	Rockdale	-
Polk	2	Coweta	-	Schley	-
Walton	2	Crawford	-	Screven	-
White	2	Crisp	-	Seminole	-
Lowndes	2	Dade	-	Spalding	-
Long	2	Dawson	-	Stewart	-
Walker	2	Decatur	-	Sumter	-
Columbia	2	Dodge	-	Talbot	-
McDuffie	2	Dooly	-	Taliaferro	-
Charlton	2	Dougherty	-	Tattnall	-
Habersham	2	Douglas	-	Taylor	-
Pike	2	Early	-	Telfair	-
Bibb	1	Echols	-	Terrell	-
Bulloch	1	Elbert	-	Tift	-
Carroll	1	Emanuel	-	Toombs	-
Coffee	1	Evans	-	Treutlen	-
Jeff Davis	1	Franklin	-	Turner	-
Catoosa	1	Gilmer	-	Twiggs	-
Stephens	1	GlascocK	-	Union	-
Lumpkin	1	Glynn	-	Upson	-
Troup	1	Grady	-	Ware	-
Houston	1	Hancock	-	Warren	-
Thomas	1	Haralson	-	Washington	-
Fannin	1	Harris	-	Wayne	-
Towns	1	Hart	-	Webster	-
Pulaski	1	Heard	-	Wheeler	-
Colquitt	1	Irwin	-	Wilcox	-
Berrien	1	Jackson	-	Wilkes	-
Fayette	1	Jasper	-	Wilkinson	-
Barrow	1	Jefferson	-	Worth	-
Putnam	1	Jenkins	-		
McIntosh	1	Johnson	-		
Greene	1	Jones	-		

GOHS' planned awareness activities will target the 15 counties above highlighted in yellow, which represent 56% of counties with the highest number of impaired operator motorcycle crashes. The majority of those highlighted above include metropolitan areas as well as the northeast Georgia mountain corridor.

Rationale for Selection

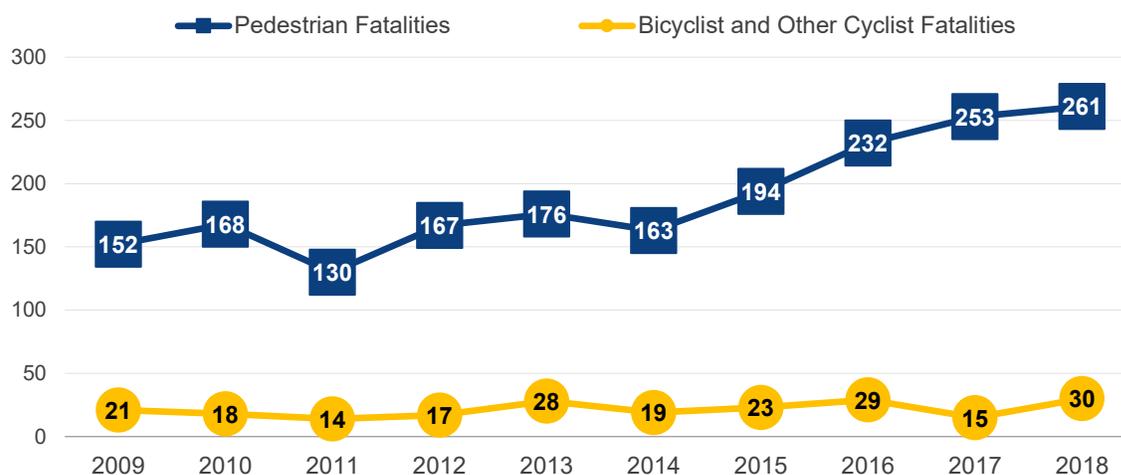
The countermeasure supports Motorcycle Communications and Outreach: Alcohol-Impaired Motorcyclists through times of the year when motorcycle use is highest, including May which NHTSA has designated as Motorcycle Safety Awareness Month. Georgia will focus on areas where motorcycle crashes involving an impaired operator are highest which include the metro areas and northeast Georgia mountain areas.

NON-MOTORIZED SAFETY PROGRAMS (PEDESTRIANS AND BICYCLISTS)

Description of Highway Safety Problems

In 2018 there were 261 pedestrians and 30 bicyclists fatally injured in traffic crashes in the state of Georgia (figured below). The 261 pedestrian fatalities in 2018 were a 60 percent increase from 163 pedestrian fatalities in 2014.

Pedestrian and Bicyclist Fatalities in Traffic Crashes, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009-2018

The table (right) presents the distribution of pedestrian and bicyclist fatalities as a percentage of total motor vehicle fatalities in the 10-year period from 2009 to 2018. In 2018, 19 percent of all traffic fatalities were pedestrians or bicyclists. In 2014, 16 percent of all traffic fatalities were pedestrians or bicyclists.

Total Fatalities and Pedestrian/Bicyclist Fatalities in Traffic Crashes, 2009–2018, Georgia

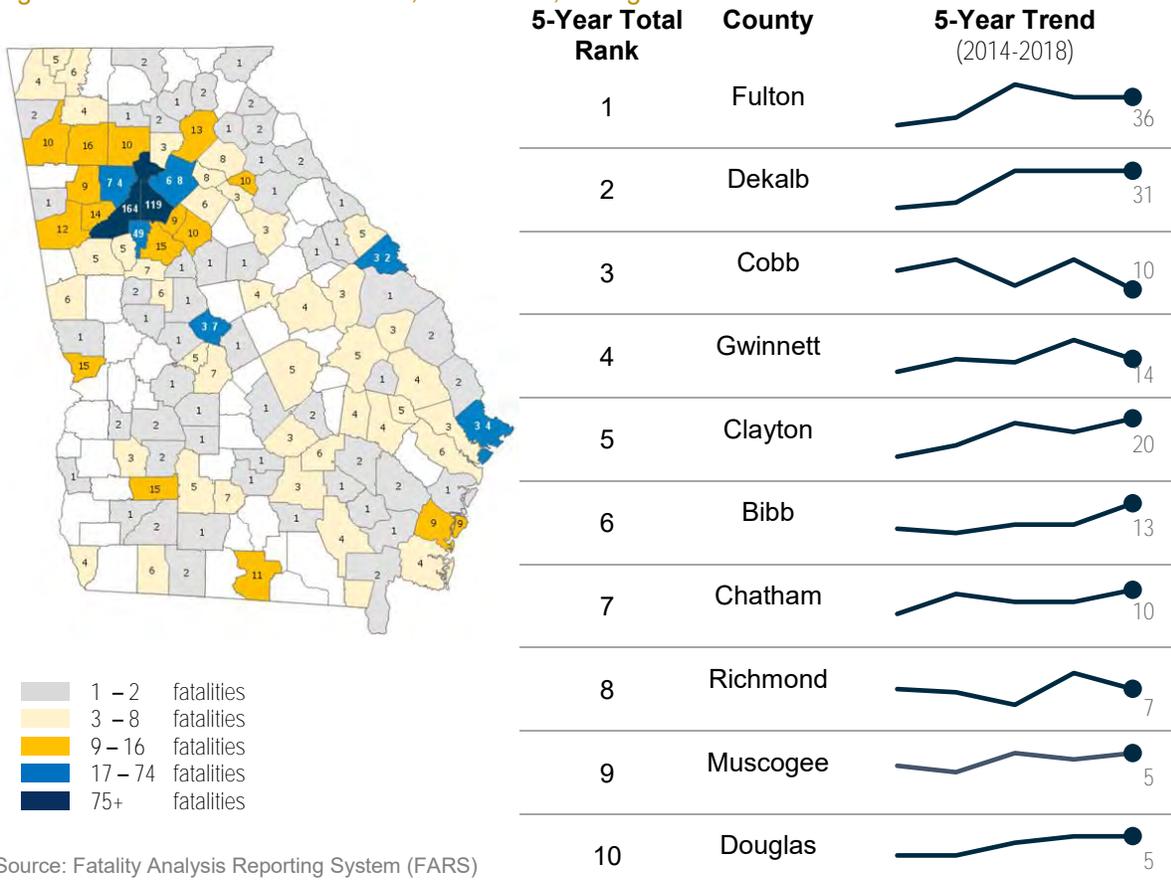
Year	Total Fatalities	Pedestrian and Bicyclist Fatalities	Percentage of Total Fatalities
2009	1,292	173	13%
2010	1,247	186	15%
2011	1,226	144	12%
2012	1,192	184	15%
2013	1,180	204	17%
2014	1,164	182	16%
2015	1,432	217	15%
2016	1,556	261	17%
2017	1,540	268	17%
2018	1,504	291	19%

Source: Fatality Analysis Reporting System (FARS) 2009-2018

The map below presents the 5-year total number of pedestrians killed by county (2014-2018) and the trend of the top ten counties with the highest pedestrian traffic fatalities.

- During the 5-year period between 2014 and 2018, 120 out of 159 Georgia counties experienced at least one pedestrian traffic fatality. The number of pedestrian fatalities within the 5-year period was highest in Fulton County (166), followed by DeKalb County (129) and Cobb County (72).
- In 2018, the number of pedestrians killed in Fulton County remained at 36 for the second straight year. The number of pedestrians killed in DeKalb County remained at 31 deaths in 2016, 2017, and 2018. The number of pedestrians killed in Cobb County decreased to 10 deaths from 18 deaths in 2017.

5-Year Total Pedestrian Fatalities by County and 5-Year Trend of Top Ten Counties with the Highest Pedestrian Traffic Fatalities, 2014-2018, Georgia



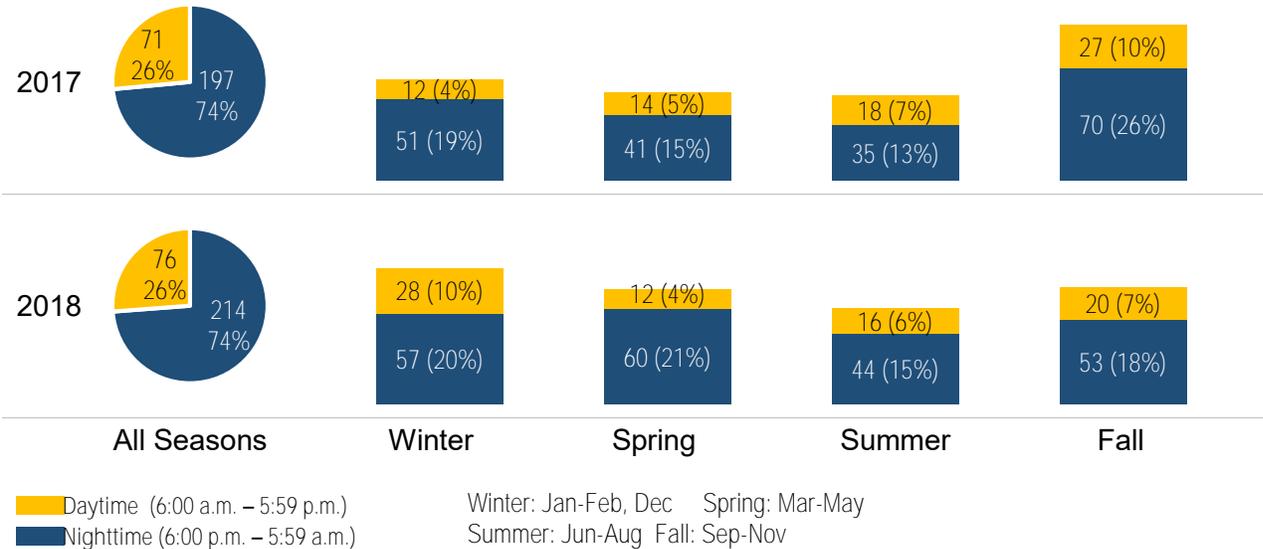
Source: Fatality Analysis Reporting System (FARS)

Season and Time of Day

The figure below displays information on environmental characteristics (season and time of day) describing where and when pedestrian and bicyclists fatalities occurred in 2017 and 2018.

- Across all seasons, more pedestrian and bicyclists fatalities occurred during the nighttime hours (6:00 p.m. – 5:59 a.m.) than in the daytime hours. In 2017 and 2018, 74 percent of pedestrian and bicyclists (214 out of 290²⁰ in 2018) were fatally injured during the nighttime.
- In 2017, more pedestrian and bicyclists fatalities occurred during fall months (September to November) followed by the winter months (January, February, and December). In 2017, 36 percent of pedestrian and bicyclists (97 out of 268) were killed during the fall months and 23 percent (63 out of 268) were killed during the winter months. In 2018, more pedestrian and bicyclists fatalities occurred during the winter months (85 out of 290²⁰).
- Less pedestrian and bicyclists fatalities occurred during the summer months (June to August). In 2017, 20 percent of pedestrian and bicyclists (53 out of 268) were fatally injured during the summer months. In 2018, 21 percent of pedestrian and bicyclists (60 out of 290²⁰) were fatally injured during the summer months.

Pedestrian and Bicyclists Fatalities (Count* and Percent) in Relation to Season and Time of Day, 2017 and 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2017–2018

²⁰ In 2018, there were a total of 291 non-motorist fatalities. One (1) non-motorist fatality was recorded with an unknown time of when the crash occurred. This fatality is not included in the total or figures where time of data information is shown.

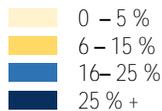
Time of Day and Day of Week

In the table below, time of day is divided into eight 3-hour time intervals starting at midnight, and by day of week during the 2018 calendar year.

- 72 percent of all pedestrian and bicyclist fatalities (211 out of 290²⁰) occurred during the weekend. The highest weekend percentage (25%) occurred from 9:00 p.m. to 11:59 p.m., followed by 23% from 6:00 p.m. to 8:59 p.m. The lowest weekend percentage (5%) occurred from 9 a.m. to 11:59 a.m. and 12:00 p.m. to 2:59 p.m.
- 27 percent of all pedestrian and bicyclist fatalities (79 out of 290²⁰) occurred during the weekday. The highest weekday percentage (33%) occurred from 9:00 p.m. to 11:59 p.m., followed by 18% from 3:00 a.m. to 5:59 a.m. The lowest weekday percentage (2%) occurred from 12:00 p.m. to 2:59 p.m.

Pedestrian and Bicyclist Fatalities by Day of Week and Time of Day, 2018, Georgia

	Weekend	Weekday	Total
Midnight – 2:59 a.m.	26 (13%)	13 (17%)	39 (14%)
3 a.m. – 5:59 a.m.	23 (11%)	14 (18%)	37 (13%)
6 a.m. – 8:59 a.m.	27 (13%)	8 (11%)	35 (13%)
9 a.m. – 11:59 a.m.	10 (5%)	3 (4%)	13 (5%)
Noon – 2:59 p.m.	10 (5%)	1 (2%)	11 (4%)
3 p.m. – 5:59 p.m.	15 (8%)	2 (3%)	17 (6%)
6 p.m. – 8:59 p.m.	48 (23%)	12 (16%)	60 (21%)
9 p.m. – 11:59 p.m.	52 (25%)	26 (33%)	78 (27%)



Weekday: 6 a.m. Monday to 5:59 p.m. Friday
 Weekend: 6 p.m. Friday to 5:59 a.m. Monday

Source: Fatality Analysis Reporting System (FARS) 2018

Age and Gender

The table on the right contains the number of pedestrians fatally injured in 2018 by age group. Within each age group, the percentage fatally injured is calculated as the total number of pedestrians and bicyclists killed divided by the total number of people fatally injured in motor vehicle crashes. In 2018:

- The age groups with the largest number of pedestrian and bicyclist fatalities were seniors 65 years and older (46). Eighteen percent of all seniors 65 years and older who were fatally injured were also pedestrians or bicyclists fatalities (46 out of the 257).
- Seventeen percent of children 14 and younger fatally injured in traffic crashes were pedestrians.
- The age groups with the highest percentage of pedestrian traffic fatalities were the 35-to-39 age group (33%) and 30-to-34 age group (26%).

Total and Pedestrians/Bicyclists Fatally Injured in Traffic Crashes, by Age Group, 2018, Georgia

Age Group (Years)	Total Fatally Injured	Total Pedestrians & Bicyclists Fatally Injured	Percentage Fatally Injured who were Pedestrians or Bicyclists
Children (≤ 14)	42	7	17%
15-19	92	12	13%
20-24	166	14	8%
25-29	161	25	16%
30-34	124	32	26%
35-39	95	31	33%
40-44	119	25	21%
45-49	110	26	24%
50-54	100	24	24%
55-59	129	27	21%
60-64	108	21	19%
Seniors (65+)	257	46	18%
TOTAL*	1,504	291	19%

Fatality totals include fatalities of unknown age.

Source: Fatality Analysis Reporting System (FARS) 2018

The table on the right shows the number of pedestrians fatally injured in 2018 by gender and age group. In 2018:

- Seventy-seven percent (200 of 260) of the pedestrians and 93 percent (28 of 30) of bicyclists killed in traffic crashes were male.
- The single highest count of male pedestrian fatalities was for seniors (65+), with 32 male pedestrian traffic fatalities.
- The single highest count of female pedestrian fatalities was for females 65 years or older and 30-to-34 age group, with 10 female pedestrian traffic fatalities.

Pedestrians and Bicyclists Fatally Injured in Traffic Crashes, by Age and Gender, 2018, Georgia

Age Group (Years)	Pedestrians		Bicyclists	
	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>
Children (≤ 14)	5	2	-	-
15-19	9	1	1	1
20-24	12	1	1	-
25-29	20	4	1	-
30-34	19	10	3	-
35-39	22	8	1	-
40-44	14	7	4	-
45-49	16	7	2	1
50-54	16	3	4	-
55-59	19	4	4	-
60-64	15	3	3	-
Seniors (65+)	32	10	4	-
TOTAL*	200	60	28	2

Fatality totals include fatalities of unknown age. Unknown gender is not included.

Source: Fatality Analysis Reporting System (FARS) 2018

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
c-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
c-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
c-10 To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	221	300
c-11 To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	23	27

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Bicycle Safety – Education and Awareness • Pedestrian Safety – Education and Enforcement • Scooter Safety – Education and Awareness
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Bicycle Safety – Education and Awareness

Project Safety Impacts

Georgia plans to provide funds to agencies for the purpose of increasing bicycle education and enforcement in regard to training the driver in how to correctly share the road with bicyclists. Grantees will increase bicycle education and enforcement to encourage the ability for vehicles to safely “share the road”. This will increase the sensitivity of drivers to the presence of bicycles 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 bicyclists, and how to successfully navigate the road with these groups.

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

Linkage Between Program Area

Georgia will use non-motorized funds across the state, in areas where data shows higher fatalities occur. These projects will focus on the highest factors shown in these types of crashes, including proper safety gear and clothing, and following the rules of the road. Educational aspects will help to decrease the number of fatalities regarding bicycles.

Bicycling is encouraged as an alternate mode of transportation to motor vehicle travel. Education will allow bicyclists a safer environment because there is a heightened sense of awareness from the drivers. It is within Georgia's bicycle education programs that allow the driver to become a more knowledgeable driver, as well as a bicyclist.

The number of non-motorized fatalities and serious injuries have steadily increased. More and more people are riding bicycles as their main form of transportation. GOHS will aid in the education of adults and children who are choosing bicycles as forms of transportation and recreation, and safety aspects regarding bicycles.

Rationale for Selection

Georgia wants to help combat the issue of growing data, by working within the bicycling fields. By educating the drivers, walkers, and bicyclists on Georgia's roadways through our innovative programs, there is a better chance that the bicyclists will in fact have the right of way and continue on in their travels. This education would allow and increased sensitivity of drivers to the presence of bicyclists, and their shared responsibility as drivers to prevent crashes and enhance the safety of all road users.

The purpose of education programs is to increase obedience with the bicycle and motorist traffic. With this compliance, it will enhance the safety of bicyclists in areas where crashes are happening or most likely to happen due to increased bicycle and motorist exposure. With the implantation of education and awareness, Georgia's bicycle, and motorist population will see a behavior change, and an increased awareness for all those on Georgia's roadways.

Pedestrian Safety – Education and Enforcement

Project Safety Impacts

Georgia plans to provide funds to agencies for the purpose of educating and enforcing the Georgia pedestrian laws. Grantees will increase enforcement and education 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 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 for Selection

The purpose of these education projects is to increase compliance and awareness 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 regarding behavior change, enforcement and education is often necessary to encourage compliance. With the implementation of enforcement and education strategies, Georgia's pedestrian and motorist population will see a behavior change and an increased awareness for all on Georgia's roadways.

Scooter Safety – Education and Awareness

Project Safety Impacts

Georgia plans to provide funds to the Shepherd Center to educate individuals about the importance of scooter safety. Georgia intends to release a thoughtfully designed and evidence-based media campaign to lead to behavior changes. The Shepherd Center will lead a targeted mass multi-media campaign to serve minors, ages 20-40, and ages 40+. This media campaign will also include three Public Service Announcements. These will address specific behaviors for scooter safety including helmet use, speeding, and sober scootering.

The use of e-scooters is a new traffic safety phenomenon. The Shepherd Center plans to host two Scooter Safety Summits to educate stakeholders on different topics including helmet innovation and enforcement, novice rider education, reducing speed-related injuries and fatalities, and scootering under the influence. The data shows that the Atlanta Beltline is a popular location for individuals to use e-scooters. The Shepherd Center plans to implement an educational blitz on the Beltline to address these traffic safety issues.

Linkage Between Program Area

Georgia will use non-motorized funds across the state for the e-scooter pilot program, in areas where data shows higher crashes, injuries, and fatalities occur. Scootering is an alternative to many forms of

traditional transportation. It is an easy and affordable way to travel distances that may be longer than walking distance, but not convenient to drive. Many individuals may choose to use scooters who do not have access to a bicycle.

The Shepherd Center will effectively measure the impact of their pilot program regarding its non-motorized population. To measure the impact of the media campaigns, Georgia will actively track where the scooter crashes are occurring and where the media messages are being released. Georgia will analyze if there is a correlation between media campaigns and the number of injuries. The Shepherd Center will also measure the helmet rates for scooter use on the Beltline with a pre/posttest. This will allow the Shepherd Center to measure if the educational blitzes are creating significant behavior changes in the target population. The Shepherd Center has developed a strong evaluation process. The results of these evaluations can be applied and potentially replicated to other bicycle and pedestrian grants and programs.

Rationale for Selection

The number of scooter fatalities and serious injuries has steadily increased. Since the beginning of 2018, the Associated Press reported 11 scooter deaths and four of those deaths occurred in Metro Atlanta. Georgia's scooter fatality rate is drastically higher than the national average. At Shepherd Center, scooter injuries have also increased. In 2017, the Shepherd Center saw no patients with scooter injuries and in 2018 and 2019, saw four patients annually with scooter injuries.

Georgia wants to help combat the issue of the growing data, by partnering with the Shepherd Center. By educating all ages of scooter users, there is a better chance that scooter users will have the proper training and take the needed safety precautions. This is a developing traffic safety issue. Georgia wants to develop a pilot program with the Shepherd Center to measure the effectiveness of scooter education to keep the citizens of our state safe as they move around cities, parks, and college campuses.

Planned Activities

2021 Bicycle Safety Programs	
<i>Planned Activity Description:</i>	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. GOHS will fund Bicycle projects focused on community programs and outreach on Bicycle Safety. These projects will focus on training of the public in regard to bicycle safety information and will include social media campaigns, as well as advertising safety messages to the public.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Bicycle Safety – Education and Awareness
<i>Intended Subrecipients:</i>	Savannah Bike, Georgia Bikes, Fulton County Sheriff, Bike Athens, Atlanta Bicycle Coalition
2021 Pedestrian Safety Programs	
<i>Planned Activity Description:</i>	To 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. Enforcement of crosswalk violations will be included.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Pedestrian Safety – Education and Enforcement
<i>Intended Subrecipients:</i>	Macon-Bibb County Commissioners, Brookhaven PD
2021 Scooter Safety Program	
<i>Planned Activity Description:</i>	To fund a multifactorial scooter safety campaign to include mass media, 3 Public Service Announcements, 2 Scooter Safety Summits, and a pre and post survey on the Atlanta Beltline utilizing best practice primary prevention measures.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Scooter Safety – Education and Awareness
<i>Intended Subrecipients:</i>	Shepherd Center

Projects

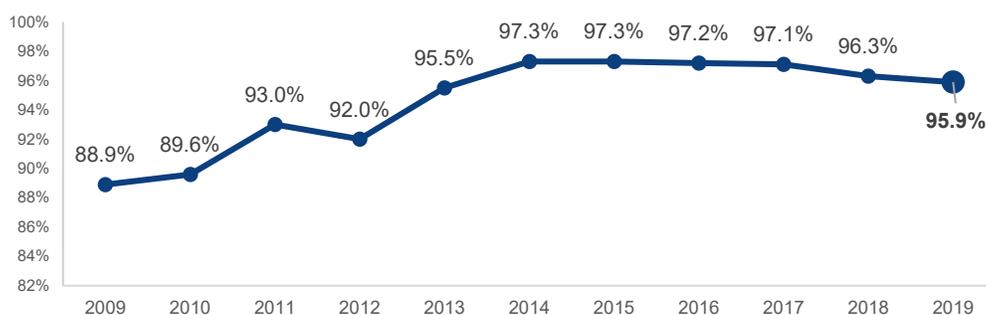
Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
FHX-2021-GA-00-56	Atlanta Bicycle Coalition	Atlanta Bicycle Safety	405h	\$68,576.59
FHX-2021-GA-01-20	BikeAthens	Athens Area Bicycle Education Program	405h	\$49,636.65
FHX-2021-GA-01-12	Brookhaven Police Department	Brookhaven Police Pedestrian Safety Project: Encouraging Pedestrian Safety Through Education and Enforcement.	405h	\$49,032.99
FHX-2021-GA-00-41	Fulton County Sheriff's Office	Be Visible Pedestrian Safety	405h	\$7,423.00
FHX-2021-GA-00-93	Georgia Bikes	Promoting Safe Bicycling in GA	405h	\$69,655.63
FHX-2021-GA-00-44	Macon-Bibb County Commissioners (Macon-Bibb County Pedestrian Safety Review Board)	Pedestrian "On The Move"	405h	\$23,400.00
FHX-2021-GA-00-89	Savannah Bicycle Campaign	Reducing Bicycle and Pedestrian Injuries and Fatalities In Chatham County	405h	\$37,694.40
PS-2021-GA-00-82	Shepherd Center	Scooter Safety	402 PS	\$174,000.00
			TOTAL	\$479,419.26

OCCUPANT PROTECTION

Description of Highway Safety Problems

According to annual Occupant Protection Observational Survey conducted by the University of Georgia, the estimated belt use decreased from 96.3 percent in 2018 to 95.9 percent in 2019. Since 2011, Georgia observed seat belt usage rate was over 90 percent — 9 out of 10 front seat passenger occupants were observed wearing a seat belt.

Observed Safety Belt Use (2009-2019), Georgia



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2019)

The observed safety belt usage rates were also recorded by location, driver ethnicity, driver gender, and vehicle type. According the 2019 Occupant Protection Observational Survey:

- Observed safety belt usage was highest in the Atlanta MSA (96.8%), followed by non-Atlanta MSAs (95.0%), and rural areas (95.0%).
- Safety belt usage for white occupants was higher (96.1%) than for non-white occupants (95.0%).
- Safety belt usage was higher for women (98.1%) than for men (94.2%).
- Safety belts usage was 97.3% in passenger cars, 97.2% in vans, and 92.6% in trucks.

Observed Safety Belt Use by Location, Driver Ethnicity, Driver Gender and Vehicle Type (2010-2019), Georgia

		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Overall Safety Belt Use:		89.6	93.0	91.5	95.5	97.3	97.3	97.2	97.1	96.3	95.9
Location:	Atlanta MSA	88.4	94.8	88.3	98.7	97.5	97.7	97.3	97.4	96.0	96.8
	Non-Atlanta MSA	86.5	89.7	92.6	91.2	95.6	95.7	96.6	96.4	96.0	95.0
	Rural	79.9	88.2	93.1	91.8	95.2	96.5	96.0	94.8	96.8	95.0
Driver Ethnicity:	White	89.7	92.7	90.8	96.3	97.6	97.3	97.0	96.1	94.0	96.1
	Non-White	89.4	93.3	83.2	97.0	96.7	97.4	97.3	96.3	96.6	95.0
Driver Gender:	Male	86.5	89.8	89.5	94.9	96.1	95.9	95.2	94.4	94.3	94.2
	Female	96.3	96.7	95.7	98.5	98.9	99.4	99.4	99.2	99.0	98.1
Vehicle Type:	Car	91.0	94.8	95.0	97.9	98.7	98.6	98.5	98.3	97.3	97.3
	Truck	85.0	84.1	85.8	90.7	95.3	95.1	94.5	95.5	94.7	92.6
	Van	90.3	95.0	94.7	98.1	96.6	96.6	96.3	97.3	97.0	97.2

Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2019)

The number of Georgia passenger vehicle occupants who were restrained and unrestrained, and those whose restraint use was not known, for 2009 to 2018 is shown in the table below. In 2018 there were 1,504 traffic fatalities in the Georgia, of which 944 (63%) were occupants of passenger vehicles. Of the 994 passenger vehicle occupants were fatally injured in 2018, some 448 (45%) were restrained and 441 (44%) were unrestrained at the time of the crash. Restraint use was not known for the remaining 105 (11%) of the occupants. Looking only at those passenger vehicle occupants who were fatally injured, and their restraint use known, 50 percent were restrained, and 50 percent were unrestrained.

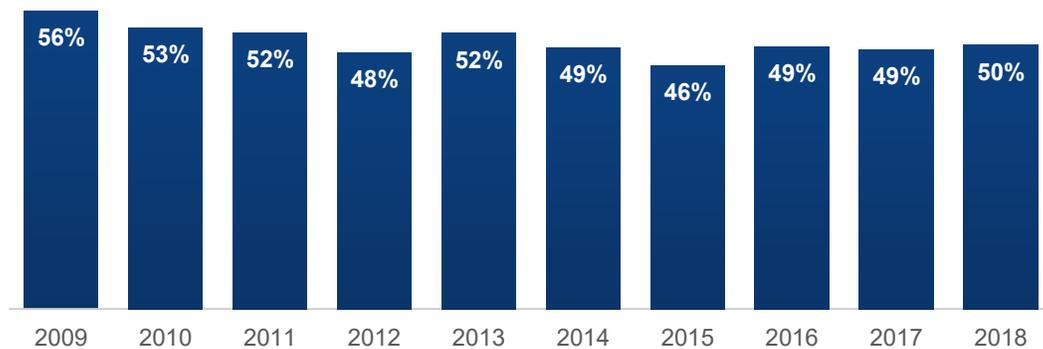
Restraint Use of Passenger Vehicle Occupants Killed, 2009–2018, Georgia

Year	Restrained		Unrestrained		Unknown		Total	Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
2009	358	39%	456	49%	111	12%	925	44%	56%
2010	381	43%	428	48%	78	9%	887	47%	53%
2011	389	44%	422	48%	67	8%	878	48%	52%
2012	394	48%	368	44%	67	8%	829	52%	48%
2013	350	43%	377	46%	85	10%	812	48%	52%
2014	376	47%	363	46%	56	7%	795	51%	49%
2015	488	48%	411	41%	109	11%	1,008	54%	46%
2016	484	46%	472	45%	91	9%	1,047	51%	49%
2017	488	46%	464	44%	104	10%	1,056	51%	49%
2018	448	45%	441	44%	105	11%	994	50%	50%

Source: Fatality Analysis Reporting System (FARS) 2009–2018

The percentage of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes is graphed below. This unrestrained percentage has decreased from 2009 to 2018. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points, from 56 percent in 2009 to 50 percent in 2018.

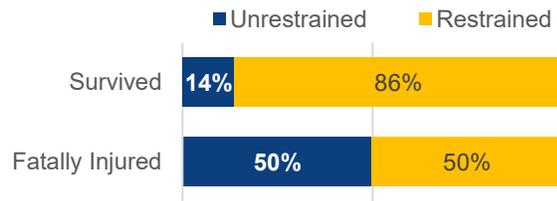
Percentages of Passenger Vehicle Occupants Who Were Fatally Injured and Unrestrained (Based on Known Use), 2009–2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2018

For passenger vehicle occupants involved in fatal crashes in 2018, half (50%) of those fatally injured were unrestrained in the crash, compared to only 14 percent of those who survived (figured right).

Passenger Vehicle Occupants, by Survival Status and Restraint Use, 2018, Georgia

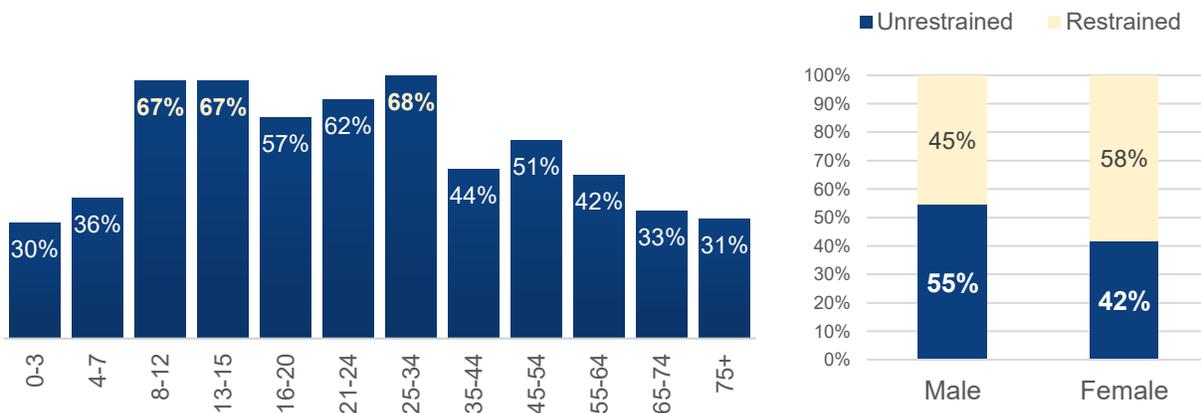


Source: Fatality Analysis Reporting System (FARS)–2018

Information on restraint use by age group for passenger vehicle occupants who were fatally injured in 2018 is shown below. Among passenger vehicle occupant fatalities where restraint use was known, the 25-to-34 age group had the highest percentage of unrestrained occupants (68%), followed by the 8-to-12 and 13-15 age groups at 67 percent unrestrained. In 2018 there were 10 passenger vehicle occupant fatalities among children younger than four years of age; 30 percent were unrestrained (based on known restraint use). In the 4-to-7 age group, there were 12 fatalities; 36 percent were unrestrained (based on known restraint use).

More male occupants (613) as female occupants (381) were fatally injured in 2018. When restraint use was known, 55 percent of male fatalities and 42 percent of female fatalities were unrestrained (see figure below). Restraint use was unknown for 12 percent of male occupant fatalities and 8 percent of the female fatalities.

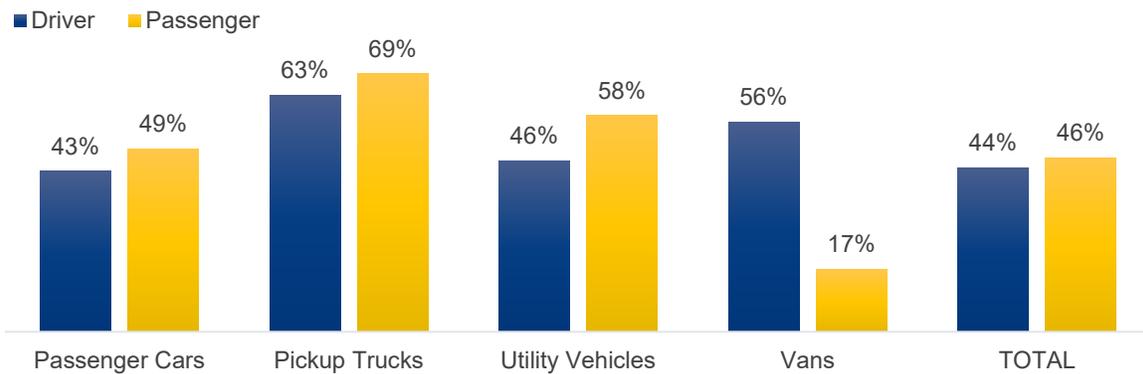
Percentages of Passenger Vehicle Occupants Who Were Fatally Injured and Unrestrained, by Age Group and Gender, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) – 2018

Among the 889 fatalities for which restraint use was known, 50 percent (441) were unrestrained, but use varied by vehicle type: 64 percent (189) of the passengers fatally injured in pickup trucks were unrestrained, compared to 49 percent (86) in SUVs, 48 percent (15) in vans, and 44 percent (218) in passenger cars. The figure compares the percent known unrestrained use of drivers fatally injured versus passengers fatally injured for each passenger vehicle type.

Driver and Passenger Fatalities, Percent Known Unrestrained, by Passenger Vehicle Type, 2018, Georgia

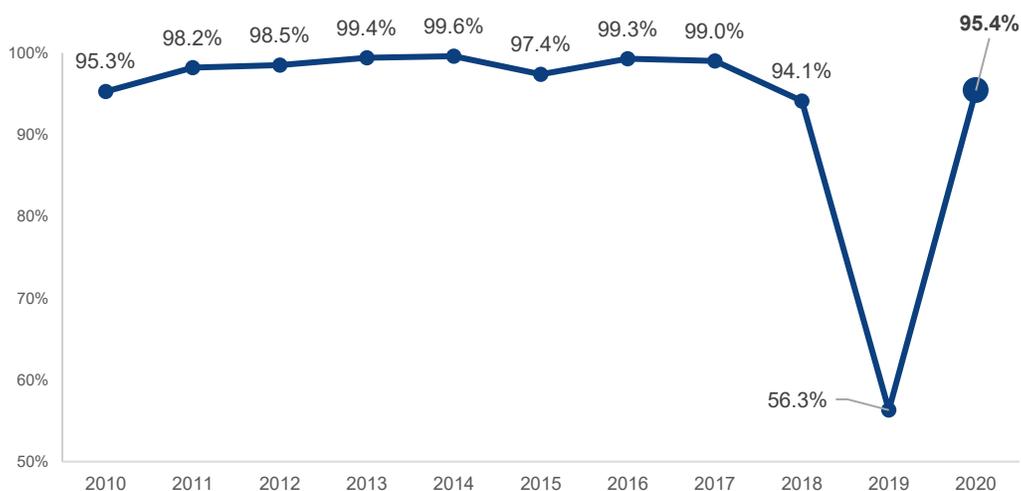


Source: Fatality Analysis Reporting System (FARS)–2018

Of the 994 passenger vehicle occupants killed in fatal crashes, 33 (3.3%) were children (14 years old and younger). Among the 33 child passenger vehicle occupants killed in fatal crashes, restraint use was known for 31, of whom 14 (45%) were unrestrained. Among children under five years of age within the state of Georgia, an estimated 16 lives were saved in 2017 by restraint use.

According to annual Occupant Protection Observational Survey conducted by the University of Georgia, the estimated child safety seat use increased from 94.1 percent in 2018 to 95.4 percent in 2020. The observed child safety seat usage rate in 2019 was 56.3 percent – an outlier due to a small sample size in comparison to other years. GOHS is working collaboratively with the researchers at the University of Georgia Traffic Safety Research Evaluation Group to conduct the annual seat belt observation survey. Part of this collaboration is to explore alternative surveying methodologies similar to surrounding states.

Child Safety Seat Usage in Georgia, 2010 – 2020



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2020)

The table below shows the top counties in Georgia with the highest number of passenger vehicle occupants fatally injured in crashes in 2018.

Passenger Vehicle Occupants Fatally Injured and Restraint Use of Occupants by County, 2018, Georgia

County	Total Occupants Fatally Injured	Restrained		Unrestrained		Unknown		Percent Known Restrained	Percent Known Unrestrained
		#	%	#	%	#	%		
Fulton	69	34	49%	22	32%	13	19%	61%	39%
Dekalb	62	25	40%	22	35%	15	24%	53%	47%
Cobb	37	21	57%	13	35%	3	8%	62%	38%
Gwinnett	37	24	65%	7	19%	6	16%	77%	23%
Chatham	23	11	48%	9	39%	3	13%	55%	45%
Bartow	20	9	45%	5	25%	6	30%	64%	36%
Clayton	18	8	44%	6	33%	4	22%	57%	43%
Floyd	18	7	39%	11	61%	-	0%	39%	61%
Bibb	17	9	53%	4	24%	4	24%	69%	31%
Carroll	15	8	53%	6	40%	1	7%	57%	43%
Forsyth	15	10	67%	4	27%	1	7%	71%	29%
Henry	15	7	47%	7	47%	1	7%	50%	50%
Barrow	13	8	62%	5	38%	-	0%	62%	38%
Hall	13	6	46%	7	54%	-	0%	46%	54%
Muscogee	13	5	38%	6	46%	2	15%	45%	55%
Newton	13	6	46%	7	54%	-	0%	46%	54%
Richmond	13	3	23%	9	69%	1	8%	25%	75%

Source: Fatality Analysis Reporting System (FARS)—2018

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

Planned Participation in Click-it-or-Ticket

The Governor’s Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in the state. Campaigns such as “Click It or Ticket” have proven that high visibility enforcement is the key to saving lives on Georgia’s roadways. Georgia has a total of 42,520 sworn law enforcement officers employed by a total of 899 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 FFY 2021, GOHS will also participate in the Click-It or Ticket Border 2 Border event with our bordering states. Mobilization dates, enforcement strategies and logistics are discussed with Georgia law enforcement officers during regional traffic enforcement network meetings and 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 blanket approach of high visibility Click it or Ticket enforcement initiatives across the entire state.

Jurisdictions that are overrepresented with unbelted fatalities are targeted with extra efforts and stepped up night-time seat belt enforcement checkpoints. In addition to enforcement efforts during the two-week Click it or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, to maintain a philosophy of 24/7 occupant protection enforcement efforts.

Georgia's fatalities have fluctuated over the past nine years and Georgia law enforcement recognizes that continued education, outreach, and high visibility enforcement of seat belt and child safety seat laws are vital to reducing traffic fatalities.

In Federal Fiscal Year (FFY) 2021, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) traffic enforcement mobilization campaigns planned:

1. November 2020, which covers the Thanksgiving holiday period
2. May 2021, 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.



FFY2021 Georgia Mobilizations*

Click it or Ticket Mobilization
November 16 – November 29, 2020
(National Mobilization)

Driver Sober or Get Pulled Over
December 14, 2020 – January 3, 2021
(National Mobilization)

Click it or Ticket Mobilization
May 17 – May 31, 2021
(National Mobilization)

One Hundred Days of Summer HEAT
May 17 - September 7, 2021

CIOT Border to Border
May 17, 2021

Operation Zero Tolerance
June 20 - July 5, 2021

Operation Southern Shield
July 19 - 24, 2021

Hands Across the Border
August 23 - 27, 2021

Drive Sober or Get Pulled Over
August 16 - September 7, 2021
(National Mobilization)

The chart below contains a list of **196** law enforcement agencies that are planning to participate in the Click It or Ticket National Mobilizations.

FFY 2021 Click It or Ticket Participating Agencies			
Abbeville	Dawson County	Jonesboro	Rome
Adrian	Demorest	Kingsland	Royston
Albany	Donalsonville	Kingston	Sandersville
Alpharetta	Douglas County	Lafayette	Sardis
Alto	Dublin	Lanier County	Screven
Americus	Dunwoody	Lavonia	Screven County
Appling County	East Georgia State	Leesburg Pd	Sky Valley
Aragon	Eatonton	Lenox	Snellville
Ashburn	Effingham County	Long County	Soperton
Atkinson County	Emerson	Lumber City	Sparks
Attapulgus	Eton	Lyons	Stephens County
Avondale Estates	Euharlee	Macon County	Stone Mountain
Bainbridge Public Safety	Fairmount	Marion County	Sycamore
Baldwin	Fayette County	Marshallville	Talbot County
Ball Ground	Fayetteville	McCaysville	Taliaferro County
Barnesville	Flowery Branch	McRae	Tallapoosa
Barrow County	Forest Park	Meriwether County	Tattnall County
Bartow County	Forsyth	Middle Ga College	Temple
Blakely	Fort Oglethorpe	Milan	Tennille
Bleckley County	Fort Stewart	Milledgeville	Thomasville
Blue Ridge	Fort Valley	Milner	Thunderbolt
Brookhaven	Franklin	Monroe	Tifton
Byron	Franklin County	Monroe County	Toombs County
Calhoun	Franklin Springs	Montezuma	Toombsboro
Camilla	Gainesville	Montgomery County	Trenton
Cartersville	Garfield	Moultrie	Treutlen County
Cedartown	Georgia College St Univ	Mt. Airy	Turner County
Centerville	Georgia Motor Carrier Compliance Division	Muscogee County	Twiggs County
Chatsworth	Georgia State Capitol Police	Nashville	Tyrone
Cherokee County	Georgia State Patrol	Newnan	Union County
Chickamauga	Glenwood	Norman Park	Union Point
Clarkesville	Glynn County	Ocilla	Uvalda
Claxton	Gwinnett County	Oconee County	Valdosta
Clay County	Habersham County	Oglethorpe	Varnell
Clayton	Hall County	Oglethorpe County	Vienna
Cobb County	Hazlehurst	Omega	Walker County
Cochran	Heard County	Peach County	Walton County
Commerce	Henry County	Pelham	Warner Robins
Conyers	Henry County So	Pembroke	Warrenton
Cordele	Hinesville	Perry	Washington County
Cornelia	Holly Springs	Polk County	Wheeler County
Covington	Houston County	Polk County Sheriff	White
Coweta County	Ideal	Pooler	Wilcox County
Crisp County	Irwin County	Pulaski County	Wilkinson County
Dallas	Irwinton	Putnam County	Winder
Dalton	Ivey	Remerton	Winterville
Dalton State College	Jefferson	Ringgold	Worth County
Davisboro	Johnson County	Rochelle	Young Harris College
Dawson	Jones County	Rockmart	Zebulon

Click It or Ticket - Communications Plan

The Thanksgiving and Memorial Day Click It or Ticket holiday travel paid media campaigns, using 405b funding, will emphasize the importance of all passengers in all age groups to be safely restrained when traveling long or short distances. The HeadsUpGeorgia campaign and television/radio high school football campaigns, using 405b funding, will focus on the importance for teens and young adults to wear their seat belts on every trip. The All South Highway Safety Team Occupant Protection messages, using 405b funding, will promote to adults the importance of setting a good example by always wearing their seat belts and by making sure their children are safely restrained. The Georgia Association of Broadcasters will promote the benefits of wearing seat belts for those motorists who chose to never wear seat belts or do not wear them on every trip.

While Georgia has enjoyed a seat belt use rate of more than 90 percent for eight consecutive years, more than 50 percent of the people killed in passenger vehicles fatalities were not restrained or it could not be determined if they were restrained at the time of the crash. This persists despite NHTSA data that shows seat belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and minivans, properly worn seat belts reduce fatal injury by 60%. NHTSA data shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing seat belts correctly.

The Click It or Ticket enforcement mobilizations are one of the reasons Georgia has seen seat belt use rates at more than 90 percent for almost a decade. GOHS' paid media buys are planned in conjunctions with these mobilizations to promote seat belt use during holiday periods when more vehicles are on the road and the chances of being in a traffic crash also increase. The number of unrestrained traffic fatalities in Georgia show the importance of continuing paid media campaigns that uses facts and personal stories to show all motorists that buckling a seat belt and making sure all children are safely restrained should be done before starting every trip. A comprehensive, statewide Occupant Protection paid media campaign that is implemented throughout the year helps Georgia maintain its high seat belt use rate.

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Child Restraint Inspection stations • Child Passenger Safety Technicians • Project Evaluation and Annual Seatbelt Survey • Communications: Occupant Protection
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Child Restraint Inspection Stations

Project Safety Impacts

Georgia hosts Child Restraint Inspection Stations in urban and rural areas. As of May 2020, Georgia has a total of 95 registered inspection stations readily available to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints to combat misuse. Thirty-eight (38) of the fitting stations are in rural communities, fifty-seven (57) of the fitting stations are in urban communities, and 70 fitting stations specifically serve at-risk families. Georgia has updated the Inspection Station registration portal to make it easier for Child Passenger Safety Technicians (CPST) and/or Instructors to register the inspection stations. Instructors and CPSTs complete a short electronic survey that is submitted to GOHS. A current list of inspection stations is listed below and available through the GA Highway Safety website at 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 Cobb County, Chatham County, Douglas County, Fulton County, Hall County, and Sumter 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. **Each inspection station and event will be staffed with at least one current nationally certified Child Passenger Safety Technician.**

Car Seat Inspection Stations

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Bacon	Alma Police Department	Beth Fowler	912-632-8751	102 South Thomas Street, Alma, GA 31510	Appointment	Rural	Yes
Baldwin	Tire Depot Services	Nicole De La Concha Nazario	478-295-2403	1890 North Columbia Street, Milledgeville, GA 31061	Appointment	Rural	Yes
Barrow	Barrow County Sheriff's Office	Deputy Stephanie Ellen	770-307-3080	233 East Broad Street, Winder, GA 30680	Appointment	Urban	Yes
Barrow	Winder Police Department	Alicia Schotter	770-867-2156	25 East Midland Avenue, Winder, GA 30680	Regular hours, Mon. to Fri. 8am-5pm	Urban	Yes
Burke	UGA Extension-Burke County	Terri Black	706-554-2119	715 West Sixth Street, Waynesboro, GA 30830	Appointment	Rural	Yes
Carroll	Carrollton Police Department	Matt Jones	678-390-6796	115 West Center Street, Carrollton, GA 30117	Appointment	Urban	
Carroll	Temple Police Department	Lt. Jim Hollowood	770-562-3151	184 Carrollton Street, Temple, GA 30179	Appointment	Urban	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Chatham	Chatham County Police Department	Neighborhood Liaison Officer Esquina White	912-652-6947	295 Police Memorial Drive, Savannah, GA 31405	Appointment	Urban	Yes
Chatham	Safe Kids Savannah/Memorial University Medical Center	Sam Wilson	912-665-8385	4700 Waters Ave, Savannah, GA 31405	Appointment	Urban	Yes
Clarke	Athens-Clarke County Fire & Emergency Services	Kathy Wood	706-613-3365	Station 2, 265 Cleveland Road, Athens, GA 30606	Appointment	Urban	
Clarke	Clarke County Sheriff's Office	Corporal Erika Murphy	706-613-3256	325 East Washington Street, Athens, GA 30601	Appointment	Urban	
Cherokee	Canton Health Department	Amy Jusak	770-345-7371	1219 Univeter Road, Canton, GA 30115	Appointment	Urban	Yes
Cherokee	Safe Kids Cherokee County	Lisa Grisham	678-493-4343	1130 Bluff's Parkway, Canton, GA 30115	Appointment	Urban	Yes
Cobb	Cobb County Safety Village	Melissa Chan-Leiba and Bre Metoxen	770-852-3285	1220 Al Bishop Drive, Marietta, GA 30008	Appointment Only safekidscobbcounty.org or call Melissa/Bre • Tues 9AM-1PM • Wed 9AM-4PM • 2nd & 4th Thursday of each month 4PM-8PM • 3rd Sat each month 10AM-2PM	Urban	Yes
Clay	Clay County Health Department	Lindsey Hixon	229-768-2355	147 Wilson Street, Ft Gaines, GA 39851	Appointment	Rural	Yes
Columbia	Columbia County Fire Rescue	Lt. Terry Wright	706-855-7322	2264 William Few Parkway, Evans, GA 30809	Appointment	Urban	Yes
Columbia	Columbia County Sheriff's Office Sub Station	Lt. Patricia Champion	706-541-3970	450-A Ronald Reagan Drive, Evans, GA 30809	By Appointment-2 nd Wednesday of every month	Urban	
Decatur	Bainbridge Public Safety	Julie Harris	229-248-2038	510 E Louise Street, Bainbridge, GA 39819	Regular operating hours	Rural	Yes
DeKalb	Brookhaven Police Department	Sgt. David Snively	404-637-0600	2665 Buford Hwy. NE, Brookhaven, GA 30324	Appointment	Urban	
DeKalb	City of Chamblee Police Department	Lt. Collar / Sgt. Yarbrough	770-986-5000	3518 Broad Street, Chamblee, GA 30341	Appointment	Urban	
DeKalb	Decatur Fire Station 1	Ninetta Violante	404-373-5092	230 East Trinity Place, Decatur, GA 30030	Regular operating hours	Urban	
DeKalb	Decatur Fire Station 2	Ninetta Violante	404-378-7611	356 West Hill Street, Decatur, GA 30030	Regular operating hours	Urban	
DeKalb	DeKalb Fire Rescue	Kelly Sizemore	678-249-5722	1950 West Exchange Place, Tucker, GA 30084	Appointment	Urban	Yes
DeKalb	Dunwoody Police	Katharine Tate	678-382-6918	4800 Ashford Dunwoody Road, Dunwoody, GA 30338	Appointment	Urban	
Douglas	Safe Kids Douglas County and non-permanent mobile locations	Lin Snowe	770-949-5155	6770 Selman Drive, Douglasville, GA 30134	Appointment	Urban	Yes
Echols	Echols County Health Department	Sara Hamlett	229-559-5103	149 GA-94, Statenville, GA 31648	Appointment	Rural	Yes

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Fayette	Peachtree City Fire Station 81	Debbie Straight	770-305-5148	110 Paschall Road, Peachtree City, GA 30269	Appointment	Urban	Yes
Fulton	Alpharetta Fire Station 81	John Kepler	678-297-6272	2970 Webb Bridge Road, Alpharetta, GA 30009	Tuesday 8am-12pm from 8AM to 12PM	Urban	
Fulton	Atlanta Fire Station 2	William Hutchinson	404-546-4444	1568 Jonesboro Road SE, Atlanta, GA 30315	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 5	William Hutchinson	404-546-4444	2825 Campbellton Road SW, Atlanta, GA 30311	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 9	William Hutchinson	404-546-4444	3501 MLK Jr. Dr. NW, Atlanta, GA 30331	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 10	William Hutchinson	404-546-4444	447 Boulevard SE, Atlanta, GA 30312	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 12	William Hutchinson	404-546-4444	1288 DeKalb Ave, Atlanta, GA 30307	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 13	William Hutchinson	404-546-4444	431 Flat Shoals Ave SE, Atlanta, GA 30316	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 15	William Hutchinson	404-546-4444	170 10th St NE, Atlanta, GA 30309	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 18	William Hutchinson	404-546-4444	2007 Oakview Rd SE, Atlanta, GA 30317	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 25	William Hutchinson	404-546-4444	2349 Benjamin E Mays Dr. SW, Atlanta, GA 30311	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 26	William Hutchinson	404-546-4444	2970 Howell Mill Road NW, Atlanta, GA 30327	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 29	William Hutchinson	404-546-4444	2167 Monroe Dr. NE, Atlanta, GA 30324	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 30	William Hutchinson	404-546-4444	10 Cleveland Ave SW, Atlanta, GA 30315	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 38	William Hutchinson	404-546-4444	2911 Donald Lee Hollowell Pkwy NW, Atlanta, GA 30318	Appointment	Urban	Yes
Fulton	City of College Park Fire Rescue	Arrion Rackley	404-766-8248	3737 College Street, College Park, GA 30337	Appointment	Urban	Yes
Fulton	Fairburn Fire Station 21	Karlton Ghant	770-964-2244 Ext 499	19 East Broad Street, Fairburn, GA 30213	Appointment	Urban	Yes
Fulton	Fairburn Fire Station 22	Karlton Ghant	770-964-2244 Ext 500	149 West Broad Street, Fairburn, GA 30213	Appointment	Urban	Yes
Fulton	Johns Creek Station 61	Aaron Roberts	678-474-1641	10265 Medlock Bridge Parkway, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Johns Creek Station 62	Aaron Roberts	678-474-1641	10925 Rogers Circle, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Johns Creek Station 63	Aaron Roberts	678-474-1641	3165 Old Alabama Road, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Roswell Fire Station 7	Lt. Ed Botts	770-594-6225	8025 Holcomb Bridge Road, Alpharetta, GA 30022	Appointment	Urban	Yes
Fulton	Sandy Springs Fire Station 51	Reginald McClendon	770-206-2047	135 Johnson Ferry Road, Sandy Springs, GA 30350	Appointment	Urban	
Fulton	Union City Fire Station 41	Battalion Chief Larry Knowles	770-286-2816	8595 Highpoint Road, Union City, GA 30291	Appointment only-10am-12pm on Wednesdays	Urban	Yes
Gwinnett	Gwinnett Fire and Emergency Services	Jennifer Brooks & Loren Johnson	678-518-4845	408 Hurricane Shoals Rd NE, Lawrenceville, GA 30046	Appointment	Urban	Yes
Gwinnett	Gwinnett Police Department	Cpl. W. Eric Rooks	770-513-5119	Do not have a specific address as we go to the location most convenient for the requestor	Appointment	Urban	
Gwinnett	Snellville Police Department	Ofc. Scott Hermel	770-985-3555	2315 Wisteria Drive, Snellville, GA 30078	Appointment	Urban	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Gordon	Fairmount Police Department	Scott Roper	706-337-5306	2661 Highway 411, Fairmount, GA 30139	Appointment	Rural	Yes
Glynn	Glynn County Police Department	Sgt. Jamie Lightsey	912-554-7820	157 Carl Alexander Way, Brunswick, GA 31525	Regular operating hours, Mon to Fri 8am-5pm, excluding holidays	Urban	
Habersham	Alto Police Department	Josh Ivey	706-778-8028	3895 Gainesville Highway, Alto, GA 30510	Regular operating hours, Mon to Fri 8:30am- 3:30pm	Rural	
Hall	Gainesville Police Department	Elaina Lee	770-535-3789	701 Queen City Parkway NW, Gainesville, GA 30501	Appointment	Urban	
Hall	Safe Kids Northeast Georgia	MPO Larry Sanford	770-219-8095	743 Spring Street, Gainesville, GA 30501	Appointment	Urban	Yes
Houston	Centerville Fire Department	Jason Jones	478-953-4050	101 Miller Court, Centerville, GA 31028	Mon to Fri. 9am-4pm and by Appointment	Urban	
Houston	Centerville Police Department	Lt. Michael Welch	478-953-4222	308 East Church Street, Centerville, GA 31028	Appointment	Urban	
Houston	Houston County Health Department	Christian Jordan	478-218-2000	98 Cohen Walker Dr., Warner Robins, GA 31088	Regular operating hours	Urban	Yes
Jasper	Jasper County Health Department	Christa McMillian	706-468-6850	825 Eatonton Street, Monticello GA 31064	Regular operating hours	Rural	Yes
Lamar	Lamar County Health Department	Caitlin Fuqua	770-358-1438	100 Academy Drive, Barnesville, GA 30204	Appointment	Rural	Yes
Lanier	Lanier County Health Department	Sara Hamlett	229-482-3294	53 W Murrell Ave, Lakeland, GA 31635	Appointment	Rural	Yes
Lee	Lee County Health Department	Taneka Bell	229-759-3014	112 Park Street, Leesburg, GA 31763	Appointment	Rural	Yes
Liberty	Hinesville Fire Department	Jan Leverett	912-876-4143	103 Liberty Street, Hinesville, GA 31313	Regular operating hours	Rural	
Lowndes	Lowndes County Health Department	Valeka Carter	229-333-5257	206 South Patterson Street, Valdosta, GA 31601	Regular hours, Mon to Thurs 8 AM to 4 PM Fri 8am- 1pm	Urban	Yes
Macon	Literacy Council of Macon County	Spring Rosati	478-472-2777	130 North Sumter Street, Oglethorpe, GA 31068	Appointment	Rural	Yes
Madison	Madison County Health Department	Olivia Hilburn	706-795-2131	1424 Highway 98 West, Danielsville, GA 30633	Appointment Only, Mon 8am- 7pm, Tues-Thurs 8am-5pm Friday 8am -2pm	Rural	Yes
McIntosh	McIntosh County Health Department	Brooke Deverger	912-832-5473	1335 GA Highway 57, Townsend, GA 31331	Appointment	Rural	Yes
Muscogee	Safe Kids Columbus, Piedmont Columbus Regional	Pam Fair	706-321-6720	615 19 th Street, Columbus, GA 31901	Appointment	Urban	Yes
Newton	Piedmont Newton Hospital	Missy Braden	770-385-4396	5126 Hospital Drive NE, Covington, GA 30014	Appointment	Rural	Yes
Oconee	Oconee County Sheriff's Office	Sonya Wallace-Burchett	706-769-5665	1140 Experiment Station Road, Watkinsville, GA 30677	Appointment	Rural	Yes
Paulding	Hiram Police Department	Jennifer Darr	770-943-3087	217 Main Street, Hiram, GA 30141	Appointment	Rural	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Polk	Polk County Sheriff's Office/Safe Kids Polk	Cpl. Rachel Haddix	770-749-2901	1676 Rockmart Highway, Cedartown, GA 30125	Appointment	Rural	Yes
Quitman	Quitman County Health Department	Martika Peterson	229-334-3697	105 Main Street, Georgetown, GA 39854	Appointments or Regular Operating Hours	Rural	Yes
Randolph	Randolph County Health Department	Lindsey Hixon	229-732-2414	207 North Webster Street, Cuthbert, GA 39840	Appointment	Rural	Yes
Richmond	Safe Kids Greater Augusta Headquarters	Renee McCabe	706-721-7606	1225 Walton Way, Augusta, GA 30901	Appointment	Urban	Yes
Rockdale	Prevent Child Abuse Rockdale	Meredith Hutcheson	770-918-3664	1430 Starcrest Drive, Conyers, GA 30012	Appointment	Rural	Yes
Spalding	Spalding County Fire Department - Administration	Rocky White	770-228-2129	1005 Memorial Drive, Griffin, GA 30223	Appointment	Rural	Yes
Sumter	Russell Thomas Public Safety Building	Wendy Winters	229-924-3677	119 South Lee Street, Americus, GA 31709	Appointment	Rural	Yes
Sumter	Sumter County LEC	Det. Sgt. Eric English	229-924-4094	352 McMath Mill Rd, Americus, GA 31719	Appointment	Rural	Yes
Tattnell	Tattnell County Extension	Rachel Stewart	912-557-6724 Ext 1	114 North Main Street, Building F, Reidsville, GA 30453	Appointment	Rural	Yes
Taylor	Reynolds Police Department	Chief Lonnie Holder	334-847-3435	3 E. William Wainwright St., Reynolds, GA 31076	Appointment	Rural	Yes
Terrell	Terrell County Health Department	Gwendolyn Hosley	229-352-4277	969 Forrester Drive SE, Dawson, GA 39842	Appointment	Rural	Yes
Turner	Turner County Health Department	Mary Anne Sturdevan, RN	229-238-9595	745 Hudson Avenue, Ashburn, GA 31714	Appointment	Rural	Yes
Twiggs	Twiggs County Health Department	Rhonda Howell	478-945-3351	26 Main Street, Jeffersonville, GA 31044	Appointment or Regular Hours	Rural	Yes
Union	Union County Health Department	Glenda McGill	706-745-6292	67 Chase Drive, Blairsville, GA 30512	Appointment	Rural	Yes
Walton	Walton County Sheriff's Office	Kathy Culpepper	770-267-1422	1425 South Madison Avenue, Monroe, GA 30655	Appointment	Rural	Yes
Washington	Sandersville Police Department	Renee Jordan	478-552-3121	130 Malone Street, Sandersville, GA 31082	Appointment	Rural	Yes
Wayne	Safe Kids Wayne County	Carol Irvin	912-427-5986	155 North Wayne Street, Jesup, GA 31546	Appointment	Rural	Yes
Webster	Webster County Health Department	Michelle L. Stone	229-828-3225	6814 Washington Street, Preston, GA 31824	Appointment	Rural	Yes
Whitfield	Dalton Police Department	David Saylor	706-278-9085	301 Jones Street, Dalton, GA 30720	Appointment	Urban	
Wilkinson	Wilkinson County Health Department	Janice Horne	478-946-2226	123 High Hill Street, Irwinton, GA 31042	Appointment	Rural	Yes
Worth	Worth County Health Department	Kari Brown	229-777-2150	1012 West Franklin Street, Sylvester, GA 31791	Appointment	Rural	Yes

Atlanta Fire and Rescue (AFRD) offers community events in the Metro Atlanta area to serve at-risk families. AFRD partners with other local governments, non-profit, and private businesses to educate families in Atlanta, GA, and the immediate surrounding areas. AFRD will partner with Amerigroup, a statewide Medicaid provider, to plan an additional nine events in the 2021 grant year.

The chart below lists the following community events for AFRD:

Community Car Seat Checks- Atlanta Fire Rescue Department				
Date	March 2021	March 2021	March 2021	April 2021
Location	Fulton/Atlanta	Douglas/ Douglasville	Fulton/Atlanta	Fulton/Atlanta
Host	East Lake Sheltering	Douglasville	Morehouse School	Atlanta Sheltering Arms
Agency	Arms	Sheltering Arms	of Medicine	Atlanta Sheltering Arms
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	April 2021	April 2021	April 2021	May 2021
Location	DeKalb/Decatur	Fulton/Atlanta	Fulton/Atlanta	DeKalb/Decatur
Host	Exchange Park	Atlanta Sheltering	Coretta Scott King	Rainbow Park Baptist
Agency	Arms	Arms	Academy	Church
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	July 2021			
Location	DeKalb/Decatur			
Host	Rainbow Park			
Agency	Baptist Church			
Population	Urban			
At Risk	Low Income/MO			

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

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

187

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

Populations Served – Urban

100

Populations Served – Rural

87

Populations Served – At-Risk

162

Linkage Between Program Area

Currently the Child Restraint Inspection Station portal is being updated with new technology. There are approximately 95 stations registered and GOHS is encouraging new ones to register daily. Inspection stations should be located statewide and available to most of the state population. In the City of

Atlanta, the fire department consistently operates 13 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. The regional coordinators are actively working with the state CPS coordinator to register fitting stations across Georgia.

Rationale for Selection

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. The implementation of this strategy allows Georgia to identify and strengthen partnerships throughout the State.

The Department of Public Health- Child Occupant Safety Project (DPH) staff will continue to operate using a regional model for statewide outreach and education. Regional Coordinators will attend local Emergency Medical Services Regional Council's, Emergency Medical Services-Children, and/or Regional Trauma Advisory Council 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. The GA Department of Public Health (DPH) is planning to have 24 CPST classes averaging 15 students per class. For retention, DPH 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-serv to advertise local classes and community check events to ensure technicians have ample opportunities to gain their seat-checks and community events required to maintain their certification. The CPS coordinator at GOHS will maintain a statewide list-serv to support the work of the GOHS grantees.

Child Passenger Safety Technicians

Project Safety Impacts

Georgia is currently maintaining 2,476 certified Child Passenger Safety Technicians (CPST) and 78 certified Child Passenger Safety (CPS) Instructors. According to the 2019 SafeKids Annual Report, Georgia held 63 Child Passenger Safety Technician courses in calendar year 2019. Of these, there were 45 certification courses and 18 renewal courses. In 2019, Georgia certified a total of 677 new technicians (more than any other state in NHTSA Region 4), 56 more than in calendar year 2018. Georgia's recertification rate was 51.8% for calendar year 2019 which is just below the national recertification rate of 54.9%. GOHS along with the Georgia Department of Public Health and Atlanta Fire Rescue Department will focus on increasing the opportunities for current CPSTs to re-certify. The statewide CPS list-serv updates CPSTs on upcoming CEU workshops in Georgia. The CPS coordinator sends updated contact lists to the managers of DPH and AFRD on when techs are expiring. The CPS coordinator also sends additional emails to CPSTs reminding them to renew their CPST certification.

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 (DPH) 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 Emergency Medical Services. The results of the 2020 Child Safety Restraint Survey showed child safety restraint use at 95.4%. According to the 2019 SafeKids Annual Report, Georgia increased the number of CPS courses by 43% from 44 in 2017 to 63 in 2019, leading the country in the number of CPST classes offered. Georgia also certified a total of 677 new technicians, more than any other state in NHTSA Region 4. Georgia was second only to North Carolina with 734 new technicians. With the recertification rate at 51.8% for 2019, DPH Regional Coordinators will actively recruit new CPS Technicians through their outreach within the regions. The Atlanta Fire Rescue 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 childcare, and average about 15 attendees per class.

Below are the proposed courses that will be hosted by the Georgia Department of Public Health and the Atlanta Fire Rescue Department.

CPST Courses- GA. Department of Public Health				
	Dalton	Athens	Atlanta	Macon
Date	October 2020	January 2021	February 2021	October 2020
Location	Fannin	Oconee	Lamar	Monroe (GPSTC)
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	February 2021	November 2020	May 2021	February 2021
Location	Floyd	Rabun	Douglas	Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income / MO	Low Income
Date	May 2021	April 2021	December 2020	June 2021
Location	Paulding	Lumpkin	Henry	Baldwin
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Urban	Urban	Rural
At Risk	Low Income / MO	Low Income	Low Income / MO	Low Income
	Augusta	Columbus	Valdosta	Jesup
Date	March 2021	April 2021	October 2020	January 2021
Location	Columbia	Muscogee	Colquitt	Charlton
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income/MO	Low Income	Low Income

Date	November 2020	July 2021	March 2021	November 2020
Location	Jenkins	Crisp	Mitchell	Chatham
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	June 2021	January 2021	August 2021	March 2021
Location	Screven	Chattahoochee	Berrien	Camden
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income

CPST Courses- Atlanta Fire Rescue Department

Date	January 2021	January 2021	May 2021	May 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income/MO	Low Income/MO	Low Income/MO	Low Income/MO
Date	September 2021			
Location	Fulton/Atlanta			
Lead	William Hutchinson			
Population	Urban			
At Risk	Low Income/MO			

CPST CEU and/or Renewal Courses- Georgia Department of Public Health

	Dalton	Athens	Atlanta	Macon
Date	TBD	TBD	TBD	TBD
Location	Whitfield	Hall	Fulton	Monroe (GPSTC)
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income
Date	TBD	TBD	TBD	TBD
Location	Bartow	Forsyth	DeKalb	Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income / MO	Low Income	Low Income / MO	Low Income
Date	TBD	TBD	TBD	TBD
Location	Polk	Oconee	Fayette	Dodge
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income / MO	Low Income
Date	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD
Location	Burke	Muscogee	Lowndes	Chatham
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income / MO	Low Income	Low Income / MO
Date	TBD	TBD	TBD	TBD
Location	Bulloch	Talbot	Grady	Wayne
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	TBD	TBD	TBD	TBD
Location	Columbia	Quitman	Tift	Toombs
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income

CPST CEU and/or Renewal Courses- Atlanta Fire Rescue Department				
Date	October 2021	November 2021	December 2021	January 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	February 2021	March 2021	April 2021	May 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	June 2021	July 2021	August 2021	September 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO

The Georgia Department of Public Health (DPH) is the only statewide agency that addresses the safe transportation of children with special healthcare needs. DPH 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 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. One DPH staff is the certified trainer for this program in Georgia.

The Georgia Department of Public Health Keeping Kids Safe courses are listed below:

Keeping Kids Safe (hospital courses)				
	Dalton	Athens	Atlanta	Macon
Date	TBD	TBD	TBD	TBD
Location	Floyd Medical	NG Med(Hall)	Northside-ATL	Navicent - Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Urban
At Risk	Low Income	Low Income	Low Income / MO	Low Income
Date	TBD	TBD	TBD	
Location	Gordon Hospital	Northside - Piedmont	Piedmont-ATL	
Lead	Thomas Smith	Allison Craig	Alex McKeithan	
Population	Rural	Rural	Urban	
At Risk	Low Income	Low Income	Low Income / MO	
Date	TBD	TBD	TBD	
Location	Hamilton Medical	Norhtside-Forsyth	Northside-ATL	
Lead	Thomas Smith	Allison Craig	Alex McKeithan	
Population	Rural	Urban	Urban	
At Risk	Low Income	Low Income	Low Income / MO	
Date	TBD		TBD	
Location	Cartersville Medical		Northside-ATL	
Lead	Thomas Smith		Alex McKeithan	
Population	Rural		Urban	
At Risk	Low Income		Low Income / MO	

	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD
Location	Augusta University	Phoebe Sumter	South GA Medical	Memorial - Savannah
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Urban	Rural	Rural	Urban
At Risk	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			
Location	Date	Population	At Risk
Metro Atlanta	November 2020	Urban	Low Income / Minority
Metro Atlanta	April 2020	Urban	Low Income / Minority

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 supporting events by nationally Certified Child Passenger Safety Technicians

Estimated total number of classes

65

Estimated total number of technicians

650

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 for Selection

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 and 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.

Project Evaluation and Annual Seatbelt Survey

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 95%.

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 55+ 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 2020, 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 for Selection

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.

Communications: Occupant Protection

Project Safety Impacts

The Thanksgiving and Memorial Day Click It or Ticket holiday travel paid media campaigns will emphasize the importance for all passengers in all age groups to be safely restrained when traveling long or short distances. The HeadsUpGeorgia campaign and television/radio high school football campaigns will focus on the importance for teens and young adults to wear their seat belts on every trip. The All South Highway Safety Team Occupant Protection messages will promote to adults the importance of setting a good example by always wearing their seat belts and by making sure their children are safely restrained. The Georgia Association of Broadcasters will promote the benefits of wearing seat belts for those motorists who chose to never wear seat belts or do not wear them on every trip. In an effort to promote occupant protection for passengers of all ages, GOHS will begin a new campaign with Herschend Entertainment for seat belt and child passenger safety messaging at three entertainment facilities they manage in Georgia. These messages reminding parents to buckle up and to make certain their children are properly restrained will be posted throughout the facilities including the exits at Stone Mountain Park in Atlanta, Wild Adventures in Valdosta and Callaway Gardens in Pine Mountain. These messages are intended to make wearing a seat belt and properly restraining children at the forefront of the minds of parents, grandparents, guardians and other adults as they are leaving these family-themed entertainment facilities attract more than five million guests combined each year.

Linkage Between Program Area

While Georgia has enjoyed a seat belt use rate of more than 90 percent for eight consecutive years, more than 50 percent of the people killed in passenger vehicles fatalities were not restrained or it could not be determined if they were restrained at the time of the crash. This persists despite NHTSA data that shows seat belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and minivans, properly worn seat belts reduce fatal injury by 60%.

NHTSA data shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing seat belts correctly.

Rationale for Selection

The Click It or Ticket enforcement mobilizations are one of the reasons Georgia has seen seat belt use rates at more than 90 percent for almost a decade. GOHS' paid media buys are planned in conjunctions with these mobilizations to promote seat belt use during holiday periods when more vehicles are on the road and the chances of being in a traffic crash also increase. The number of unrestrained traffic fatalities in Georgia show the importance of continuing paid media campaigns that uses facts and personal stories to show all motorists that buckling a seat belt and making sure all children are safely restrained should be done before starting every trip. A comprehensive OP paid media campaign that is implemented throughout the year will also help Georgia maintain its high use seat belt status.

Planned Activities

Department of Public Health-Occupant Protection	
<i>Planned Activity Description:</i>	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. CPST Class locations were selected based on FARS data and any CPST classes that were not able to be completed due to COVID-19.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Georgia Department of Public Health

City of Atlanta Fire Rescue Department	
<i>Planned Activity Description:</i>	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. Car seat check locations were selected based on FARS data and any event locations that were not able to be completed due to COVID-19.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	City of Atlanta Fire Rescue Department

Law Enforcement Occupant Protection Education	
<i>Planned Activity Description:</i>	Agency will educate the local communities and surrounding areas on the importance of proper seat belt use. Agency will host a fitting station and have officers trained to properly educate caregivers.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Americus Police Department

Georgia Governor's Office of Highway Safety – 402 Occupant Protection

<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

Georgia, University of

<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Project Evaluation and Annual Seatbelt Survey
<i>Intended Subrecipients:</i>	University of Georgia

Projects

GTS Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
OP-2021-GA-01-03	Americus Police Department	Child Restraint Usage	FAST ACT 402 OP	\$10,276.00
OP-2021-GA-00-78	City of Atlanta Fire Rescue Department	Atlanta Fire Rescue Fitting Stations	FAST ACT 402 OP	\$191,000.00
OP-2021-GA-00-85	GAGOHS- Grantee	402OP: Occupant Protection	FAST ACT 402 OP	\$105,661.75
OP-2021-GA-00-08	Georgia Department of Public Health	Child Occupant Safety Project	FAST ACT 402 OP	\$1,262,395.97
M1*OP-2021-GA-00-06	University of Georgia	Georgia Highway Safety Programs Evaluation	FAST Act 405b M1*OP	\$223,477.14
			TOTAL	\$1,792,810.86

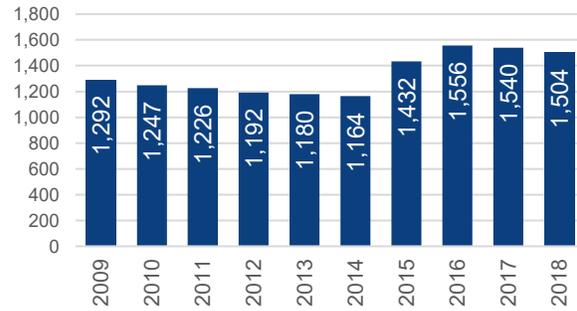
POLICE TRAFFIC SERVICES

Description of Highway Safety Problems

In 2018, Georgia experienced 1,504 traffic fatalities, 6,401 serious injuries²¹, and 402,288 motor vehicle crashes. The figure to the right shows the 10-year trend of overall traffic fatalities from 2009 to 2018. In 2018, the total number of roadway fatalities decreased by 2% (36 fewer fatalities) in comparison to the previous year.

The top five counties with the highest roadway fatalities are: Fulton (130 fatalities, +13% increase from the previous year), DeKalb (108, +14%), Gwinnett (62, -6%), Cobb (57, +8%), and Clayton (45, +41%).

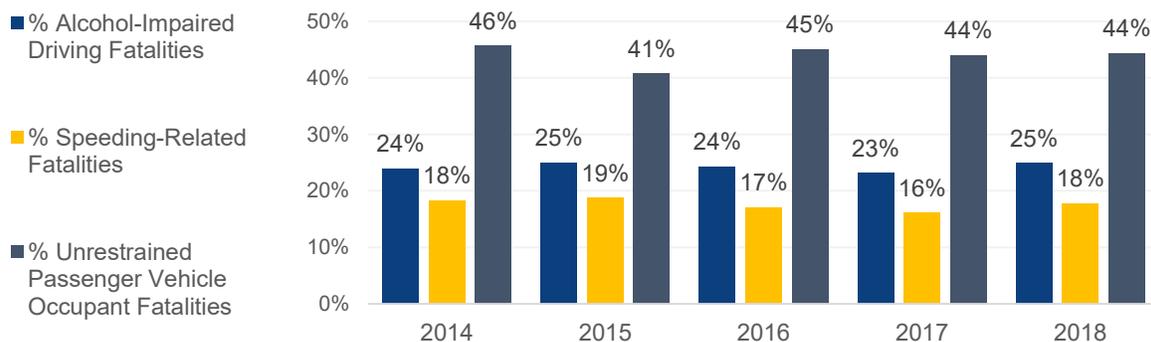
Overall Traffic Fatalities, 2009-2018, Georgia



Source: FARS 2009-2018 Annual Report File (ARF)

In 2018, 25 percent of all traffic fatalities were related to alcohol-impaired drivers, 18 percent were related to speeding drivers, and 44 percent were unrestrained in passenger vehicles. The figure below shows the 5-year trend of alcohol-related, speeding-related, and unrestrained passenger vehicle fatalities. During the 5-year period alcohol-related fatalities consistently represented 24 to 25 percent of all fatalities. Speeding-related fatalities fluctuated between 19 percent in 2015 to 16 percent in 2017.

Proportion of Alcohol-Impaired, Speeding-Related, and Unrestrained Passenger Vehicle Occupant Fatalities, 2014-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2014–2018 Final File, 2018 Annual Report File (ARF)

²¹ In April 2020, TRCC/CODES revised the 'serious injury' the definition and recalibrated the values from serious injury values in previous years. See "Serious Injury Data Considerations" in Section 4: Performance Plan for C-2 Serious Injury Traffic Safety Performance Measure.

The table below shows drivers involved in fatal crashes by age group and their known BACs. Drivers who were driving impaired at the time of the fatal crashes (BAC of 0.08+ g/dL) in 2018 were more likely to have been speeding (28 percent vs. 15 percent). For drivers involved in fatal crashes who were under 21 and were speeding, 16 percent had BACs of .01 g/dL or higher (alcohol-involved but prohibited for this age group). In contrast, 11 percent of the drivers of the same age group who were not speeding had BACs of .01 g/dL or higher. For every age group from the 25-to-34 group to those in the 55- to-64 group, speeding drivers involved in fatal crashes in 2018 were alcohol-impaired more than or nearly twice as often as those who were not.

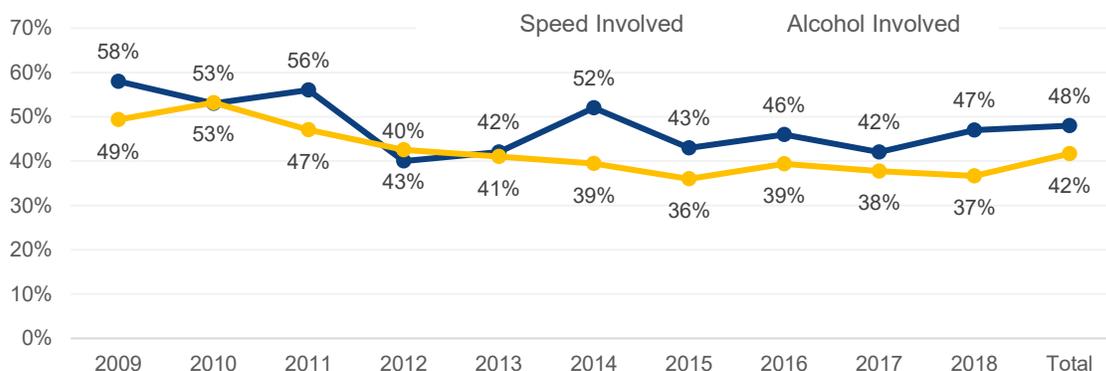
Drivers Involved in Fatal Traffic Crashes, by Age Group, Speeding Involvement, and their BACs, 2018, Georgia

Age Group	Speeding Involved Crash								Other Crashes							
	BAC .00 G/DL		BAC .01-.07 G/DL		BAC .08+ G/DL		TOTAL		BAC .00 G/DL		BAC .01-.07 G/DL		BAC .08+ G/DL		TOTAL	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
15-20	32	84	1	4	5	12	38	100	137	89	4	3	13	8	154	100
21-24	31	59	4	8	17	33	52	100	111	70	7	4	40	25	158	100
25-34	63	61	5	5	34	34	102	100	288	80	10	3	62	17	360	100
35-44	40	63	4	6	20	31	64	100	233	85	10	3	33	12	275	100
45-54	35	69	3	5	13	26	51	100	231	83	9	3	38	14	279	100
55-64	21	61	2	7	11	32	34	100	221	85	6	2	33	13	260	100
65-74	17	90	0	2	2	8	19	100	134	87	4	3	16	10	154	100
75+	10	89	0	1	1	10	11	100	80	91	1	1	7	8	88	100
Unknown	2	80	0	0	1	20	3	100	22	50	4	9	19	41	45	100
Total	251	67	20	5	103	28	374	100	1,458	82	56	3	259	15	1,773	100

Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF)

The figure below shows the percent of unrestrained drivers (of known restraint) involved in speed-related and alcohol-related fatal crashes from 2009 to 2018. In 2018, 48 percent of all drivers involved in speed-related fatal crashes were unrestrained and 42 percent of drinking drivers involved in fatal crashes were unrestrained.

Percent of Unrestrained Drivers involved in Fatal Crashes by Type of Fatal Crash, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS); 2009-2018 Annual Report File (ARF)

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305
C-7	To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166

Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the <u>annual</u> average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Integrated Enforcement
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Integrated Enforcement

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 efforts 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 law enforcement officers from agencies in groups of adjacent counties who hold regular meetings to discuss safety initiatives in their areas.

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. GOHS will continue conducting a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with the national enforcement mobilizations.

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 2021.

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

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.

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 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.

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 for Selection

The state currently complies with countermeasures deemed highly effective by the Countermeasures that Work 9th edition, such as Integrated Enforcement. According to NHTSA, impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired-driving checkpoints and saturation patrols. Integration of impaired driving enforcement with other special enforcement activities, such as speed or seatbelt enforcement can be effective, including when used at nighttime.

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 roadways.

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.

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

Fund 20 Highway Enforcement of Aggressive Traffic (H.E.A.T.) Projects	
<i>Planned Activity Description:</i>	H.E.A.T. enforcement/activity 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 Click It or Ticket, 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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Integrated Enforcement
<i>Intended Subrecipients:</i>	City of Atlanta Police Department, Bibb County Government, Burke County Sheriff’s Office, Carroll County Sheriff’s Office, Cherokee County Sheriff’s Office, Cobb County Board of Commissioners – Police Department, Dawson County Sheriff’s Office, DeKalb County Police Department, Douglas County Sheriff’s Office, Dublin Police Department, Forsyth County Sheriff’s Office, Glynn County Police Department, Habersham County Sheriff’s Office, Hall County Sheriff’s Office, Henry County PD/ Henry Co BOC, Newton County Sheriff’s Office, GA Department of Public Safety – Nighthawks (MID), Rockdale County Sheriff’s Office, Savannah Police Department, Snellville Police Department
Fund 16 Traffic Enforcement Network Projects	
<i>Planned Activity Description:</i>	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 Click It or Ticket, 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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Integrated Enforcement
<i>Intended Subrecipients:</i>	Barrow County Sheriff’s Office, Burke County Sheriff’s Office, Byron Police Department, Calhoun Police Department, Charlton County Sheriff’s Office, Clay County Sheriff’s Office, DeKalb County Police Department, Demorest Police Department, Douglas County Sheriff’s Office, Effingham County Sheriff’s Office, Grady County Sheriff’s Office, Holly Springs Police Department, Lyons Police Department, City of Monroe Police Department, City of Valdosta Police Department, Zebulon Police Department

Fund 16 High Visibility Enforcement Projects

<p><i>Planned Activity Description:</i></p>	<p>Projects will be dedicated to enforcing the laws that govern speed and impaired driving on the roadways of county/city through saturation patrols in areas identified by data to be those where speed and/or impaired driving related crashes, injuries, and fatalities occur. Participate in Click It or Ticket, 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.</p>
<p><i>Countermeasure strategies:</i></p>	<ul style="list-style-type: none"> • Integrated Enforcement
<p><i>Intended Subrecipients:</i></p>	<p>Appling County Sheriff's Office, Ben Hill Sheriff's Office, Brookhaven Police Department, Camden County Sheriff's Office, Crisp County Sheriff's Office, Decatur County Sheriff's Office, Fairburn Police Department, Fayetteville Police Department, Irwin County Sheriff's Office, Jeff Davis Sheriff's Office, Montgomery County Sheriff's Office, Pooler Police Department, Treutlen County Sheriff's Office, Union City Police Department, Warner Robins Police Department, Worth County Sheriff's Office</p>

Fund GA Governor's Office of Highway Safety

<p><i>Planned Activity Description:</i></p>	<p>Fund GOHS staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related crashes, injuries, and fatalities. This includes one Law Enforcement Challenge event and participation in Click It or Ticket, 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.</p>
<p><i>Countermeasure strategies:</i></p>	<ul style="list-style-type: none"> • Integrated Enforcement
<p><i>Intended Subrecipients:</i></p>	<p>Georgia Governor's Office of Highway Safety</p>

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
PT-2021-GA-01-81	Appling County Sheriff's Office	Appling County High Visibility Enforcement Project	FAST ACT 402 PT	\$48,112.00
PT-2021-GA-00-47	Atlanta Police Department, City of	H.E.A.T (Highway Enforcement of Aggressive Traffic)	FAST ACT 402 PT	\$196,881.60
PT-2021-GA-00-87	Ben Hill County Sheriff's Office	Ben Hill County High Visibility Enforcement	FAST ACT 402 PT	\$4,085.00
PT-2021-GA-01-05	Bibb County Government	HEAT Bibb County Sheriff's Office	FAST ACT 402 PT	\$142,868.00
PT-2021-GA-01-72	Brookhaven Police Department	Brookhaven High Visibility Enforcement (HVE)	FAST ACT 402 PT	\$59,361.30
PT-2021-GA-00-81	Burke County Sheriff's Office	HEAT - Burke County Sheriff's Office	FAST ACT 402 PT	\$97,158.42
PT-2021-GA-00-95	Camden County Sheriff's Office	Speed Limit and Impairment Awareness	FAST ACT 402 PT	\$71,040.00
PT-2021-GA-01-21	Carroll County Sheriff's Office	Carroll County Sheriff's Office HEAT Unit	FAST ACT 402 PT	\$299,999.98
PT-2021-GA-00-99	Cherokee County Sheriff's Office	HEAT Cherokee Sheriff's Office	FAST ACT 402 PT	\$108,444.60
PT-2021-GA-00-34	Cobb County Board of Commissioners – Police Department	H.E.A.T. Cobb County Police Department	FAST ACT 402 PT	\$129,048.80
PT-2021-GA-01-61	Crisp County Sheriff's Office	High Visibility Traffic Enforcement	FAST ACT 402 PT	\$54,178.00
PT-2021-GA-00-90	Dawson County Sheriff's Office	Dawson County Sheriff's Office HEAT	FAST ACT 402 PT	\$213,636.68
PT-2021-GA-01-48	Decatur County Sheriff's Office	Decatur High Visibility Enforcement Project	FAST ACT 402 PT	\$28,486.00
PT-2021-GA-00-61	Dekalb County Police Department	HEAT DeKalb County Police Department	FAST ACT 402 PT	\$39,625.60
PT-2021-GA-00-07	Douglas County Sheriff's Office	HEAT Douglas County Sheriff's Office	FAST ACT 402 PT	\$300,000.00
PT-2021-GA-00-22	Dublin Police Department	H.E.A.T. Dublin Police Department	FAST ACT 402 PT	\$101,637.47
PT-2021-GA-01-50	Fairburn Police Department	Fairburn High Visibility Enforcement (HVE)	FAST ACT 402 PT	\$51,073.20
PT-2021-GA-00-88	Fayetteville Police Department	The Fayetteville Police Department High Visibility Enforcement Project	FAST ACT 402 PT	\$52,593.60

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
PT-2021-GA-00-23	Forsyth County Sheriff's Office	HEAT Forsyth County Sheriff's Office	FAST ACT 402 PT	\$120,013.49
PT-2021-GA-00-11	GAGOHS – Grantee (in-house grant)	402PT: Police Traffic Services	FAST ACT 402 PT	\$925,250.00
PT-2021-GA-00-45	Glynn County Police Department	"Eyes on the Road" Glynn County HEAT Program	FAST ACT 402 PT	\$148,012.80
PT-2021-GA-01-28	Habersham County Sheriff's Office	HEAT Habersham County Sheriff's Office	FAST ACT 402 PT	\$20,158.31
PT-2021-GA-00-40	Hall County Sheriff's Office	HEAT Hall County	FAST ACT 402 PT	\$66,471.89
PT-2021-GA-00-38	Henry County PD/ Henry Co BOC	HEAT Henry County Police Department	FAST ACT 402 PT	\$174,557.20
PT-2021-GA-01-00	Irwin County Sheriff's Office	Irwin County - High Visibility Enforcement Project	FAST ACT 402 PT	\$6,880.00
PT-2021-GA-01-88	Jeff Davis County Sheriff's Office	Jeff Davis County High Visibility Enforcement Project	FAST ACT 402 PT	\$25,031.00
PT-2021-GA-01-56	Montgomery County Sheriff's Office	Montgomery County High Visibility Enforcement Project	FAST ACT 402 PT	\$26,827.00
PT-2021-GA-01-27	Newton County Sheriff's Office	HEAT Newton County SO	FAST ACT 402 PT	\$60,509.12
PT-2021-GA-00-57	Pooler Police Department	Speed Related Crashes from Following too closely	FAST ACT 402 PT	\$46,166.24
PT-2021-GA-00-12	Public Safety, Georgia Department of	HEAT/Nighthawks - Middle- GA	FAST ACT 402 PT	\$858,713.70
PT-2021-GA-00-01	Rockdale County Sheriff's Office	HEAT Rockdale County Sheriff's Office	FAST ACT 402 PT	\$166,316.99
PT-2021-GA-00-02	Savannah Police Department	HEAT Savannah Police Department	FAST ACT 402 PT	\$70,931.33
PT-2021-GA-00-70	Snellville Police Department	HEAT Snellville Police Department	FAST ACT 402 PT	\$209,816.76
PT-2021-GA-01-84	Treutlen County Sheriff's Office	Treutlen County High Visibility Enforcement Project	FAST ACT 402 PT	\$36,504.00
PT-2021-GA-01-55	Union City Police Department	Union City Police Department High Visibility Enforcement	FAST ACT 402 PT	\$48,106.40
PT-2021-GA-00-43	Warner Robins Police Department	FY 2021 WRPD Operation Safe Streets	FAST ACT 402 PT	\$22,790.00

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
PT-2021-GA-00-92	Worth County Sheriff's Office	Worth County Sheriff's High Visibility Enforcement	FAST ACT 402 PT	\$18,105.00
PT-2021-TE-00-08	Barrow County Sheriff's Office	TEN Piedmont Area (PATEN)	FAST ACT 402 PT	\$19,761.92
PT-2021-TE-00-07	Burke County Sheriff's Office	TEN- East Central	FAST ACT 402 PT	\$20,114.72
PT-2021-TE-00-05	Byron Police Department	TEN Middle Georgia(MGTEN)	FAST ACT 402 PT	\$18,396.80
PT-2021-TE-00-02	Calhoun Police Department	TEN Mountain Area (MNTEN)	FAST ACT 402 PT	\$19,874.24
PT-2021-TE-00-16	Charlton County Sheriff's Office	TEN - Coastal Area (CATEN)	FAST ACT 402 PT	\$23,454.56
PT-2021-TE-00-26	Clay County Sheriff's Office	TEN - West Central (WCTEN)	FAST ACT 402 PT	\$17,396.00
PT-2021-TE-00-15	Dekalb County Police Department	TEN Metro Atlanta (MATEN)	FAST ACT 402 PT	\$21,606.88
PT-2021-TE-00-10	Demorest Police Department	TEN- Northeast Georgia	FAST ACT 402 PT	\$20,127.68
PT-2021-TE-00-01	Douglas County Sheriff's Office	TEN- Western Region	FAST ACT 402 PT	\$20,123.36
PT-2021-TE-00-13	Effingham County Sheriff's Office	TEN - South East Area	FAST ACT 402 PT	\$22,919.92
PT-2021-TE-00-17	Grady County Sheriff's Office	TEN - Southwest (SWTEN)	FAST ACT 402 PT	\$17,315.36
PT-2021-TE-00-09	Holly Springs Police Department	TEN - Appalachian Trail	FAST ACT 402 PT	\$19,125.44
PT-2021-TE-00-12	Lyons Police Department	TEN South Central (SCTEN)	FAST ACT 402 PT	\$17,983.52
PT-2021-TE-00-14	Monroe Police Department, City of	TEN - Central Region (CRTEN)	FAST ACT 402 PT	\$18,275.84
PT-2021-TE-00-04	Valdosta Police Department, City of	TEN- Southern Region	FAST ACT 402 PT	\$18,226.88
PT-2021-TE-00-03	Zebulon Police Department	TEN- Central Georgia	FAST ACT 402 PT	\$17,938.88
TOTAL				\$5,362,033.48

Equipment Request over \$5000

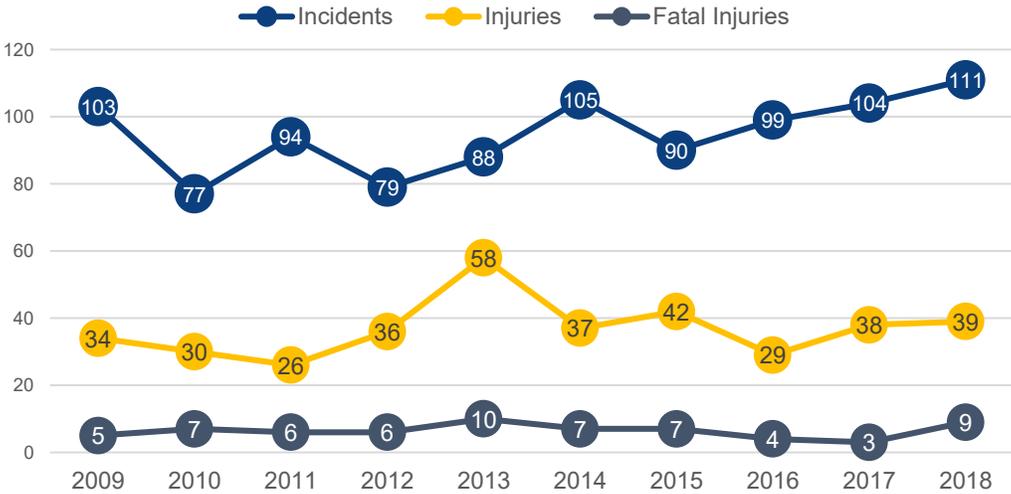
Project Number	Sub-Recipient	Equipment Item	Location of Manufacturer	Quantity	Unit Cost	Total Cost
PT-2021-GA-01-21	Carroll County Sheriff's Office	Chevrolet Tahoe	Texas	3	\$41,139.00	\$123,417.00
PT-2021-GA-01-21	Carroll County Sheriff's Office	WatchGuard 4RE In-Car Camera	Texas	3	\$5,600.00	\$16,800.00
PT-2021-GA-00-90	Dawson County Sheriff's Office	Chevrolet Tahoe	Texas	2	\$41,406.00	\$82,812.00
PT-2021-GA-00-90	Dawson County Sheriff's Office	WatchGuard 4RE In-Car Camera	Texas	2	\$5,730.00	\$11,460.00
PT-2021-GA-00-07	Douglas County Sheriff's Office	Equipped Ford Interceptor	Illinois	3	\$45,807.00	\$137,421.00
PT-2021-GA-00-07	Douglas County Sheriff's Office	L3 Mobile Computer	Missouri	1	\$5,500.00	\$5,500.00
PT-2021-GA-00-11	GAGOHS - Grantee	Ford F-150 Truck	Missouri	1	\$35,000.00	\$35,000.00
PT-2021-GA-00-70	Snellville Police Department	Equipped Ford Interceptor	Illinois	2	\$38,035.00	\$76,070.00
PT-2021-GA-00-70	Snellville Police Department	WatchGuard 4RE In-Car Camera	Texas	2	\$6,245.00	\$12,490.00
PT-2021-GA-00-43	Warner Robins Police Department	Speed Awareness Monitor Trailers	Texas	2	\$9,645.00	\$19,290.00
					TOTAL	\$520,260.00

RAILROAD SAFETY

Description of Highway Safety Problems

According to the Federal Railroad Administration, there were 111 incidents involving Georgia railways and highways in 2018. Those 111 incidents resulted in 39 injuries and 9 fatalities. The number of railway and motor vehicle incidents, injuries, and fatalities have steadily increased since 2016. The figure below shows the trend of highway-rail incidents, injuries, and fatal injuries between 2009 and 2018.

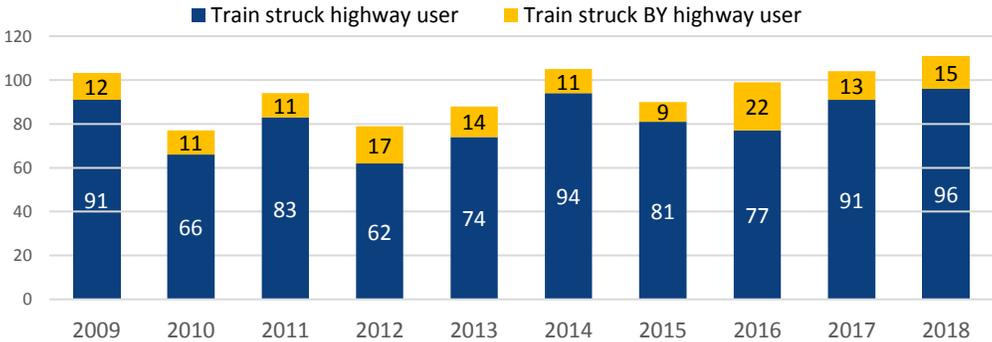
Highway-Rail Incidents, Injuries, and Fatal Injuries (2009-2018) Georgia



2009-2018: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, Highway-Rail Incidents By Type Highway User, available at <http://safetydata.fra.dot.gov/OfficeofSafety/Default.aspx> as of Jun. 5, 2020.

Across the years, rail incidents most often involved the train striking the highway user. In 2018, 95 out of the 111 incidents (86 percent) involved the train striking the highway user and 15 incidents involved the train being struck by the highway user. The figure below shows the type of highway-railway crash events from 2009-2018.

Type of Highway-Railway Crashes, 2009-2018, Georgia



Source: Federal Railroad Administration

Passenger cars are the most common highway users involved in highway-railway incidents, followed by trucks with trailers. In 2018, there were 19 injuries and 4 fatal injuries involving cars and 10 injuries and 3 fatal injuries involving trucks only.

Highway Users Involved In Highway-Railway Incidents, 2018 Georgia

Highway User	Incidents	Fatal Injuries	Injuries
Car	56	4	19
Trucks	24	3	10
Truck & Trailers	26	1	9
Other Motor Vehicle	4	1	1
Van	1	0	0
Total	111	9	39

Source: Federal Railroad Administration

Most of the highway-railway incidents in 2018 occurred in the following counties: Fulton, Cobb, Gwinnett, Whitfield, and Clayton counties. Majority of these incidents occurred at public crossing. The table below shows the top Georgia counties with the highest number of highway-railway incidents in 2018.

Top Counties with the Highest Highway-Railway Incidents by Public or Private Crossing, 2018 Georgia

County	At Public Crossing			At Private Crossing		
	Incidents	Fatal Injuries	Injuries	Incidents	Fatal Injuries	Injuries
Fulton	10	3	2	5	-	1
Cobb	6	-	1	-	-	-
Gwinnett	5	-	1	-	-	-
Whitfield	5	-	-	-	-	-
Clayton	4	-	1	-	-	-
Lowndes	3	1	-	1	-	-
Gordon	3	-	-	-	-	-
Hall	3	-	3	-	-	-
Bartow	2	-	1	1	-	1
Chatham	2	-	-	1	-	-
Coweta	2	1	1	-	-	-
Douglas	2	-	-	1	-	1
Madison	2	-	-	1	1	1

Source: Federal Railroad Administration

Georgia provides a statewide program that is geared towards educating the general public and training First Responders on the importance of railroad safety. The Operation Lifesaver program conducts exhibits with the OL Mobile Exhibit Truck/ desktop presentation and training in partnership with The Georgia Public Safety Training Center for First Responders statewide. The training covers trespassing, state statutes, and corrective reporting for first responders.

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Railroad Safety: Outreach and Education
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Railroad Safety: Outreach and Education

Project Safety Impacts

Operation Lifesaver (OL) is a nationwide nonprofit rail safety education program. Each state has their own program to address the specific needs of that state, headed by a State Coordinator. The Georgia OL state coordinator helped start the program back in 1974 and has built a statewide program unequaled by any other state with currently over 70 affiliate members including government agencies (federal, state, local), first responders, businesses, civic groups, etc. Georgia is considered a model program for the nation and has over 100 volunteers working throughout the state to present railroad safety programs, exhibit at local community events, and help volunteer with the OL Truck for the larger outdoor events.

Linkage Between Program Area

The OL Mobile Exhibit Truck activities include scheduling the Truck for community events where large audiences can be reached of both adults and children, as well as special audiences including schools, first responders, school bus drivers, etc. Over the years, OL has worked very well and when the Exhibit Truck is unable to attend an event, the requestor is offered use of a tabletop display and handout safety materials. Having the unique OL Truck to augment regular safety presentations is extremely beneficial as it allows OL to visit outlying communities where citizens of all ages and demographic backgrounds are educated accordingly. Requests for exhibiting with the Truck come in from all over Georgia including referrals from a long list of affiliate members, many of whom also are authorized volunteers who then assist. Their participation at no cost to OL provides an enormous in-kind service. Volunteers come from the Georgia Railroads, other businesses, civic groups and government agencies including the Federal Railroad Administration, Georgia DOT, Georgia Department of Public Safety and many others.

Rationale for Selection

As stated above, the many departments supporting this special training have also become involved in the classes held within that particular county or jurisdiction. While there is no way to include all 159 counties each year, over a period of time, the program reaches all the major counties where rail traffic is the highest. Additionally, Georgia Operation Lifesaver exhibits are scheduled at many annual conferences where law enforcement and other highway safety professionals attend. Operation Lifesaver program efforts encourage highway safety professionals to include railroad safety training on their websites, newsletters, etc.

Planned Activities

Georgia Operation Lifesavers	
<i>Planned Activity Description:</i>	Georgia Operation Lifesaver will provide training and education to both the "First Responders" and "general public" about safety around trains and railroad tracks.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Railroad Safety
<i>Intended Subrecipients:</i>	Georgia Operation Lifesaver

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
RH-2021-GA-00-52	Georgia Operation Lifesaver, Inc.	First Responders Training and Mobile Truck Exhibit	FAST Act 402RH	\$30,484.00
TOTAL				\$30,484.00

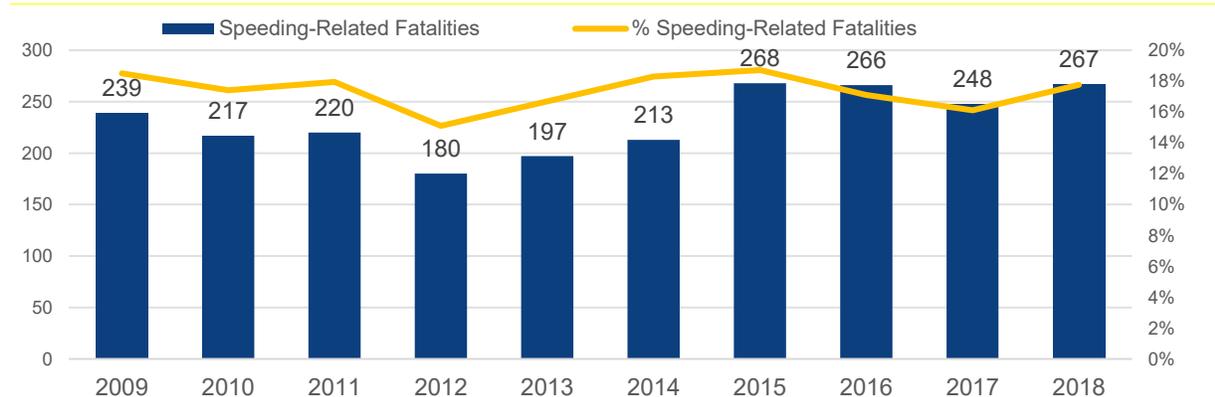
SPEED MANAGEMENT AND SPEED

Description of Highway Safety Problems

In 2018 there were 2,147 drivers involved in 1,407 fatal crashes, in which 1,504 people lost their lives. Twelve percent (12%) of the drivers involved were speeding at the time of the crashes, and 16 percent of all traffic fatalities crashes were speed-related.

The figure below shows the total number of traffic fatalities, and the number and percentage of fatalities by speeding involvement, for a 10-year period. From 2009 to 2018, speeding-related fatalities increased by 12 percent, from 239 in 2009 to 267 in 2018. The proportion of speeding-related fatalities out of the total number of fatalities fluctuated between 15 percent and 18 percent during the 10-year period.

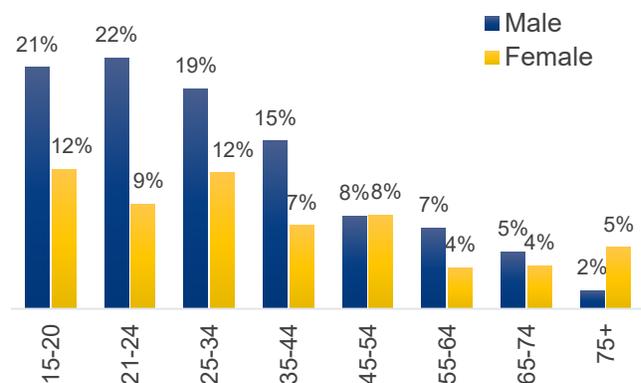
Number and Proportion of Speeding-Related Fatalities, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2017 Final File, 2018 Annual Report File (ARF), Georgia

The figure on the right presents the percentage of drivers who were speeding when involved in fatal crashes, by age group, and gender. The proportion of female drivers who were speeding was smaller than male drivers across all age groups. Young male drivers were more likely to speed in fatal crashes. In 2018, 22 percent of male drivers in the 21- to 24-year-old age group involved in fatal crashes were speeding at the time of the crashes, compared to 9 percent for the female drivers in the same age group. Young drivers (15- to 20 years) also have a high proportion of male and female drivers involved fatal crashes were speeding at the time of the crashes, 21 percent and 12 percent respectively.

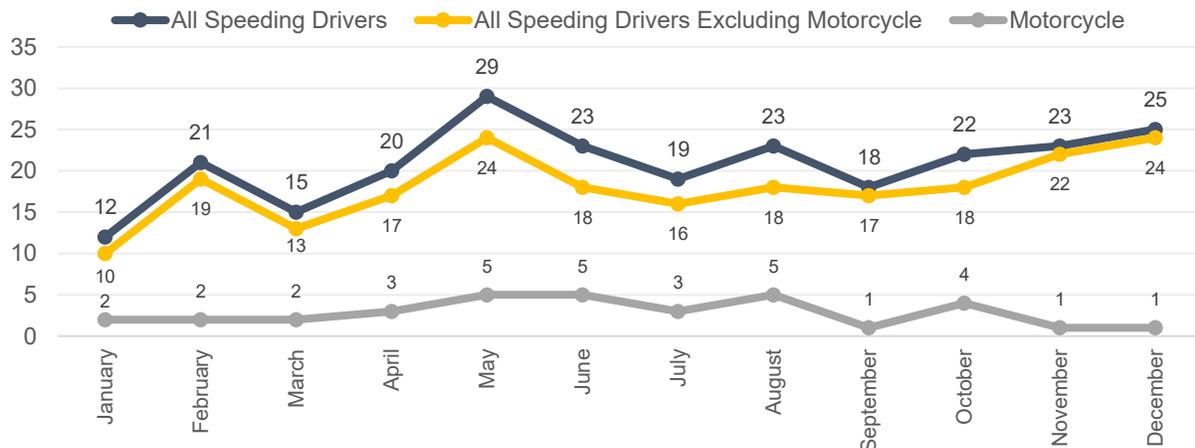
Percentage of Speeding Drivers Involved in Fatal Crashes, by Age Group and Gender, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF), Georgia

The figure below displays the monthly variation of all speeding drivers involved in fatal crashes by vehicle type in 2018. All speeding drivers have monthly variations with a peak involvement in May compared to the colder months (January and February). Motorcycle riders involved in fatal crashes have a strong influence on the monthly variation of all drivers involved because motorcycle riders are more likely to ride during the warmer months (May – August) and fall (October).

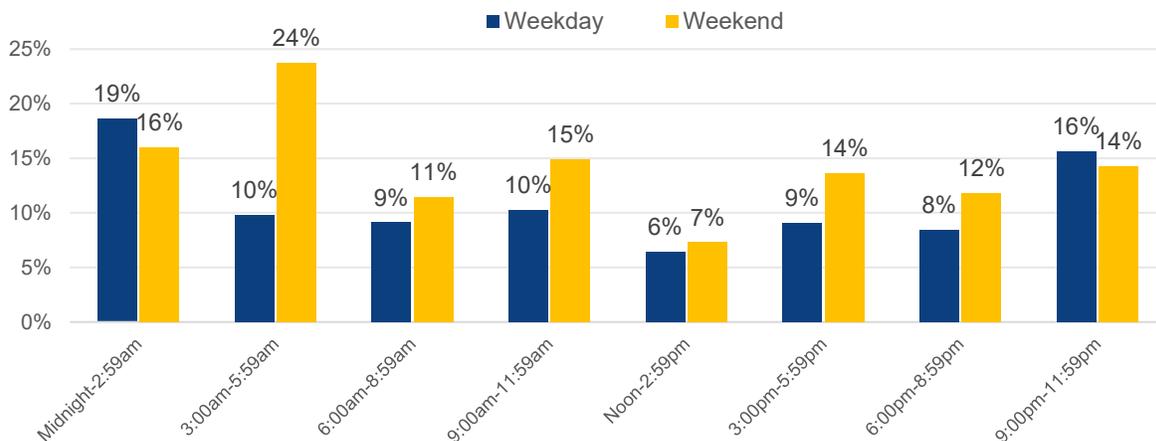
Speeding Drivers Involved in Fatal Crashes, by Vehicle Type and Month, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF), Georgia

The percentage of drivers in fatal crashes who were speeding in 2018 is presented in the figure below by time of day, on weekdays and weekends. Fewer drivers involved in fatal crashes during daytime hours, regardless of day of week. For nearly every time period (except from midnight to 2:59am), the proportion of speed-related fatal crashes was more on weekends than weekdays. Midnight to 2:59 a.m. was the time period that drivers involved in fatal crashes were most likely to be speed on weekdays. The hours between 3:00am and 5:59am on weekends are more drivers involved in fatal crashes were speeding.

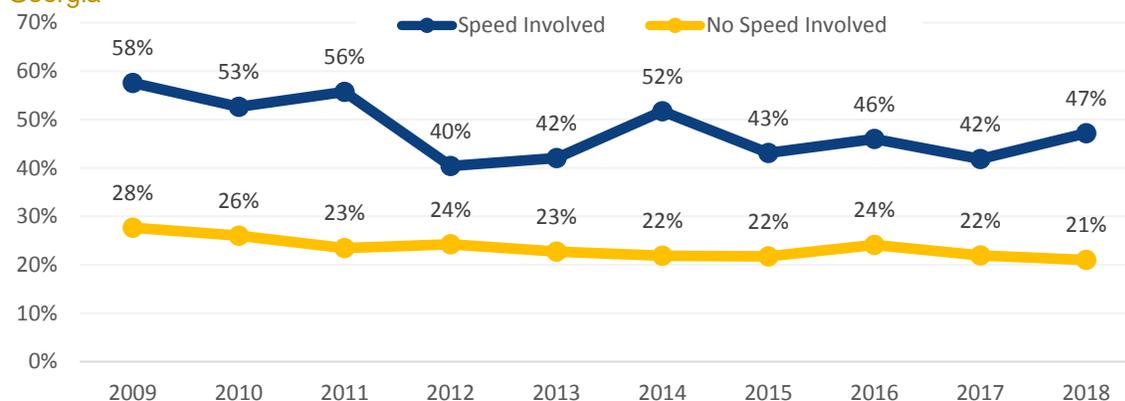
Percent of Drivers in Fatal Crashes that were Speeding by Weekdays/Weekends and Time of Day, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF), Georgia

The figure below shows the percent of unrestrained drivers involved in speed-related and nonspeed-related fatal crashes from 2009 to 2018. In 2018, 47 percent of all drivers involved in speed-related crashes were unrestrained and 21 percent of drivers involved no speeding crashes were unrestrained. The percent of unrestrained drivers involved in fatal crashes increased by net 5 percent compared to the previous year – from 42 percent in 2017.

Percent of Unrestrained Drivers involved in Fatal Crashes by Type of Fatal Crash, 2009-2018, Georgia

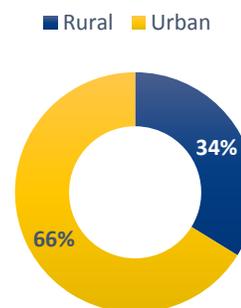


Source: Fatality Analysis Reporting System (FARS); 2009-2018 Annual Report File (ARF), Georgia

The number and percent of fatalities in speed-related crashes is shown by roadway function class and by rural/urban regions below. Of the 205 speeding-related fatalities that occurred on the interstate roadways in 2018, 16 percent of the fatal crashes (33) involved speed. In 2018, 66 percent of the speed-related traffic fatalities occurred in urban regions and 34 percent occurred in rural regions.

Speeding-Related Traffic Fatalities, by Roadway Function Class and Rural/Urban Regions, 2018, Georgia

Roadway Function Class	Speeding Involved		Other Crash		Total
	Number	Percent	Number	Percent	
Interstate, principal arterial	33	16%	172	84%	205
Freeway and expressway, principal arterial	5	29%	12	71%	17
Principal arterial, other	53	14%	316	86%	369
Minor arterial	69	16%	356	84%	425
Collector	59	20%	236	80%	295
Local	48	25%	145	75%	193
Total	267	18%	1,237	82%	1,504



Source: Fatality Analysis Reporting System (FARS); 2018 Annual Report File (ARF), Georgia

In 2018, 82 counties experienced at least one speed-related traffic fatality. Over half (56%) of all speeding-related fatalities occurred in the top 15 counties. The top five (5) counties with the highest number of fatalities in crashes involving speeding are: Fulton (26), Gwinnett (18), Cobb (17), DeKalb (17), and Barrow (9) counties.

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Speed: High Visibility Enforcement and Education
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Speed: High Visibility Enforcement and Education

Project Safety Impacts

Speed, a form of aggressive driving, has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Excessive speed can contribute to both frequency and severity of motor vehicle crashes. For close to 20 years, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has maintained consistency across the state. In FFY 2020, the Governor's Office of Highway Safety (GOHS) funded nineteen (19) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units and nine (9) High Visibility Enforcement (H.V.E.) projects across the state where speed 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.) and High Visibility Enforcement (H.V.E.) programs in FFY 2021. The Highway Enforcement of Aggressive Traffic (H.E.A.T) Units were established for the purpose of reducing the number of driving incidents. The H.E.A.T. projects will continue to focus on speed, along with impaired driving and occupant protection. The H.V.E projects will be solely focused on speed 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) and Operation Southern Shield, with participation from H.E.A.T. and H.V.E., 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 online and in-person certification and re-certification courses as well as provides training for radar and lidar instructors.

Rationale for Selection

According to NHTSA (Countermeasures That Work- CTW 9th Edition, chapter 3), speed enforcement is 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

GA Public Safety Training Center-Speed	
<i>Planned Activity Description:</i>	Conduct RADAR and LIDAR certification as well as Speed Detection Instructor training to students during the grant year. Offer monthly online RADAR Refresher training through www.gpstc.org to all Georgia law enforcement.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Speed: High Visibility Enforcement and Education
<i>Intended Subrecipients:</i>	Georgia Public Safety Training Center

Fund (6) High Visibility Speed Enforcement Projects

<i>Planned Activity Description:</i>	Activity hours will be dedicated to enforcing the laws that govern speed on the roadways of county/city through saturated patrols in areas identified by data to be high-risk locations for speed related crashes, injuries, and fatalities occur.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Speed: High Visibility Enforcement and Education
<i>Intended Subrecipients:</i>	Banks Co Sheriff's Office, Bremen Police Department, Calhoun Police Department, Charlton Co Sheriff's Office, Effingham County Sheriff's Office, Washington Co Sheriff's Office

Projects

Project Number	Sub-Recipient	Project Title	Funding Source	Funding Amount
SC-2021-GA-01-10	Banks County Sheriff's Office	Banks County Speed Deterrent and Education Grant Request	FAST Act 402 SC	\$45,010.00
SC-2021-GA-00-69	Bremen Police Department	Bremen Safe Streets	FAST Act 402 SC	\$22,660.00
SC-2021-GA-01-76	Calhoun Police Department	High Visibility Traffic Grant	FAST Act 402 SC	\$37,244.00
SC-2021-GA-02-02	Charlton County Sheriff's Office	Speed Grant	FAST Act 402 SC	\$23,956.00
SC-2021-GA-01-82	Effingham County Sheriff's Office	Speed Detection	FAST Act 402 SC	\$71,254.80
SC-2021-GA-00-36	Georgia Public Safety Training Center	Speed Enforcement Training Programs	FAST Act 402 SC	\$45,902.06
SC-2021-GA-01-85	Washington County Sheriff's Office	Speed Grant	FAST Act 402 SC	\$56,414.40
			TOTAL	\$302,441.26

Equipment Request over \$5000

Project Number	Sub-Recipient	Equipment Item	Location of Manufacturer	Quantity	Unit Cost	Total Cost
SC-2021-GA-01-10	Banks County Sheriff's Office	Speed Detection Trailer	Texas	1	\$7,894.00	\$7,894.00
SC-2021-GA-01-82	Effingham County Sheriff's Office	Radar Trailer	Texas	1	\$9,650.00	\$9,650.00
TOTAL						\$17,544.00

TRAFFIC RECORDS

Description of Highway Safety Problems

In 2018, Georgia experienced 1,504 traffic fatalities on public roadways. While the number of roadway fatalities have decreased by 2.3% (net 36 count decrease) in comparison to the previous year, GOHS recognizes the need to address specific causes of motor vehicle fatalities across the following traffic safety performance measures: unrestrained fatalities, alcohol-related fatalities, pedestrian fatalities, speed-related fatalities, motorcyclist fatalities, and bicyclist fatalities.

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

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



Crash Component

The Georgia Department of Transportation (GDOT) is the agency responsible for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by LexisNexis. GEARS serves as a portal into the State of Georgia’s repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database; however the methods of input vary. Crashes are inputted either electronically through the State user interface, transmitted via third party vendors, or submitted via paper reports. Currently, approximately 95% of the state’s crash reports are transmitted electronically.



Roadway Component

The Georgia Department of Transportation (GDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. GDOT maintains approximately 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 software to integrate data from multiple linear referencing system networks to get a comprehensive view of Georgia roadways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.



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



Citation & Adjudication 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. However, through the Georgia Electronic Conviction Processing System (GECEPS) at the Division of Driver Services, Georgia courts are able to securely and accurately transmit conviction data electronically to the State. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable.



Vehicle Component

The Georgia Department of Revenue (DOR), Motor-Vehicle Division has custodial responsibility for the State vehicle records. Georgia's vehicle system, Driver Record and Integrated Vehicle Enterprise System (DRIVES), is an inventory of data that enables the titling and registration of each vehicle under the State's jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways. Vehicle information includes identification and ownership data for vehicles registered in Georgia 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.



Injury Surveillance Component

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

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021	5,264	6,407
C-3	To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.23 (2017-2021) 5-year average by December 2021.	1.18 ²	1.23
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-6	To maintain the 5-year moving average speed related fatalities under the projected 305 (2017-2021) 5-year average by December 2021.	252	305
C-7	To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8	To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222
C-10	To maintain the 5-year moving average pedestrian fatalities under the projected 300 (2017-2021) 5-year average by December 2021.	221	300
C-11	To maintain the 5-year moving average bicyclist fatalities under the projected 27 (2017-2021) 5-year average by December 2021.	23	27
Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

Primary Countermeasure Strategy

Countermeasure Strategy	Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
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Project Safety Impacts

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

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

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

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

Linkage between Program Area

Georgia's Traffic Records Program is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources. The Georgia Traffic Records Program mission is to maximize the overall quality of safety data and analysis based on State traffic records data across all six core data systems.

The Georgia Traffic Records Coordinating Committee (TRCC) was created for the purpose of developing and implementing effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data needed to identify priorities for Federal, State, and

local highway and traffic safety programs; evaluate the effectiveness of such efforts; link State data systems, including traffic records and systems that contain medical roadway, and economic data; improve the compatibility and interoperability of State data systems with national data systems and the data systems of other States; and enhance the agency's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

The Georgia TRCC continues to utilize the Traffic Safety Information System funding, received in FFY 2006- FFY 2020 from the National Highway Traffic Safety Administration (NHTSA) under Section 405(c) to advance its mission to maximize the overall quality of safety data and analysis based on State traffic records data across all six core systems.

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

Rationale for Selection

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

GECPS Outreach	
<i>Planned Activity Description:</i>	To provide a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication utilizing the Georgia Electronic Citation Processing System (GECPS) as well as to train and educate courts on the GECPS system for this purpose.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<i>Intended Subrecipients:</i>	Georgia Department of Driver Services
405(c) Traffic Records Program	
<i>Planned Activity Description:</i>	To fund the GOHS Georgia Traffic Records program staff and traffic records information system projects to improve Georgia's traffic records data in order to identify traffic safety problems and design countermeasures to reduce injuries, crashes and fatalities on all Georgia roads.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety
LEA Technology Grant GACP	
<i>Planned Activity Description:</i>	To 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). 3-7 electronic crash reporting units are provided for approximately 25 law enforcement agencies.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<i>Intended Subrecipients:</i>	Georgia Association of Chiefs of Police

Support for CODES Crash Data Linkage

<i>Planned Activity Description:</i>	This project creates linked crash and injury surveillance data for analysis by Georgia’s highway safety partners and provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes. CODES staff develops and maintains relationships with data owners, users, and injury prevention stakeholders by convening the CODES Board and CODES data workgroup meetings monthly; conducting validity checks on the crash data; preparing traffic records data sets for linking; performing probabilistic data linking using the triple match on crash, EMS, and hospital (ED and hospital inpatient discharge) data and standardizing the linked data to improve the completeness and integration of the traffic records data; and providing data support to Strategic Highway Safety Plan (SHSP) task teams either by developing data strategies, products, or data requests.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<i>Intended Subrecipients:</i>	Georgia Department of Public Health

DPH - OEMS GEMSIS Elite

<i>Planned Activity Description:</i>	To maintain the Georgia Emergency Medical Services Information System (GEMSIS) in NEMSIS v3.4.0, to archive the NEMSIS 2.2.1 data, begin work to prepare GEMSIS for NEMSIS v3.5.0, maintain GEMSIS DataMart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<i>Intended Subrecipients:</i>	Georgia Department of Public Health

Public and DPH Customer Access to crash data in death, hospital discharge, emergency room visit and crash data sources via OASIS web query and custom data requests

<p><i>Planned Activity Description:</i></p>	<p>The Online Analytical Statistical Information System (OASIS), DPH's web query and custom data requests, provides the general public, stakeholders, and traffic safety partners with access to Hospital Discharge, ER Visit, Death and MV Crash data (as authorized by GDOT) as well as data visualizations. This project will create new tools/enhance existing tools that help to visualize data; facilitate the creation of new performance measures that reflect critical areas of interest; work on allowing the user to create maps based on their own data in an ad hoc manner; and utilizing tools within OASIS to create cross-system data quality reports.</p>
<p><i>Countermeasure strategies:</i></p>	<ul style="list-style-type: none"> • Improve the accuracy, timeliness, accessibility, integration, completeness and uniformity of the GA Traffic Records Information System.
<p><i>Intended Subrecipients:</i></p>	<p>Georgia Department of Public Health</p>

Projects

GTS Project Number	Sub-Recipient	Project Title	Funding Source	Funding Amount
M3DA-2021-GA-00-18	Georgia Department of Driver Services	GECPS Outreach	FAST Act 405c	\$309,087.53
M3DA-2021-GA-00-64	GAGOHS-Grantee	405c: Traffic Records Program	FAST Act 405c	\$113,345.00
M3DA-2021-GA-00-77	Georgia Association of Chiefs of Police	LEA Technology Grant GACP	FAST Act 405c	\$430,500.00
M3DA-2021-GA-00-05	Georgia Department of Public Health	Public and DPH Customer Access to crash data in death, hospital discharge, emergency room visit and crash data sources via OASIS web query and custom data requests	FAST Act 405c	\$202,406.07
M3DA-2021-GA-00-46	Georgia Department of Public Health	Support for CODES Crash Data Linkage	FAST Act 405c	\$108,088.00
M3DA-2021-GA-00-33	Georgia Department of Public Health (EMS & Trauma)	DPH - OEMS GEMISIS Elite	FAST Act 405c	\$214,944.00
			TOTAL	\$1,378,370.60

YOUNG DRIVERS (TEEN TRAFFIC SAFETY PROGRAM)

Description of Highway Safety Problems

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. Teens are a vulnerable population when it comes to driving- as motor vehicle crashes are the leading cause of death for 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.

In 2018, the top three contributing factors for fatal crashes involving young drivers were: (1) Failure to yield right of way; (2) Overcorrecting; and, (3) Improper lane usage. The top contributing factors for all motor vehicle crashes involving young drivers are: (1) following to close; (2) operating vehicle in erratic manner (e.g., speeding); and (3) driving while distracted.

Since 2014, there has been a gradual increase in the number of young drivers (ages 15-20 years) involved in fatal crashes. In 2018, there were 192 young drivers involved in fatal crashes – a 32 percent increase (+47 drivers) since 2014. Young drivers represented 8.9 percent of all drivers involved in fatal crashes in 2018. Over the past 5-years (2014-2018), young drivers consistently represented 8.5 percent of all drivers involved in the fatal crashes.

From 2009 to 2018, young drivers between the ages of 18-20 years (and therefore not required to adhere with the Graduate Driver Licensing requirements) made up more than 60 percent of all young drivers involved in fatal crashes (see chart below). In 2018, 78 percent of all young drivers involved in a fatal crash were between the ages of 18 and 20 years.

Young Drivers Involved in Fatal Crashes, by Age Group, 2009–2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2018

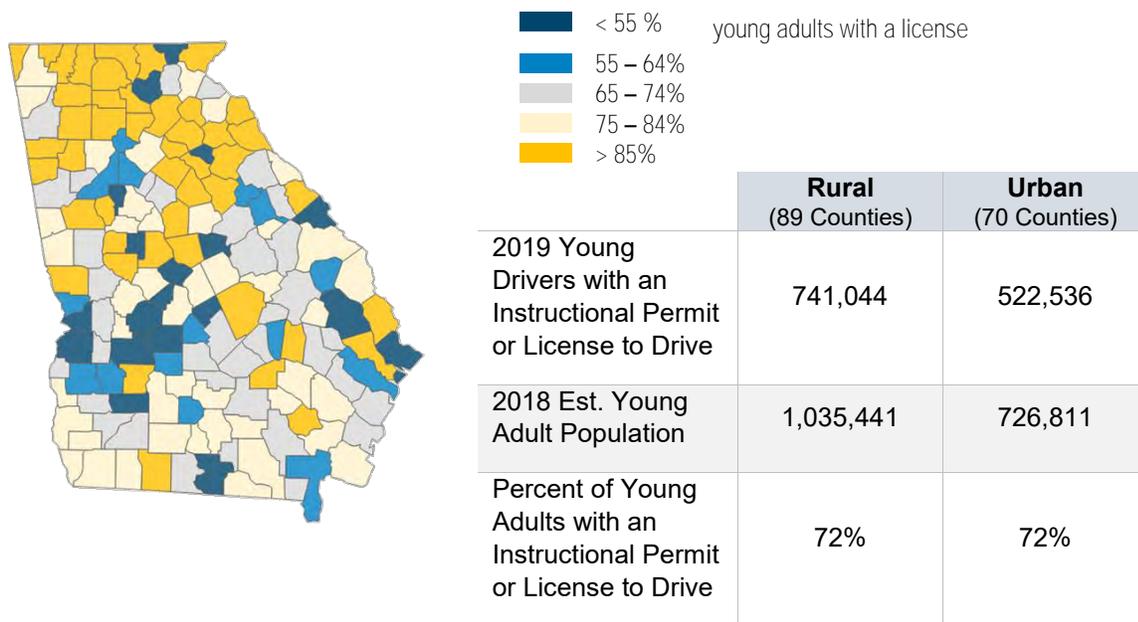
Young drivers (15 to 20 years old) generally obtain their licenses for the first time under a graduated driver licensing program as they learn driving skills.

- There were 8 million licensed drivers in the Georgia in 2019. Young drivers (ages 15-20 years) accounted for 7.9 percent (631,790) of the all licensed drivers in 2019.

- Across the state, 71.1 percent of all youth (15-20 years) holds either an instructional permit or driver's license in 2019.
- The percentage (72 percent) of young adults that held an instructional permit or driver's license in 2019 is the same across all rural and urban counties²², 89 and 70 counties respectively.

The county map and table below present the percentage of young adults with an instruction permit or driver's license²³ by county.

Percent of Young Adults (Ages 15-20) with an Instructional Permit or License to Drive, by County (2019 Licensed Young Adults & 2018 Young Adult Estimated Population), Georgia



Source: Drivers licenses information obtained from the Department of Driver Service (Dec 2019); Estimated young adult population obtained from Georgia's Online Analytical Statistical Information System (OASIS)

Total fatalities in crashes with young drivers increased steadily over the 5-year period from 156 in 2014 to 196 in 2018, resulting in a 30-percent increase (Table below)). In fatal crashes involving young drivers for the 5- year period from 2014 to 2018:

- Young drivers fatally injured increased by 16 percent (from 62 fatalities in 2014 to 72 fatalities in 2018).
- Fatalities among the passengers of young drivers increased by 10 percent (from 31 fatalities to 34 fatalities).
- Occupant fatalities of other vehicles increased by 14 percent (from 49 fatalities to 56 fatalities).
- Nonoccupant fatalities – pedestrians, bicyclist, or other nonoccupants – increased by 143 percent (from 14 fatalities to 34 fatalities).

²² Rural definition based on Office of Management and Budget (OMB) metro counties. A metro area includes one or more counties containing a core urban area of 50,000 or more people, together with any adjacent counties that have a high degree of social and economic integration (as measured by commuting to work) with the urban core.

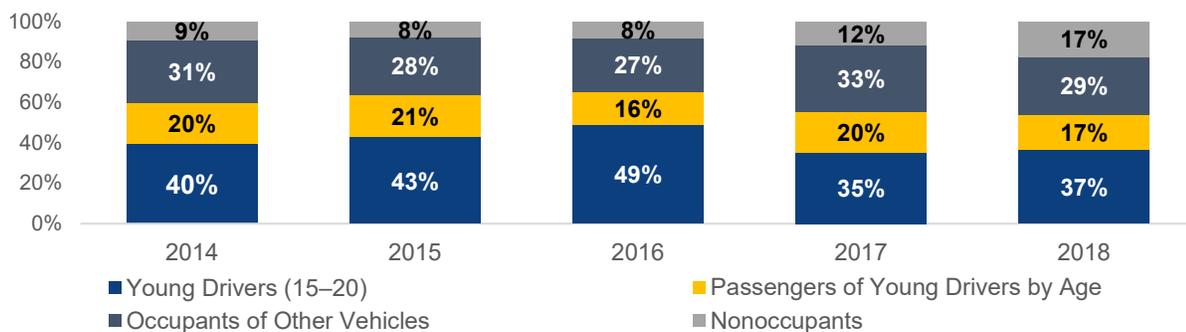
²³ GA DDS licensing as of December 2019: Class types include instructional permits, Class C, and Class D licenses.

Fatalities in Crashes Involving Young Drivers, by Person Type and Year, 2014-2018, Georgia

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total
		< 15	15 - 20	21 +	Total			
2014	62	3	18	10	31	49	14	156
2015	77	3	27	8	38	51	14	180
2016	96	7	18	7	32	52	16	196
2017	71	3	32	6	41	67	24	203
2018	72	3	16	15	34	56	34	196

Source: Fatality Analysis Reporting System (FARS) 2014-2018

Fatalities in Crashes Involving Young Drivers, by Person Type and Year, 2014-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2014-2018

The figure above displays the percentage of fatalities in crashes involving young drivers by person type and year. In 2018:

- 37 percent of all fatalities in crashes involving a young driver, was the young driver themselves.
- 29 percent of all fatalities in crashes involving a young driver, were occupants of other vehicles.
- 17 percent of all fatalities involving young drivers (34 out of 196) were not in vehicles. Nonoccupant fatalities for fatal crashes involving a young driver was highest in 2018 in comparison to previous years.

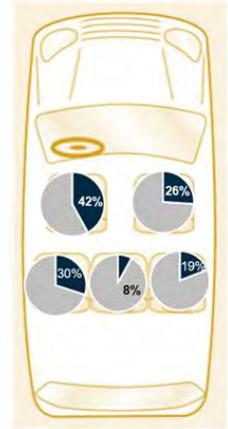
The figure to the right displays the seating positions of young drivers' passenger's ages 15-20 fatally injured in 2016 through 2018. During 2016-2018:

- 70 percent of the occupants riding with a young driver were between 15-20 years of age.
- 42 percent of all young drivers aged 15-20 years were fatality injured.
- 26 percent of front passengers aged 15-20 years were fatality injured.
- 30 percent of back seat passengers (driver's side) aged 15-20 years were fatality injured.

In 2018:

- 54 percent of fatally injured, **female** vehicle occupants 15-20 years of age were unrestrained.
- 52 percent of fatally injured, **male** vehicle occupants 15-20 years of age were unrestrained.

Percent of Young Drivers' Passengers Ages 15-20 Fatally Injured by Seating Position, 2016-2018, Georgia



Source: Georgia Crash Records 2016-2018

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021	5,264	6,407
C-5	To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394
C-9	To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 222 (2017-2021) 5-year average by December 2021.	178	222

Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

Primary Countermeasure Strategy

Countermeasure Strategy	Youth Programs
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Project Safety Impacts

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 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 expand media presence, and [allows for the agency to then come back with program information]. The young driver program activities are conducted jointly with the rollover simulator and driving events. These events incorporate information and program details to schools that reach out to the GOHS. 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. Activities include contacting and meeting with county offices, Board of Education and the State Superintendent, allows recruitment of Students Against Destructive Decisions (SADD) Chapters 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.]

The efforts to expand youth programs are hampered by the reimbursement based system of operation in regards to funding these programs as well as the lack of innovation when it comes to non-incentive based purchases. Schools across Georgia must initially budget money for the SADD grants money that could be used in other school programs. 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 outweigh the program itself. The additional commitment of 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 assist the schools with the initial financial burden and provide adequate support in establishing and maintaining youth traffic safety 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.

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 among young adults about highway safety issues, such as distracted driving, 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.

Linkage Between Program Area

Georgia's colleges, universities, and high schools conduct school year activities focused on educating students and faculty about highway safety. Activities include collection of highway safety statistics on campus, reviewing and updating campus alcohol policies, distributing GOHS brochures and social media messaging in conjunction with statewide/nationwide campaigns, and conducting alcohol-specific peer health education training. High schools 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 coordinate prevention programs including DUI simulators, highway safety speakers, peer-education trainings, and pledging events surrounding events such as National Collegiate Alcohol Awareness Week, Red Ribbon week, Safe Spring Break, graduation, summer orientation, football tailgates, Halloween, and any school specific events. Programs are also presented to these students and young drivers. These programs are achieved by presenting an exciting, interactive 3-D and segmented reality driving simulation, using video, discussions, and peer-to-peer learning to demonstrate the hazards of distracted driving, increase seat belt use, reduce distracted driving behavior, and improve participant's driving skills. The use of a pre and post surveys are given to the students to show how the information has impacted their choices.

Rationale for Selection

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

2021 SADD Grants	
<i>Planned Activity Description:</i>	Teen traffic safety awareness program targeting 16 high schools. Complete a minimum of two safety belt checks, hold monthly meetings, participate in SADD campaigns (Rock the belt, 21&Bust), and participate in distracted/impaired driving event around Prom or graduation in each high school.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Youth Programs (primary)
<i>Intended Subrecipients:</i>	Chattahoochee High School, Fannin County High School, Grayson High School, Lee County Board of Commissioners, Peach County High School, Pepperell High School, Towns County Schools, Union County Schools Police Department, Wayne County High School, Clayton County Public Schools (7 high schools)
2021 Young Adult Programs	
<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Youth Programs (primary)
<i>Intended Subrecipients:</i>	Abraham Baldwin Agriculture College (ABAC), Augusta University, Clayton State University, Fort Valley State University, Georgia College and State University, Georgia Southwestern University, Georgia State University, Georgia Tech Research, Kennesaw State University, University of North Georgia, Valdosta State University, University of West Georgia
Governor's Office of Highway Safety 402TSP	
<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> Youth Programs (primary)
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

2021 Youth Presentations

<i>Planned Activity Description:</i>	These programs allow students to attend a 3-D presentation, or augmented reality presentation on highway safety topics effecting youth. These experiences use video, discussions, and peer-to-peer learning to demonstrate the hazards of distracted driving, increase seat belt use, reduce distracted driving behavior, and improve participant's driving skills. 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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">Youth Programs (primary)
<i>Intended Subrecipients:</i>	Children and Parent Resource Group, PEERS Foundation

Savannah Technical College

<i>Planned Activity Description:</i>	The college is proud to create The Coastal Georgia Center for Driver Safety. It will build on its already stellar driver's education program and use these grant funds to create two core additional services: distracted driver education, and alcohol impaired driving prevention. These services will be integrated into both the college's community offerings and strategic community partnerships to provide greater access, sustainability, and improve safety for decades to come.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">Youth Programs (primary)
<i>Intended Subrecipients:</i>	Savannah Technical College

Projects

Project Number	Sub-Recipient	Project Title	Funding Source	Funding Amount
TSP-2021-SA-00-12	Chattahoochee High School	SADD	FAST Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-14	Fannin County High School	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-04	Grayson High School	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-08	Lee County Board of Commissioners	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-03	Peach County High School	SADD	Fast Act NHTSA 402TSP	\$6,000
TSP-2021-SA-00-02	Pepperell High School	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-06	Towns County Schools	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-07	Union County Schools Police Department	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-SA-00-10	Wayne County High School	SADD	Fast Act NHTSA 402TSP	\$6,500
TSP-2021-YA-00-02	ABAC Advancement Foundation, Inc	YA	Fast Act NHTSA 402TSP	\$11,095.00
TSP-2021-YA-00-10	Augusta University	YA	Fast Act NHTSA 402TSP	\$17,547.60
TSP-2021-YA-00-05	Clayton State University	YA	Fast Act NHTSA 402TSP	\$7,774.00
TSP-2021-YA-00-04	Fort Valley State University	YA	Fast Act NHTSA 402TSP	\$7,485.50
TSP-2021-YA-00-01	Georgia College & State University	YA	Fast Act NHTSA 402TSP	\$10,600.00

Project Number	Sub-Recipient	Project Title	Funding Source	Funding Amount
TSP-2021-YA-00-07	Georgia Southwestern State University	YA	Fast Act NHTSA 402TSP	\$7,480.00
TSP-2021-YA-00-03	Georgia State University	YA	Fast Act NHTSA 402TSP	\$14,399.00
TSP-2021-YA-00-12	Georgia Tech Research Corp.	YA	Fast Act NHTSA 402TSP	\$10,500.00
TSP-2021-YA-00-09	Kennesaw State University Research and Service Foundation	YA	Fast Act NHTSA 402TSP	\$17,512.13
TSP-2021-YA-00-08	North Georgia, University of	YA	Fast Act NHTSA 402TSP	\$17,805.28
TSP-2021-YA-00-13	Valdosta State University	YA	Fast Act NHTSA 402TSP	\$4,810.00
TSP-2021-YA-00-06	West Georgia, University of	YA	Fast Act NHTSA 402TSP	\$14,546.73
TSP-2021-GA-00-25	GAGOHS-Grantee (In-house grant)	402TSP: Teen Traffic Safety Program	Fast Act NHTSA 402TSP	\$85,368.40
TSP-2021-GA-00-03	Children and Parent Resource Group, Inc	Life Changing Experience Community Education Project	Fast Act NHTSA 402TSP	\$350,000.00
TSP-2021-GA-01-44	Clayton County Public Schools	YA	Fast Act NHTSA 402TSP	\$38,850.00
TSP-2021-GA-01-43	Savannah Technical College	Building a Legacy of Safety: The Coastal Georgia Center for Driver Safety	Fast Act NHTSA 402TSP	\$191,267.00
TSP-2021-GA-01-23	Peers Foundation	Teen Distracted Driving Prevention	Fast Act NHTSA 402TSP	\$140,000.00
			TOTAL	\$1,005,040.64

Equipment Request over \$5000

Project Number	Sub-Recipient	Equipment Item	Location of Manufacturer	Quantity	Unit Cost	Total Cost
TSP-2021-GA-01-43	Savannah Technical College	One Simple Decision VR Trainers	California	5	\$9,900.00	\$49,500.00
					TOTAL	\$49,500.00

EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

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.

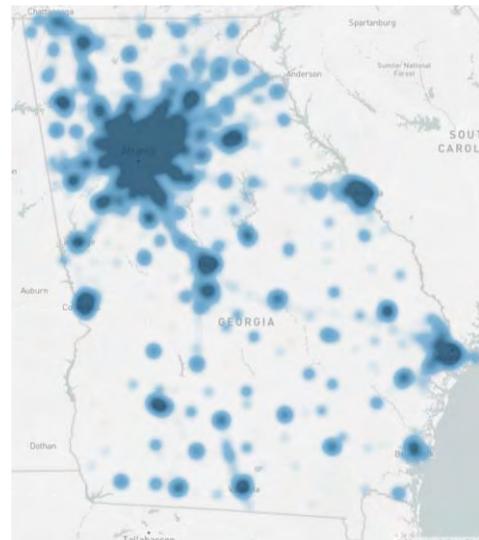
Problem Identification and Program Description

In 2018, Georgia experienced 1,504 traffic fatalities, 6,401 serious injuries, and 402,288 motor vehicle crashes on Georgia roadways. The figure to the right shows the hotspots of the crashes across the state of Georgia.

The most common contributed factors for crashes in 2018 were:

- Following Too Close (101,190, 25 %)
- Failure to Yield (44,646, 11%)
- Changed Lanes Improperly (27,718, 6 %)
- Driver Lost Control (12,022, 2 %)
- Inattentive or Other Distraction (Distracted) (11,156, 2%)
- Misjudged Clearance (10,121, 2 %)
- Too Fast for Conditions (9,935, 2 %)
- Improper Backing (9,919, 2 %)

Georgia Motor Vehicle Crash Locations (ALL Crashes), 2018



Source: Numetric, Georgia Electronic Crash Reporting (June 2020)

The Strategic Highway Safety Plan (SHSP) task teams determined traffic safety emphasis areas to monitor throughout the programmatic year. The table below shows the number and percent of crashes for selected measures that are tracked within each emphasis area for 2017 and 2018. In 2017 and 2018, the most common type of crash are intersection crashes. In 2018, 44% of all crashes (176,548) crashes occurred within intersections.

Georgia Motor Vehicle Crash Locations (ALL Crashes), 2018

Strategic Highway Safety Plan Emphasis Areas	2017		2018		% change	
	Number	Percent	Number	Percent	Number	Percent
Intersection	287,523	71.10%	176,548	43.89%	-110,975	-27.21%
Roadway Departure	60,126	14.87%	63,141	15.70%	3,015	0.83%
Distracted Driver (Suspected)	162,497	40.18%	140,391	34.90%	-22,106	-5.28%
Older Driver (55-64)	79,413	19.64%	79,333	19.72%	-80	0.08%
Older Driver (65+)	57,678	14.26%	58,332	14.50%	654	0.24%
Young Driver	50,475	12.48%	52,461	13.04%	1,986	0.56%
Hit & Run	44,943	11.11%	45,630	11.34%	687	0.23%
CMV Related	19,082	4.72%	18,492	4.60%	-590	-0.12%
Aggressive Driving	11,480	2.84%	15,964	3.97%	4,484	1.13%
Distracted Driver (Confirmed)	18,975	4.69%	15,871	3.95%	-3,104	-0.74%
Impaired (Suspected)	9,668	2.39%	11,994	2.98%	2,326	0.59%
Impaired Driving (Confirmed)	10,241	2.53%	8,411	2.09%	-1,830	-0.44%
Motorcycle	4,160	1.03%	3,831	0.95%	-329	-0.08%
Pedestrian	3,568	0.88%	2,972	0.74%	-596	-0.14%

Source: Numetric, Georgia Electronic Crash Reporting (June 2020)

Georgia continues 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 42,520 law enforcement officers employed by a total of 899 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 2020, 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 2021.

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) can support local jurisdictions with a proven effective and cost-efficient method of saving lives, therefore reducing the projected numbers of annual traffic fatalities in the State of Georgia. While conducting a Thunder Task Force Mobilization, the enforcement plan is adjusted on a continuous basis, using current local data provided by the local jurisdiction. 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. The dedicated support GOHS receives from these officers, their law enforcement agency and department heads are unsurpassed. The networks meet monthly to provide information, training and networking opportunities to the attending officers. Prosecutors, judges and non-traditional traffic enforcement agencies such as the Georgia Department of Natural Resources, Department of Corrections and Military Police often attend the meetings and offer assistance for traffic enforcement training and initiatives. The traffic enforcement networks have become an outstanding networking, training, and communication tool for Georgia's law enforcement community.

Traffic enforcement networks are utilized to efficiently mobilize law enforcement statewide for traffic enforcement initiatives. GOHS Law Enforcement Liaisons (LELs) and the network coordinators utilize the Georgia Electronic Accident Reporting System (GEARS) system to identify specific areas of their network that have high crash activity. GOHS has worked with GEARS system designers to create a "Crashes by Network" report that can be generated for a specific period of time by network coordinators and LELs. This report coupled with other reports from GEARS such as "high 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-serv where participating law enforcement officers can receive up-to-date traffic enforcement related information. Information is about traffic enforcement policies, legal updates, training opportunities, and other traffic enforcement related information. There are more than 800 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

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

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 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 a news conference followed by 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 95.9%, 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 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 10 mph increase in speed, there is 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. Most 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 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.



FFY2021 Georgia Mobilizations*

Click it or Ticket Mobilization
November 16 – November 29, 2020
(National Mobilization)

Driver Sober or Get Pulled Over
December 14, 2020 – January 3, 2021
(National Mobilization)

Click it or Ticket Mobilization
May 17 – May 31, 2021
(National Mobilization)

One Hundred Days of Summer HEAT
May 17 - September 7, 2021

CIOT Border to Border
May 17, 2021

Operation Zero Tolerance
June 20 - July 5, 2021

Operation Southern Shield
July 19 - 24, 2021

Hands Across the Border
August 23 - 27, 2021

Drive Sober or Get Pulled Over
August 16 - September 7, 2021
(National Mobilization)

Section 6:

Section 405 Applications

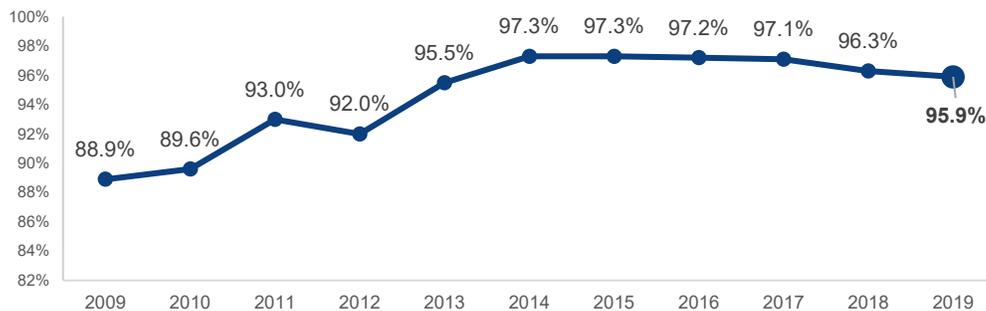
- 405(b) Occupant Protection Grant
- 405(c) State Traffic Safety Information System Improvements Grant
- 405(d) Impaired Driving Countermeasures Grant
- 405(f) Motorcyclist Safety Grant
- 405(h) Nonmotorized Safety Grant

405(B) OCCUPANT PROTECTION INCENTIVE GRANT APPLICATION

Description of Highway Safety Problems

According to annual Occupant Protection Observational Survey conducted by the University of Georgia, the estimated belt use decreased from 96.3 percent in 2018 to 95.9 percent in 2019. Since 2011, Georgia observed seat belt usage rate was over 90 percent — 9 out of 10 front seat passenger occupants were observed wearing a seat belt.

Observed Safety Belt Use (2009-2019), Georgia



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2019)

The observed safety belt usage rates were also recorded by location, driver ethnicity, driver gender, and vehicle type. According to the 2019 Occupant Protection Observational Survey:

- Observed safety belt usage was highest in the Atlanta MSA (96.8%), followed by non-Atlanta MSAs (95.0%), and rural areas (95.0%).
- Safety belt usage for white occupants was higher (96.1%) than for non-white occupants (95.0%).
- Safety belt usage was higher for women (98.1%) than for men (94.2%).
- Safety belts usage was 97.3% in passenger cars, 97.2% in vans, and 92.6% in trucks.

Observed Safety Belt Use by Location, Driver Ethnicity, Driver Gender and Vehicle Type (2010-2019), Georgia

		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Overall Safety Belt Use:		89.6	93.0	91.5	95.5	97.3	97.3	97.2	97.1	96.3	95.9
Location:	Atlanta MSA	88.4	94.8	88.3	98.7	97.5	97.7	97.3	97.4	96.0	96.8
	Non-Atlanta MSA	86.5	89.7	92.6	91.2	95.6	95.7	96.6	96.4	96.0	95.0
	Rural	79.9	88.2	93.1	91.8	95.2	96.5	96.0	94.8	96.8	95.0
Driver Ethnicity:	White	89.7	92.7	90.8	96.3	97.6	97.3	97.0	96.1	94.0	96.1
	Non-White	89.4	93.3	83.2	97.0	96.7	97.4	97.3	96.3	96.6	95.0
Driver Gender:	Male	86.5	89.8	89.5	94.9	96.1	95.9	95.2	94.4	94.3	94.2
	Female	96.3	96.7	95.7	98.5	98.9	99.4	99.4	99.2	99.0	98.1
Vehicle Type:	Car	91.0	94.8	95.0	97.9	98.7	98.6	98.5	98.3	97.3	97.3
	Truck	85.0	84.1	85.8	90.7	95.3	95.1	94.5	95.5	94.7	92.6
	Van	90.3	95.0	94.7	98.1	96.6	96.6	96.3	97.3	97.0	97.2

Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2019)

The number of Georgia passenger vehicle occupants who were restrained and unrestrained, and those whose restraint use was not known, for 2009 to 2018 is shown in the table below. In 2018 there were 1,504 traffic fatalities in the Georgia, of which 944 (63%) were occupants of passenger vehicles. Of the 994 passenger vehicle occupants were fatally injured in 2018, some 448 (45%) were restrained and 441 (44%) were unrestrained at the time of the crash. Restraint use was not known for the remaining 105 (11%) of the occupants. Looking only at those passenger vehicle occupants who were fatally injured, and their restraint use known, 50 percent were restrained, and 50 percent were unrestrained.

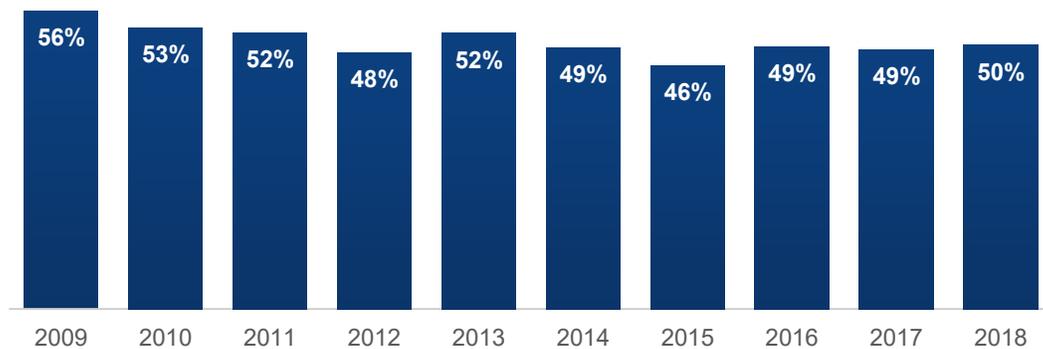
Restraint Use of Passenger Vehicle Occupants Killed, 2009–2018, Georgia

Year	Restrained		Unrestrained		Unknown		Total	Percent Known Restrained	Percent Known Unrestrained
	Number	Percent	Number	Percent	Number	Percent			
2009	358	39%	456	49%	111	12%	925	44%	56%
2010	381	43%	428	48%	78	9%	887	47%	53%
2011	389	44%	422	48%	67	8%	878	48%	52%
2012	394	48%	368	44%	67	8%	829	52%	48%
2013	350	43%	377	46%	85	10%	812	48%	52%
2014	376	47%	363	46%	56	7%	795	51%	49%
2015	488	48%	411	41%	109	11%	1,008	54%	46%
2016	484	46%	472	45%	91	9%	1,047	51%	49%
2017	488	46%	464	44%	104	10%	1,056	51%	49%
2018	448	45%	441	44%	105	11%	994	50%	50%

Source: Fatality Analysis Reporting System (FARS) 2009–2018

The percentage of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes is graphed below. This unrestrained percentage has decreased from 2009 to 2018. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points, from 56 percent in 2009 to 50 percent in 2018.

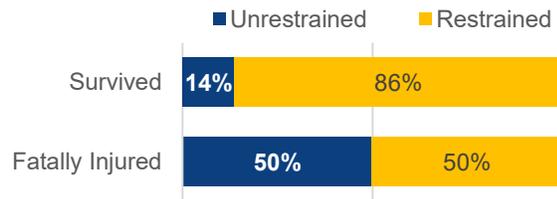
Percentages of Passenger Vehicle Occupants Who Were Fatally Injured and Unrestrained (Based on Known Use), 2009–2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2018

For passenger vehicle occupants involved in fatal crashes in 2018, half (50%) of those fatally injured were unrestrained in the crash, compared to only 14 percent of those who survived (figured right).

Passenger Vehicle Occupants, by Survival Status and Restraint Use, 2018, Georgia

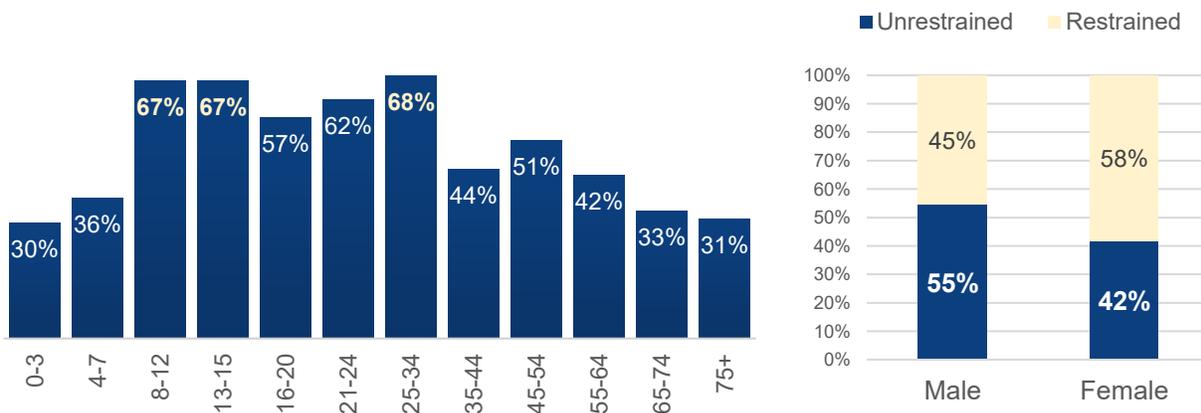


Source: Fatality Analysis Reporting System (FARS)–2018

Information on restraint use by age group for passenger vehicle occupants who were fatally injured in 2018 is shown below. Among passenger vehicle occupant fatalities where restraint use was known, the 25-to-34 age group had the highest percentage of unrestrained occupants (68%), followed by the 8-to-12 and 13-15 age groups at 67 percent unrestrained. In 2018 there were 10 passenger vehicle occupant fatalities among children younger than four years of age; 30 percent were unrestrained (based on known restraint use). In the 4-to-7 age group, there were 12 fatalities; 36 percent were unrestrained (based on known restraint use).

More male occupants (613) as female occupants (381) were fatally injured in 2018. When restraint use was known, 55 percent of male fatalities and 42 percent of female fatalities were unrestrained (see figure below). Restraint use was unknown for 12 percent of male occupant fatalities and 8 percent of the female fatalities.

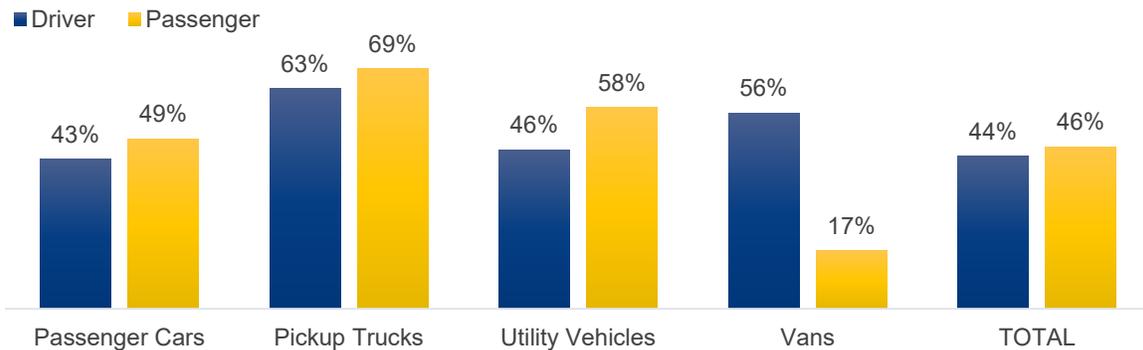
Percentages of Passenger Vehicle Occupants Who Were Fatally Injured and Unrestrained, by Age Group and Gender, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) – 2018

Among the 889 fatalities for which restraint use was known, 50 percent (441) were unrestrained, but use varied by vehicle type: 64 percent (189) of the passengers fatally injured in pickup trucks were unrestrained, compared to 49 percent (86) in SUVs, 48 percent (15) in vans, and 44 percent (218) in passenger cars. The figure compares the percent known unrestrained use of drivers fatally injured versus passengers fatally injured for each passenger vehicle type.

Driver and Passenger Fatalities, Percent Known Unrestrained, by Passenger Vehicle Type, 2018, Georgia

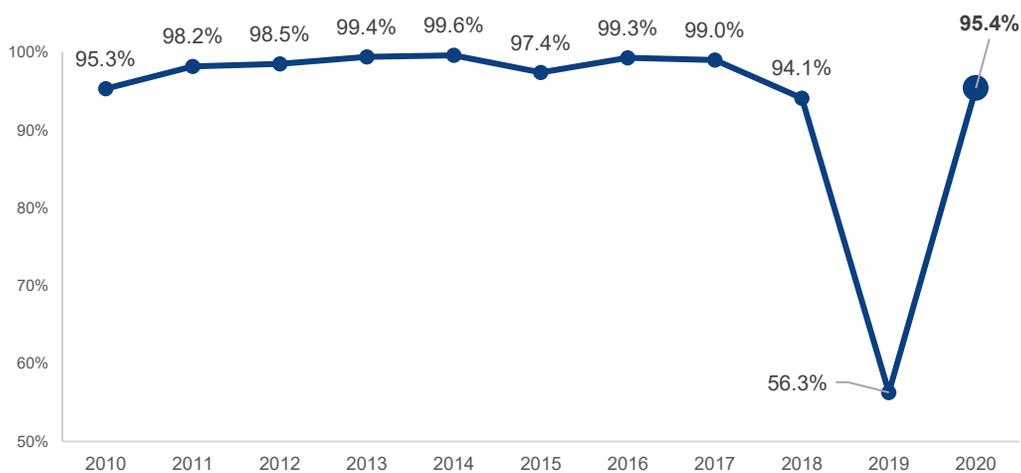


Source: Fatality Analysis Reporting System (FARS)–2018

Of the 994 passenger vehicle occupants killed in fatal crashes, 33 (3.3%) were children (14 years old and younger). Among the 33 child passenger vehicle occupants killed in fatal crashes, restraint use was known for 31, of whom 14 (45%) were unrestrained. Among children under five years of age within the state of Georgia, an estimated 16 lives were saved in 2017 by restraint use.

According to annual Occupant Protection Observational Survey conducted by the University of Georgia, the estimated child safety seat use increased from 94.1 percent in 2018 to 95.4 percent in 2020. The observed child safety seat usage rate in 2019 was 56.3 percent – an outlier due to a small sample size in comparison to other years. GOHS is working collaboratively with the contracted researchers at the University of Georgia Traffic Safety Research Evaluation Group to conduct the annual seat belt observation survey. Part of this collaboration is to explore alternative surveying methodologies similar to surrounding states.

Child Safety Seat Usage in Georgia, 2010 – 2020



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2020)

The table below shows the top counties in Georgia with the highest number of passenger vehicle occupants fatally injured in crashes in 2018.

Passenger Vehicle Occupants Fatally Injured and Restraint Use of Occupants by County, 2018, Georgia

County	Total Occupants Fatally Injured	Restrained		Unrestrained		Unknown		Percent Known Restrained	Percent Known Unrestrained
		#	%	#	%	#	%		
Fulton	69	34	49%	22	32%	13	19%	61%	39%
Dekalb	62	25	40%	22	35%	15	24%	53%	47%
Cobb	37	21	57%	13	35%	3	8%	62%	38%
Gwinnett	37	24	65%	7	19%	6	16%	77%	23%
Chatham	23	11	48%	9	39%	3	13%	55%	45%
Bartow	20	9	45%	5	25%	6	30%	64%	36%
Clayton	18	8	44%	6	33%	4	22%	57%	43%
Floyd	18	7	39%	11	61%	-	0%	39%	61%
Bibb	17	9	53%	4	24%	4	24%	69%	31%
Carroll	15	8	53%	6	40%	1	7%	57%	43%
Forsyth	15	10	67%	4	27%	1	7%	71%	29%
Henry	15	7	47%	7	47%	1	7%	50%	50%
Barrow	13	8	62%	5	38%	-	0%	62%	38%
Hall	13	6	46%	7	54%	-	0%	46%	54%
Muscogee	13	5	38%	6	46%	2	15%	45%	55%
Newton	13	6	46%	7	54%	-	0%	46%	54%
Richmond	13	3	23%	9	69%	1	8%	25%	75%

Source: Fatality Analysis Reporting System (FARS)—2018

Associated Performance Measures and Targets

Traffic Safety Performance Measures		FY2021 Target & Baseline 5-Year Moving Average	
		Baseline 2014-2018	Target 2017-2021
C-1	To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2	To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-4	To maintain the 5-year moving average unrestrained traffic fatalities under the projected 527 (2017-2021) 5-year average by December 2021.	430	527
Traffic Safety Performance Measures		Baseline 2018	Target 2021
B-1	To maintain the annual average seatbelt usage rate above the projected 94.1% rate by December 2021.	96.3%	94.1%

Planned Participation in Click-it-or-Ticket

The Governor’s Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in the state. Campaigns such as “Click It or Ticket” have proven that high visibility enforcement is the key to saving lives on Georgia’s roadways. Georgia has a total of 42,520 sworn law enforcement officers employed by a total of 899 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 FFY 2021, GOHS will also participate in the Click-It or Ticket Border 2 Border event with our boarding states. Mobilization dates, enforcement strategies and logistics are discussed with Georgia law enforcement officers during regional traffic enforcement network meetings and 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 blanket approach of high visibility Click it or Ticket enforcement initiatives across the entire state.

Jurisdictions that are overrepresented with unbelted fatalities are targeted with extra efforts and stepped up night-time seat belt enforcement checkpoints. In addition to enforcement efforts during the two-week Click it or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, to maintain a philosophy of 24/7 occupant protection enforcement efforts.

Georgia’s fatalities have fluctuated over the past nine years and Georgia law enforcement recognizes that continued education, outreach, and high visibility enforcement of seat belt and child safety seat laws are vital to reducing traffic fatalities.

In Federal Fiscal Year (FFY) 2021, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) traffic enforcement mobilization campaigns planned:

3. November 2020, which covers the Thanksgiving holiday period
4. May 2021, 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.



FFY2021 Georgia Mobilizations*

Click it or Ticket Mobilization
November 16 – November 29, 2020
(National Mobilization)

Driver Sober or Get Pulled Over
December 14, 2020 – January 3, 2021
(National Mobilization)

Click it or Ticket Mobilization
May 17 – May 31, 2021
(National Mobilization)

One Hundred Days of Summer HEAT
May 17 - September 7, 2021

CIOT Border to Border
May 17, 2021

Operation Zero Tolerance
June 20 - July 5, 2021

Operation Southern Shield
July 19 - 24, 2021

Hands Across the Border
August 23 - 27, 2021

Drive Sober or Get Pulled Over
August 16 - September 7, 2021
(National Mobilization)

The chart below contains a list of **196** law enforcement agencies that are planning to participate in the Click It or Ticket National Mobilizations.

FFY 2021 Click It or Ticket Participating Agencies			
Abbeville	Dawson County	Jonesboro	Rome
Adrian	Demorest	Kingsland	Royston
Albany	Donalsonville	Kingston	Sandersville
Alpharetta	Douglas County	Lafayette	Sardis
Alto	Dublin	Lanier County	Screven
Americus	Dunwoody	Lavonia	Screven County
Appling County	East Georgia State	Leesburg Pd	Sky Valley
Aragon	Eatonton	Lenox	Snellville
Ashburn	Effingham County	Long County	Soperton
Atkinson County	Emerson	Lumber City	Sparks
Attapulgus	Eton	Lyons	Stephens County
Avondale Estates	Euharlee	Macon County	Stone Mountain
Bainbridge Public Safety	Fairmount	Marion County	Sycamore
Baldwin	Fayette County	Marshallville	Talbot County
Ball Ground	Fayetteville	McCaysville	Taliaferro County
Barnesville	Flowery Branch	McRae	Tallapoosa
Barrow County	Forest Park	Meriwether County	Tattnall County
Bartow County	Forsyth	Middle Ga College	Temple
Blakely	Fort Oglethorpe	Milan	Tennille
Bleckley County	Fort Stewart	Milledgeville	Thomasville
Blue Ridge	Fort Valley	Milner	Thunderbolt
Brookhaven	Franklin	Monroe	Tifton
Byron	Franklin County	Monroe County	Toombs County
Calhoun	Franklin Springs	Montezuma	Toombsboro
Camilla	Gainesville	Montgomery County	Trenton
Cartersville	Garfield	Moultrie	Treutlen County
Cedartown	Georgia College St Univ	Mt. Airy	Turner County
Centerville	Georgia Motor Carrier Compliance Division	Muscogee County	Twiggs County
Chatsworth	Georgia State Capitol Police	Nashville	Tyrone
Cherokee County	Georgia State Patrol	Newnan	Union County
Chickamauga	Glenwood	Norman Park	Union Point
Clarkesville	Glynn County	Ocilla	Uvalda
Claxton	Gwinnett County	Oconee County	Valdosta
Clay County	Habersham County	Oglethorpe	Varnell
Clayton	Hall County	Oglethorpe County	Vienna
Cobb County	Hazlehurst	Omega	Walker County
Cochran	Heard County	Peach County	Walton County
Commerce	Henry County	Pelham	Warner Robins
Conyers	Henry County So	Pembroke	Warrenton
Cordele	Hinesville	Perry	Washington County
Cornelia	Holly Springs	Polk County	Wheeler County
Covington	Houston County	Polk County Sheriff	White
Coweta County	Ideal	Pooler	Wilcox County
Crisp County	Irwin County	Pulaski County	Wilkinson County
Dallas	Irwinton	Putnam County	Winder
Dalton	Ivey	Remerton	Winterville
Dalton State College	Jefferson	Ringgold	Worth County
Davisboro	Johnson County	Rochelle	Young Harris College
Dawson	Jones County	Rockmart	Zebulon

Click It or Ticket - Communications Plan

The Thanksgiving and Memorial Day Click It or Ticket holiday travel paid media campaigns, using 405b funding, will emphasize the importance of all passengers in all age groups to be safely restrained when traveling long or short distances. The HeadsUpGeorgia campaign and television/radio high school football campaigns, using 405b funding, will focus on the importance for teens and young adults to wear their seat belts on every trip. The All South Highway Safety Team Occupant Protection messages, using 405b funding, will promote to adults the importance of setting a good example by always wearing their seat belts and by making sure their children are safely restrained. The Georgia Association of Broadcasters will promote the benefits of wearing seat belts for those motorists who chose to never wear seat belts or do not wear them on every trip.

While Georgia has enjoyed a seat belt use rate of more than 90 percent for eight consecutive years, more than 50 percent of the people killed in passenger vehicles fatalities were not restrained or it could not be determined if they were restrained at the time of the crash. This persists despite NHTSA data that shows seat belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and minivans, properly worn seat belts reduce fatal injury by 60%. NHTSA data shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing seat belts correctly.

The Click It or Ticket enforcement mobilizations are one of the reasons Georgia has seen seat belt use rates at more than 90 percent for almost a decade. GOHS' paid media buys are planned in conjunctions with these mobilizations to promote seat belt use during holiday periods when more vehicles are on the road and the chances of being in a traffic crash also increase. The number of unrestrained traffic fatalities in Georgia show the importance of continuing paid media campaigns that uses facts and personal stories to show all motorists that buckling a seat belt and making sure all children are safely restrained should be done before starting every trip. A comprehensive, statewide Occupant Protection paid media campaign that is implemented throughout the year helps Georgia maintain its high seat belt use rate.

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Child Restraint Inspection stations • Child Passenger Safety Technicians • Project Evaluation and Annual Seatbelt Survey • Communications: Occupant Protection
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Child Restraint Inspection Stations

Project Safety Impacts

Georgia hosts Child Restraint Inspection Stations in urban and rural areas. As of May 2020, Georgia has a total of 95 registered inspection stations readily available to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints to combat misuse. Thirty-eight (38) of the fitting stations are in rural communities, fifty-seven (57) of the fitting stations are in urban communities, and 70 fitting stations specifically serve at-risk families. Georgia has updated the Inspection Station registration portal to make it easier for Child Passenger Safety Technicians (CPST) and/or Instructors to register the inspection stations. Instructors and CPSTs complete a short electronic survey that is submitted to GOHS. A current list of inspection stations is listed below and available through the GA Highway Safety website at 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 Cobb County, Chatham County, Douglas County, Fulton County, Hall County, and Sumter 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. **Each inspection station and event will be staffed with at least one current nationally certified Child Passenger Safety Technician.**

Car Seat Inspection Stations

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Bacon	Alma Police Department	Beth Fowler	912-632-8751	102 South Thomas Street, Alma, GA 31510	Appointment	Rural	Yes
Baldwin	Tire Depot Services	Nicole De La Concha Nazario	478-295-2403	1890 North Columbia Street, Milledgeville, GA 31061	Appointment	Rural	Yes
Barrow	Barrow County Sheriff's Office	Deputy Stephanie Ellen	770-307-3080	233 East Broad Street, Winder, GA 30680	Appointment	Urban	Yes
Barrow	Winder Police Department	Alicia Schotter	770-867-2156	25 East Midland Avenue, Winder, GA 30680	Regular hours, Mon. to Fri. 8am-5pm	Urban	Yes
Burke	UGA Extension-Burke County	Terri Black	706-554-2119	715 West Sixth Street, Waynesboro, GA 30830	Appointment	Rural	Yes
Carroll	Carrollton Police Department	Matt Jones	678-390-6796	115 West Center Street, Carrollton, GA 30117	Appointment	Urban	
Carroll	Temple Police Department	Lt. Jim Hollowood	770-562-3151	184 Carrollton Street, Temple, GA 30179	Appointment	Urban	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Chatham	Chatham County Police Department	Neighborhood Liaison Officer Esquina White	912-652-6947	295 Police Memorial Drive, Savannah, GA 31405	Appointment	Urban	Yes
Chatham	Safe Kids Savannah/Memorial University Medical Center	Sam Wilson	912-665-8385	4700 Waters Ave, Savannah, GA 31405	Appointment	Urban	Yes
Clarke	Athens-Clarke County Fire & Emergency Services	Kathy Wood	706-613-3365	Station 2, 265 Cleveland Road, Athens, GA 30606	Appointment	Urban	
Clarke	Clarke County Sheriff's Office	Corporal Erika Murphy	706-613-3256	325 East Washington Street, Athens, GA 30601	Appointment	Urban	
Cherokee	Canton Health Department	Amy Jusak	770-345-7371	1219 Univeter Road, Canton, GA 30115	Appointment	Urban	Yes
Cherokee	Safe Kids Cherokee County	Lisa Grisham	678-493-4343	1130 Bluff's Parkway, Canton, GA 30115	Appointment	Urban	Yes
Cobb	Cobb County Safety Village	Melissa Chan-Leiba and Bre Metoxen	770-852-3285	1220 Al Bishop Drive, Marietta, GA 30008	Appointment Only safekidscobbcounty.org or call Melissa/Bre • Tues 9AM-1PM • Wed 9AM-4PM • 2nd & 4th Thursday of each month 4PM-8PM • 3rd Sat each month 10AM-2PM	Urban	Yes
Clay	Clay County Health Department	Lindsey Hixon	229-768-2355	147 Wilson Street, Ft Gaines, GA 39851	Appointment	Rural	Yes
Columbia	Columbia County Fire Rescue	Lt. Terry Wright	706-855-7322	2264 William Few Parkway, Evans, GA 30809	Appointment	Urban	Yes
Columbia	Columbia County Sheriff's Office Sub Station	Lt. Patricia Champion	706-541-3970	450-A Ronald Reagan Drive, Evans, GA 30809	By Appointment-2 nd Wednesday of every month	Urban	
Decatur	Bainbridge Public Safety	Julie Harris	229-248-2038	510 E Louise Street, Bainbridge, GA 39819	Regular operating hours	Rural	Yes
DeKalb	Brookhaven Police Department	Sgt. David Snively	404-637-0600	2665 Buford Hwy. NE, Brookhaven, GA 30324	Appointment	Urban	
DeKalb	City of Chamblee Police Department	Lt. Collar / Sgt. Yarbrough	770-986-5000	3518 Broad Street, Chamblee, GA 30341	Appointment	Urban	
DeKalb	Decatur Fire Station 1	Ninetta Violante	404-373-5092	230 East Trinity Place, Decatur, GA 30030	Regular operating hours	Urban	
DeKalb	Decatur Fire Station 2	Ninetta Violante	404-378-7611	356 West Hill Street, Decatur, GA 30030	Regular operating hours	Urban	
DeKalb	DeKalb Fire Rescue	Kelly Sizemore	678-249-5722	1950 West Exchange Place, Tucker, GA 30084	Appointment	Urban	Yes
DeKalb	Dunwoody Police	Katharine Tate	678-382-6918	4800 Ashford Dunwoody Road, Dunwoody, GA 30338	Appointment	Urban	
Douglas	Safe Kids Douglas County and non-permanent mobile locations	Lin Snowe	770-949-5155	6770 Selman Drive, Douglasville, GA 30134	Appointment	Urban	Yes
Echols	Echols County Health Department	Sara Hamlett	229-559-5103	149 GA-94, Statenville, GA 31648	Appointment	Rural	Yes

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Fayette	Peachtree City Fire Station 81	Debbie Straight	770-305-5148	110 Paschall Road, Peachtree City, GA 30269	Appointment	Urban	Yes
Fulton	Alpharetta Fire Station 81	John Kepler	678-297-6272	2970 Webb Bridge Road, Alpharetta, GA 30009	Tuesday 8am-12pm from 8AM to 12PM	Urban	
Fulton	Atlanta Fire Station 2	William Hutchinson	404-546-4444	1568 Jonesboro Road SE, Atlanta, GA 30315	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 5	William Hutchinson	404-546-4444	2825 Campbellton Road SW, Atlanta, GA 30311	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 9	William Hutchinson	404-546-4444	3501 MLK Jr. Dr. NW, Atlanta, GA 30331	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 10	William Hutchinson	404-546-4444	447 Boulevard SE, Atlanta, GA 30312	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 12	William Hutchinson	404-546-4444	1288 DeKalb Ave, Atlanta, GA 30307	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 13	William Hutchinson	404-546-4444	431 Flat Shoals Ave SE, Atlanta, GA 30316	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 15	William Hutchinson	404-546-4444	170 10th St NE, Atlanta, GA 30309	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 18	William Hutchinson	404-546-4444	2007 Oakview Rd SE, Atlanta, GA 30317	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 25	William Hutchinson	404-546-4444	2349 Benjamin E Mays Dr. SW, Atlanta, GA 30311	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 26	William Hutchinson	404-546-4444	2970 Howell Mill Road NW, Atlanta, GA 30327	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 29	William Hutchinson	404-546-4444	2167 Monroe Dr. NE, Atlanta, GA 30324	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 30	William Hutchinson	404-546-4444	10 Cleveland Ave SW, Atlanta, GA 30315	Appointment	Urban	Yes
Fulton	Atlanta Fire Station 38	William Hutchinson	404-546-4444	2911 Donald Lee Hollowell Pkwy NW, Atlanta, GA 30318	Appointment	Urban	Yes
Fulton	City of College Park Fire Rescue	Arrion Rackley	404-766-8248	3737 College Street, College Park, GA 30337	Appointment	Urban	Yes
Fulton	Fairburn Fire Station 21	Karlton Ghant	770-964-2244 Ext 499	19 East Broad Street, Fairburn, GA 30213	Appointment	Urban	Yes
Fulton	Fairburn Fire Station 22	Karlton Ghant	770-964-2244 Ext 500	149 West Broad Street, Fairburn, GA 30213	Appointment	Urban	Yes
Fulton	Johns Creek Station 61	Aaron Roberts	678-474-1641	10265 Medlock Bridge Parkway, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Johns Creek Station 62	Aaron Roberts	678-474-1641	10925 Rogers Circle, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Johns Creek Station 63	Aaron Roberts	678-474-1641	3165 Old Alabama Road, Johns Creek, GA 30097	Appointment	Urban	
Fulton	Roswell Fire Station 7	Lt. Ed Botts	770-594-6225	8025 Holcomb Bridge Road, Alpharetta, GA 30022	Appointment	Urban	Yes
Fulton	Sandy Springs Fire Station 51	Reginald McClendon	770-206-2047	135 Johnson Ferry Road, Sandy Springs, GA 30350	Appointment	Urban	
Fulton	Union City Fire Station 41	Battalion Chief Larry Knowles	770-286-2816	8595 Highpoint Road, Union City, GA 30291	Appointment only-10am-12pm on Wednesdays	Urban	Yes
Gwinnett	Gwinnett Fire and Emergency Services	Jennifer Brooks & Loren Johnson	678-518-4845	408 Hurricane Shoals Rd NE, Lawrenceville, GA 30046	Appointment	Urban	Yes
Gwinnett	Gwinnett Police Department	Cpl. W. Eric Rooks	770-513-5119	Do not have a specific address as we go to the location most convenient for the requestor	Appointment	Urban	
Gwinnett	Snellville Police Department	Ofc. Scott Hermel	770-985-3555	2315 Wisteria Drive, Snellville, GA 30078	Appointment	Urban	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Gordon	Fairmount Police Department	Scott Roper	706-337-5306	2661 Highway 411, Fairmount, GA 30139	Appointment	Rural	Yes
Glynn	Glynn County Police Department	Sgt. Jamie Lightsey	912-554-7820	157 Carl Alexander Way, Brunswick, GA 31525	Regular operating hours, Mon to Fri 8am-5pm, excluding holidays	Urban	
Habersham	Alto Police Department	Josh Ivey	706-778-8028	3895 Gainesville Highway, Alto, GA 30510	Regular operating hours, Mon to Fri 8:30am- 3:30pm	Rural	
Hall	Gainesville Police Department	Elaina Lee	770-535-3789	701 Queen City Parkway NW, Gainesville, GA 30501	Appointment	Urban	
Hall	Safe Kids Northeast Georgia	MPO Larry Sanford	770-219-8095	743 Spring Street, Gainesville, GA 30501	Appointment	Urban	Yes
Houston	Centerville Fire Department	Jason Jones	478-953-4050	101 Miller Court, Centerville, GA 31028	Mon to Fri. 9am-4pm and by Appointment	Urban	
Houston	Centerville Police Department	Lt. Michael Welch	478-953-4222	308 East Church Street, Centerville, GA 31028	Appointment	Urban	
Houston	Houston County Health Department	Christian Jordan	478-218-2000	98 Cohen Walker Dr., Warner Robins, GA 31088	Regular operating hours	Urban	Yes
Jasper	Jasper County Health Department	Christa McMillian	706-468-6850	825 Eatonton Street, Monticello GA 31064	Regular operating hours	Rural	Yes
Lamar	Lamar County Health Department	Caitlin Fuqua	770-358-1438	100 Academy Drive, Barnesville, GA 30204	Appointment	Rural	Yes
Lanier	Lanier County Health Department	Sara Hamlett	229-482-3294	53 W Murrell Ave, Lakeland, GA 31635	Appointment	Rural	Yes
Lee	Lee County Health Department	Taneka Bell	229-759-3014	112 Park Street, Leesburg, GA 31763	Appointment	Rural	Yes
Liberty	Hinesville Fire Department	Jan Leverett	912-876-4143	103 Liberty Street, Hinesville, GA 31313	Regular operating hours	Rural	
Lowndes	Lowndes County Health Department	Valeka Carter	229-333-5257	206 South Patterson Street, Valdosta, GA 31601	Regular hours, Mon to Thurs 8 AM to 4 PM Fri 8am- 1pm	Urban	Yes
Macon	Literacy Council of Macon County	Spring Rosati	478-472-2777	130 North Sumter Street, Oglethorpe, GA 31068	Appointment	Rural	Yes
Madison	Madison County Health Department	Olivia Hilburn	706-795-2131	1424 Highway 98 West, Danielsville, GA 30633	Appointment Only, Mon 8am- 7pm, Tues-Thurs 8am-5pm Friday 8am -2pm	Rural	Yes
McIntosh	McIntosh County Health Department	Brooke Deverger	912-832-5473	1335 GA Highway 57, Townsend, GA 31331	Appointment	Rural	Yes
Muscogee	Safe Kids Columbus, Piedmont Columbus Regional	Pam Fair	706-321-6720	615 19 th Street, Columbus, GA 31901	Appointment	Urban	Yes
Newton	Piedmont Newton Hospital	Missy Braden	770-385-4396	5126 Hospital Drive NE, Covington, GA 30014	Appointment	Rural	Yes
Oconee	Oconee County Sheriff's Office	Sonya Wallace-Burchett	706-769-5665	1140 Experiment Station Road, Watkinsville, GA 30677	Appointment	Rural	Yes
Paulding	Hiram Police Department	Jennifer Darr	770-943-3087	217 Main Street, Hiram, GA 30141	Appointment	Rural	

County	Fitting Station Name	Main Contact	Phone Number	Fitting Station Address	Appointment or Regular Hours	Rural or Urban	Focus on At-Risk Populations
Polk	Polk County Sheriff's Office/Safe Kids Polk	Cpl. Rachel Haddix	770-749-2901	1676 Rockmart Highway, Cedartown, GA 30125	Appointment	Rural	Yes
Quitman	Quitman County Health Department	Martika Peterson	229-334-3697	105 Main Street, Georgetown, GA 39854	Appointments or Regular Operating Hours	Rural	Yes
Randolph	Randolph County Health Department	Lindsey Hixon	229-732-2414	207 North Webster Street, Cuthbert, GA 39840	Appointment	Rural	Yes
Richmond	Safe Kids Greater Augusta Headquarters	Renee McCabe	706-721-7606	1225 Walton Way, Augusta, GA 30901	Appointment	Urban	Yes
Rockdale	Prevent Child Abuse Rockdale	Meredith Hutcheson	770-918-3664	1430 Starcrest Drive, Conyers, GA 30012	Appointment	Rural	Yes
Spalding	Spalding County Fire Department - Administration	Rocky White	770-228-2129	1005 Memorial Drive, Griffin, GA 30223	Appointment	Rural	Yes
Sumter	Russell Thomas Public Safety Building	Wendy Winters	229-924-3677	119 South Lee Street, Americus, GA 31709	Appointment	Rural	Yes
Sumter	Sumter County LEC	Det. Sgt. Eric English	229-924-4094	352 McMath Mill Rd, Americus, GA 31719	Appointment	Rural	Yes
Tattnell	Tattnell County Extension	Rachel Stewart	912-557-6724 Ext 1	114 North Main Street, Building F, Reidsville, GA 30453	Appointment	Rural	Yes
Taylor	Reynolds Police Department	Chief Lonnie Holder	334-847-3435	3 E. William Wainwright St., Reynolds, GA 31076	Appointment	Rural	Yes
Terrell	Terrell County Health Department	Gwendolyn Hosley	229-352-4277	969 Forrester Drive SE, Dawson, GA 39842	Appointment	Rural	Yes
Turner	Turner County Health Department	Mary Anne Sturdevan, RN	229-238-9595	745 Hudson Avenue, Ashburn, GA 31714	Appointment	Rural	Yes
Twiggs	Twiggs County Health Department	Rhonda Howell	478-945-3351	26 Main Street, Jeffersonville, GA 31044	Appointment or Regular Hours	Rural	Yes
Union	Union County Health Department	Glenda McGill	706-745-6292	67 Chase Drive, Blairsville, GA 30512	Appointment	Rural	Yes
Walton	Walton County Sheriff's Office	Kathy Culpepper	770-267-1422	1425 South Madison Avenue, Monroe, GA 30655	Appointment	Rural	Yes
Washington	Sandersville Police Department	Renee Jordan	478-552-3121	130 Malone Street, Sandersville, GA 31082	Appointment	Rural	Yes
Wayne	Safe Kids Wayne County	Carol Irvin	912-427-5986	155 North Wayne Street, Jesup, GA 31546	Appointment	Rural	Yes
Webster	Webster County Health Department	Michelle L. Stone	229-828-3225	6814 Washington Street, Preston, GA 31824	Appointment	Rural	Yes
Whitfield	Dalton Police Department	David Saylor	706-278-9085	301 Jones Street, Dalton, GA 30720	Appointment	Urban	
Wilkinson	Wilkinson County Health Department	Janice Horne	478-946-2226	123 High Hill Street, Irwinton, GA 31042	Appointment	Rural	Yes
Worth	Worth County Health Department	Kari Brown	229-777-2150	1012 West Franklin Street, Sylvester, GA 31791	Appointment	Rural	Yes

Atlanta Fire and Rescue (AFRD) offers community events in the Metro Atlanta area to serve at-risk families. AFRD partners with other local governments, non-profit, and private businesses to educate families in Atlanta, GA, and the immediate surrounding areas. AFRD will partner with Amerigroup, a statewide Medicaid provider, to plan an additional nine events in the 2021 grant year.

The chart below lists the following community events for AFRD:

Community Car Seat Checks- Atlanta Fire Rescue Department				
Date	March 2021	March 2021	March 2021	April 2021
Location	Fulton/Atlanta	Douglas/ Douglasville	Fulton/Atlanta	Fulton/Atlanta
Host	East Lake Sheltering	Douglasville	Morehouse School	Atlanta Sheltering Arms
Agency	Arms	Sheltering Arms	of Medicine	Atlanta Sheltering Arms
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	April 2021	April 2021	April 2021	May 2021
Location	DeKalb/Decatur	Fulton/Atlanta	Fulton/Atlanta	DeKalb/Decatur
Host	Exchange Park	Atlanta Sheltering	Coretta Scott King	Rainbow Park Baptist
Agency	Arms	Arms	Academy	Church
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	July 2021			
Location	DeKalb/Decatur			
Host	Rainbow Park			
Agency	Baptist Church			
Population	Urban			
At Risk	Low Income/MO			

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

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

187

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

Populations Served – Urban

100

Populations Served – Rural

87

Populations Served – At-Risk

162

Linkage Between Program Area

Currently the Child Restraint Inspection Station portal is being updated with new technology. There are approximately 95 stations registered and GOHS is encouraging new ones to register daily. Inspection stations should be located statewide and available to most of the state population. In the City of

Atlanta, the fire department consistently operates 13 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. The regional coordinators are actively working with the state CPS coordinator to register fitting stations across Georgia.

Rationale for Selection

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. The implementation of this strategy allows Georgia to identify and strengthen partnerships throughout the State.

The Department of Public Health- Child Occupant Safety Project (DPH) staff will continue to operate using a regional model for statewide outreach and education. Regional Coordinators will attend local Emergency Medical Services Regional Council's, Emergency Medical Services-Children, and/or Regional Trauma Advisory Council 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. The GA Department of Public Health (DPH) is planning to have 24 CPST classes averaging 15 students per class. For retention, DPH 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-serv to advertise local classes and community check events to ensure technicians have ample opportunities to gain their seat-checks and community events required to maintain their certification. The CPS coordinator at GOHS will maintain a statewide list-serv to support the work of the GOHS grantees.

Child Passenger Safety Technicians

Project Safety Impacts

Georgia is currently maintaining 2,476 certified Child Passenger Safety Technicians (CPST) and 78 certified Child Passenger Safety (CPS) Instructors. According to the 2019 SafeKids Annual Report, Georgia held 63 Child Passenger Safety Technician courses in calendar year 2019. Of these, there were 45 certification courses and 18 renewal courses. In 2019, Georgia certified a total of 677 new technicians (more than any other state in NHTSA Region 4), 56 more than in calendar year 2018. Georgia's recertification rate was 51.8% for calendar year 2019 which is just below the national recertification rate of 54.9%. GOHS along with the Georgia Department of Public Health and Atlanta Fire Rescue Department will focus on increasing the opportunities for current CPSTs to re-certify. The statewide CPS list-serv updates CPSTs on upcoming CEU workshops in Georgia. The CPS coordinator sends updated contact lists to the managers of DPH and AFRD on when techs are expiring. The CPS coordinator also sends additional emails to CPSTs reminding them to renew their CPST certification.

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 (DPH) 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 Emergency Medical Services. The results of the 2020 Child Safety Restraint Survey showed child safety restraint use at 95.4%. According to the 2019 SafeKids Annual Report, Georgia increased the number of CPS courses by 43% from 44 in 2017 to 63 in 2019, leading the country in the number of CPST classes offered. Georgia also certified a total of 677 new technicians, more than any other state in NHTSA Region 4. Georgia was second only to North Carolina with 734 new technicians. With the recertification rate at 51.8% for 2019, DPH Regional Coordinators will actively recruit new CPS Technicians through their outreach within the regions. The Atlanta Fire Rescue 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 childcare, and average about 15 attendees per class.

Below are the proposed courses that will be hosted by the Georgia Department of Public Health and the Atlanta Fire Rescue Department.

CPST Courses- GA. Department of Public Health				
	Dalton	Athens	Atlanta	Macon
Date	October 2020	January 2021	February 2021	October 2020
Location	Fannin	Oconee	Lamar	Monroe (GPSTC)
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	February 2021	November 2020	May 2021	February 2021
Location	Floyd	Rabun	Douglas	Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income / MO	Low Income
Date	May 2021	April 2021	December 2020	June 2021
Location	Paulding	Lumpkin	Henry	Baldwin
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Urban	Urban	Rural
At Risk	Low Income / MO	Low Income	Low Income / MO	Low Income
	Augusta	Columbus	Valdosta	Jesup
Date	March 2021	April 2021	October 2020	January 2021
Location	Columbia	Muscogee	Colquitt	Charlton
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income/MO	Low Income	Low Income

Date	November 2020	July 2021	March 2021	November 2020
Location	Jenkins	Crisp	Mitchell	Chatham
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	June 2021	January 2021	August 2021	March 2021
Location	Screven	Chattahoochee	Berrien	Camden
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income

CPST Courses- Atlanta Fire Rescue Department

Date	January 2021	January 2021	May 2021	May 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income/MO	Low Income/MO	Low Income/MO	Low Income/MO
Date	September 2021			
Location	Fulton/Atlanta			
Lead	William Hutchinson			
Population	Urban			
At Risk	Low Income/MO			

CPST CEU and/or Renewal Courses- Georgia Department of Public Health

	Dalton	Athens	Atlanta	Macon
Date	TBD	TBD	TBD	TBD
Location	Whitfield	Hall	Fulton	Monroe (GPSTC)
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income
Date	TBD	TBD	TBD	TBD
Location	Bartow	Forsyth	DeKalb	Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income / MO	Low Income	Low Income / MO	Low Income
Date	TBD	TBD	TBD	TBD
Location	Polk	Oconee	Fayette	Dodge
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Rural
At Risk	Low Income	Low Income	Low Income / MO	Low Income
	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD
Location	Burke	Muscogee	Lowndes	Chatham
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income / MO	Low Income	Low Income / MO
Date	TBD	TBD	TBD	TBD
Location	Bulloch	Talbot	Grady	Wayne
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income
Date	TBD	TBD	TBD	TBD
Location	Columbia	Quitman	Tift	Toombs
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Rural	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income

CPST CEU and/or Renewal Courses- Atlanta Fire Rescue Department				
Date	October 2021	November 2021	December 2021	January 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	February 2021	March 2021	April 2021	May 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO
Date	June 2021	July 2021	August 2021	September 2021
Location	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta	Fulton/Atlanta
Lead	William Hutchinson	William Hutchinson	William Hutchinson	William Hutchinson
Population	Urban	Urban	Urban	Urban
At Risk	Low Income / MO	Low Income / MO	Low Income / MO	Low Income/MO

The Georgia Department of Public Health (DPH) is the only statewide agency that addresses the safe transportation of children with special healthcare needs. DPH 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 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. One DPH staff is the certified trainer for this program in Georgia.

The Georgia Department of Public Health Keeping Kids Safe courses are listed below:

Keeping Kids Safe (hospital courses)				
	Dalton	Athens	Atlanta	Macon
Date	TBD	TBD	TBD	TBD
Location	Floyd Medical	NG Med(Hall)	Northside-ATL	Navicent - Bibb
Lead	Thomas Smith	Allison Craig	Alex McKeithan	Nicole De La Concha
Population	Rural	Rural	Urban	Urban
At Risk	Low Income	Low Income	Low Income / MO	Low Income
Date	TBD	TBD	TBD	
Location	Gordon Hospital	Northside - Piedmont	Piedmont-ATL	
Lead	Thomas Smith	Allison Craig	Alex McKeithan	
Population	Rural	Rural	Urban	
At Risk	Low Income	Low Income	Low Income / MO	
Date	TBD	TBD	TBD	
Location	Hamilton Medical	Norhtside-Forsyth	Northside-ATL	
Lead	Thomas Smith	Allison Craig	Alex McKeithan	
Population	Rural	Urban	Urban	
At Risk	Low Income	Low Income	Low Income / MO	
Date	TBD		TBD	
Location	Cartersville Medical		Northside-ATL	
Lead	Thomas Smith		Alex McKeithan	
Population	Rural		Urban	
At Risk	Low Income		Low Income / MO	

	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD
Location	Augusta University	Phoebe Sumter	South GA Medical	Memorial - Savannah
Lead	Nadira Bolden	Jaleiah Harmon	Cynthia Sharper	Carol Irvin
Population	Urban	Rural	Rural	Urban
At Risk	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			
Location	Date	Population	At Risk
Metro Atlanta	November 2020	Urban	Low Income / Minority
Metro Atlanta	April 2020	Urban	Low Income / Minority

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 supporting events by nationally Certified Child Passenger Safety Technicians

Estimated total number of classes

65

Estimated total number of technicians

650

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 for Selection

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 and 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.

Project Evaluation and Annual Seatbelt Survey

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 95%.

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 55+ 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 2020, 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 for Selection

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.

Communications: Occupant Protection

Project Safety Impacts

The Thanksgiving and Memorial Day Click It or Ticket holiday travel paid media campaigns will emphasize the importance for all passengers in all age groups to be safely restrained when traveling long or short distances. The HeadsUpGeorgia campaign and television/radio high school football campaigns will focus on the importance for teens and young adults to wear their seat belts on every trip. The All South Highway Safety Team Occupant Protection messages will promote to adults the importance of setting a good example by always wearing their seat belts and by making sure their children are safely restrained. The Georgia Association of Broadcasters will promote the benefits of wearing seat belts for those motorists who chose to never wear seat belts or do not wear them on every trip. In an effort to promote occupant protection for passengers of all ages, GOHS will begin a new campaign with Herschend Entertainment for seat belt and child passenger safety messaging at three entertainment facilities they manage in Georgia. These messages reminding parents to buckle up and to make certain their children are properly restrained will be posted throughout the facilities including the exits at Stone Mountain Park in Atlanta, Wild Adventures in Valdosta and Callaway Gardens in Pine Mountain. These messages are intended to make wearing a seat belt and properly restraining children at the forefront of the minds of parents, grandparents, guardians and other adults as they are leaving these family-themed entertainment facilities attract more than five million guests combined each year.

Linkage Between Program Area

While Georgia has enjoyed a seat belt use rate of more than 90 percent for eight consecutive years, more than 50 percent of the people killed in passenger vehicles fatalities were not restrained or it could not be determined if they were restrained at the time of the crash. This persists despite NHTSA data that shows seat belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by 45%. In pick-up trucks, SUVs', and minivans, properly worn seat belts reduce fatal injury by 60%.

NHTSA data shows more than 73% of nationwide passenger vehicle occupants involved in serious crashes survive when wearing seat belts correctly.

Rationale for Selection

The Click It or Ticket enforcement mobilizations are one of the reasons Georgia has seen seat belt use rates at more than 90 percent for almost a decade. GOHS' paid media buys are planned in conjunctions with these mobilizations to promote seat belt use during holiday periods when more vehicles are on the road and the chances of being in a traffic crash also increase. The number of unrestrained traffic fatalities in Georgia show the importance of continuing paid media campaigns that uses facts and personal stories to show all motorists that buckling a seat belt and making sure all children are safely restrained should be done before starting every trip. A comprehensive OP paid media campaign that is implemented throughout the year will also help Georgia maintain its high use seat belt status.

Planned Activities

Department of Public Health-Occupant Protection	
<i>Planned Activity Description:</i>	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. CPST Class locations were selected based on FARS data and any CPST classes that were not able to be completed due to COVID-19.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Georgia Department of Public Health

City of Atlanta Fire Rescue Department	
<i>Planned Activity Description:</i>	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. Car seat check locations were selected based on FARS data and any event locations that were not able to be completed due to COVID-19.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	City of Atlanta Fire Rescue Department

Law Enforcement Occupant Protection Education	
<i>Planned Activity Description:</i>	Agency will educate the local communities and surrounding areas on the importance of proper seat belt use. Agency will host a fitting station and have officers trained to properly educate caregivers.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Child Passenger Safety Technicians • Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Americus Police Department

Georgia Governor's Office of Highway Safety – 402 Occupant Protection

<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">• Child Passenger Safety Technicians• Child Restraint inspection stations
<i>Intended Subrecipients:</i>	Georgia Governor's Office of Highway Safety

Georgia, University of

<i>Planned Activity Description:</i>	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.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none">• Project Evaluation and Annual Seatbelt Survey
<i>Intended Subrecipients:</i>	University of Georgia

Projects

GTS Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
OP-2021-GA-01-03	Americus Police Department	Child Restraint Usage	FAST ACT 402 OP	\$10,276.00
OP-2021-GA-00-78	City of Atlanta Fire Rescue Department	Atlanta Fire Rescue Fitting Stations	FAST ACT 402 OP	\$191,000.00
OP-2021-GA-00-85	GAGOHS- Grantee	402OP: Occupant Protection	FAST ACT 402 OP	\$105,661.75
OP-2021-GA-00-08	Georgia Department of Public Health	Child Occupant Safety Project	FAST ACT 402 OP	\$1,262,395.97
M1*OP-2021-GA-00-06	University of Georgia	Georgia Highway Safety Programs Evaluation	FAST Act 405b M1*OP	\$223,477.14
TOTAL				\$1,792,810.86

References

Description	HSP Page
Occupant Protection/Click It or Ticket media	63-64, 70-71
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405(c) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Mission & Vision Statements

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

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

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

Program Overview

Georgia's Traffic Records Coordinating Committee (TRCC) comprises a collaborative group of individuals from a variety of state agencies responsible for the improvement of the collection, management, and analysis of Georgia's traffic record data systems. The TRCC promotes communication and sharing among partners to advance highway safety data collection and usage.

High quality data provides the foundation for traffic safety programs by supporting a data-driven, evidence-based approach to reducing motor vehicle crashes, fatalities, and injuries. Georgia's TRCC works to ensure that complete, accurate, uniform, and timely traffic safety data is collected, analyzed, and made available for decision-making at the national, state, and local levels. Through the continual improvement of our Georgia Traffic Records program, Georgia's TRCC will be able to provide traffic safety data to identify problems, develop countermeasures, and evaluate program effectiveness.

Structure, Composition, and Function

TRCC Executive & Technical Committees

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

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

The Technical Committee is responsible – as defined by the Executive Committee – for the oversight and coordination of the State's traffic records system. The Technical Committee performs all planning, conducts all investigations, and prepares all project plans necessary to realize the mission and vision of the TRCC. The Chairman of the Technical Committee and Georgia Traffic Records Coordinator is Courtney Ruiz with the Georgia Governor's Office of Highway Safety.

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

TRCC Subcommittees

An additional common structural feature of Georgia's TRCC are subcommittees - both permanent and ad-hoc. Permanent subcommittees are established by Georgia's TRCC to address issues, such as data integration, which are specific to a subset of the membership and will remain as issues for the foreseeable future. For FY20, the TRCC Technical Committee created a subcommittee to develop SHSP data factsheets for traffic safety professionals and the public. Ad-hoc committees are often established to bring together subject matter experts charged with making recommendations to the full TRCC on an issue that would otherwise occupy too much time to be practically managed in the usual TRCC meeting context. For FY20, the TRCC Technical Committee established an ad-hoc committee to update the serious injury definition.

TRCC Meeting Dates

TRCC Executive Committee

The TRCC Executive Committee convenes at least twice a year and whenever there is business to be conducted. Meeting dates of the TRCC Executive Committee during the 12 months immediately preceding the application due date:

October 24, 2019

April 28, 2020 – Canceled due to COVID-19

TRCC Technical Committee

The TRCC Technical Committee meets at least six times a year and whenever there is business to be conducted. Additionally, this committee meets in conjunction with CODES (Crash Outcome Data Evaluation System). CODES provides data integration and data accuracy to the TRCC by engaging data owners, developing a data linkage plan, accessing data quality, preparing data, performing data linkage, evaluating linkage results, re-calibrating methods, selecting linked records, and conducting analysis. Meeting dates of the TRCC Executive Committee during the 12 months immediately preceding the application due date:

July 10, 2019

September 11, 2019

November 13, 2019

January 08, 2020

March 11, 2020

May 13, 2020

July 08, 2020

LIST OF TRCC MEMBERS

Georgia TRCC Executive Committee Membership

Allen Poole, Director, TRCC Executive Committee Chairman
Georgia Governor's Office of Highway Safety

Russell McMurry, Commissioner
Georgia Department of Transportation
Core System: Crash & Roadway

Spencer Moore, Commissioner
Georgia Department of Driver Services
Core System: Driver

Lisa Dawson, Director of Injury Prevention
Georgia Department of Public Health
Core System: Injury Surveillance

Peter J. Skandalakis, Executive Director
Prosecuting Attorneys' Council of Georgia
Core System: Adjudication

Lynne Riley, Commissioner
Georgia Department of Revenue
Core System: Vehicle

Col. Gary Vowell, Commissioner
Georgia Department of Public Safety
Core System: Crash & Citation

A.A. "Butch" Ayers, Executive Director
Georgia Association of Chief Police
Core System: Crash & Citation

J. Terry Norris, Executive Director
Georgia Sheriffs Association
Core System: Crash & Citation

Darron J. Enns, Esq., Policy Analyst
Administrative Office of the Courts (AOC)
Core System: Citation & Adjudication

Carmen Hayes, Region 4, Regional Administrator
National Highway Traffic Safety Administration (NHTSA)

Greg Morris, Safety, ITS & Traffic Management Engineer
Federal Highway Administration (FHWA)

Clinton Seymour, Georgia Division Administrator
Federal Motor Carrier Safety Administration (FMCSA)

Georgia TRCC Technical Committee Membership

Georgia Governor's Office of Highway Safety

Courtney Ruiz, Georgia Traffic Records Coordinator
Eshon Poythress, Strategic Highway Safety Plan Manager
Shenee Bryan, Epidemiologist

Georgia Department of Transportation: Core System - Crash & Roadway

Dave Adams, State Safety Program Manager
Bill Williams, Crash Analyst
Bryan Vann, Assistant State Safety Data Manager

Georgia Department of Public Health: Core System – Injury Surveillance

Injury Surveillance and Prevention Program:
Lisa Dawson, Director of Injury Prevention
Elizabeth Head, Deputy Director of Injury Prevention
Denise Yeager, CODES Lead/Data Evaluation
Patricia Daniel, CODES Quality Assurance Specialist
Chinyere Nwamuo, CORE Grant Manager

Office of Health Indicators for Planning (OHIP):

David Austin, Director of Data Quality & Analysis Team

Georgia Office of EMS and Trauma:

David Newton, EMS Director
Renee Morgan, Trauma Program Director
Danlin Luo, Trauma Epidemiologist

Georgia Department of Driver Services: Core System - Driver

Cynthia Zimmerman, Information System Support Specialist

Georgia Department of Revenue: Core System - Vehicle

Keith Thomas, Senior Manager, Motor Vehicle Application Development & Support

Safe Kids Georgia: Core System – Injury Surveillance

Mahwish Javed, Program Coordinator

Injury Prevention Research Center @ Emory (IPRCE): Core System – Injury Surveillance

Jonathan Rupp, IPRCE Executive Associate Director

Sharon Nieb, IPRCE Associate Program Director

LexisNexis /Robert Franklin Dallas, LLC: Core System - Crash

Robert Dallas, Attorney

Administrative Office of the Courts: Core System - Citation & Adjudication

TBD

National Highway Traffic Safety Administration

Belinda Jackson, Region 4 Program Manager

TRAFFIC RECORDS 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 Georgia Traffic Records Assessment are listed below.

2019 Traffic Records Assessment Recommendations

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.

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.

The 2019 Georgia Traffic Records Assessment report and FFY 2021 Traffic Records Strategic Plan are included as attachments with this application.

TRAFFIC RECORDS FOR MEASURABLE PROGRESS

Recommendations in Progress

The state plans to address the following 2019 Traffic Records Assessment recommendations in FFY 2021.

Note: The recommendations shown below reflect the original number as assigned in the 2019 Georgia Traffic Records Assessment Final Report.

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 has developed several data quality control queries to identify data errors for each law enforcement agency in the state. The queries are run each month, and error rates are shared with agencies through our law enforcement liaisons. The queries were built through collaboration between the GDOT, GOHS and the TRCC Technical Committee.

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

Response: Georgia has initiated a new partnership with Numetric Inc. This software data analytics application provides graphical, tabular and spatial tools to improve user experience and advance the state's ability to analyze data and identify appropriate countermeasures.

Note: Refer to FFY 2021 Traffic Records Projects Numetric and LEA Technology Grant GACP.

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: High-frequency errors are tracked and used to generate new training content and data collection manuals. The DDS Georgia Electronic Citation Processing System (GECPS) personnel provide ongoing training and assistance with the various system-generated error messages and court corrections, as well as moving registered but inactive courts from the test environment into the production environment. As a result of this training and assistance, the error rate in transmitted citations was 3% in 2018 and 2.5% in December 2019.

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 in the process of undergoing a major transformation of its' business systems in coordination with the Georgia Department of Revenue. The new system, Driver Record and Integrated Vehicle Enterprise System (DRIVES), will also incorporate GECPS

and MVR functionality. Implementation is planned for January 2021. At this time, baseline and performance metrics have not been established. Baselines should be established in early spring, 2021.

Note: Refer to FFY 2021 Traffic Records Projects GECPS Outreach and DRIVES.

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 Roadway recommendations and complying with the requirements outlined in MIRE. As a part of this effort, the state has launched a partnership with Numetric Inc. that includes a spatial data analysis component where both crash and roadway data are presented through a graphical user interface.

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 towards addressing the 2019 Traffic Records Assessment Roadway recommendations and complying with the requirements outlined in the Model Inventory of Roadway Elements (MIRE). As a part of this effort, all data elements are defined to meet the metadata requirements of ESRI Roads & Highways data model.

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 towards addressing the 2019 Traffic Records Assessment Roadway recommendations and complying with the requirements outlined in MIRE. As a part of this effort, all data elements are defined to meet the metadata requirements of ESRI Roads & Highways data model.

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 Roadway recommendations. Further efforts to improve the procedures and process flows for the Roadway data system will be pursued in FY 2021.

Note: Refer to FFY 2021 Traffic Records Project Numetric.

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: The Georgia Injury Surveillance System (ISS) has taken the first step towards data quality improvement by calculating injury severity scores and making them available to the linkage process and to the Georgia Department of Transportation through the latest year of data

(2018). This will help to (a) improve data quality by cross-verifying injury severity as reported on the Crash report against hospital based patient severity from inpatient Hospitalization Discharge and ER records and (b) ultimately allow us to publish this information in dashboard reports. Severity calculations (Abbreviated Injury Score and Injury Severity Scale) are now a part of our standard processes, and will be available for all data going forward.

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

Response: Critical injury surveillance interfaces include links between EMS data and emergency department and hospital discharge data, EMS data and the trauma registry, and vital statistics and hospital discharge data. For FY20 and FY21, the DPH Office of EMS is working to develop a system of care armband model (similar to the EMS armband project carried out in Arkansas). The armband will be placed on Georgia system of care patients, and the armband number will be used to identify the patients progressing through care systems, starting with law enforcement and crash reports, EMS and Hospital patient care reports, and the trauma registry. This will enable reports to be deterministically linked and for a time-to-care metric to be calculated automatically and then visualized.

Note: Refer to FFY 2021 Traffic Records Projects OEMS GEMISIS Elite, OASIS, and Support for CODES Crash Data Linkage.

TRAFFIC RECORDS SUPPORTING NON-IMPLEMENTED RECOMMENDATIONS

The state does not intend to address the following 2019 Traffic Records Assessment recommendations in FFY 2021.

Note: The recommendations shown below reflect the original number as assigned in the 2019 Georgia Traffic Records Assessment Final Report.

Vehicle Recommendations

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

Response: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager, Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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

Response: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager – Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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

Response: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the

vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager – Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, suffered a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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

Response: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

FFY 2021 TRAFFIC RECORDS PROJECTS

The following projects will address the 2019 Traffic Records Assessment recommendations in progress.

	Project Title	Status	Lead Agency	405c TR Funded
	GA Traffic Records Program	In Process	GOHS	Yes
Project Description	This project uses NHTSA Section 405(c) funds to fund the GOHS GA Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Project Objective	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
Data Attribute(s)	Accuracy, Completeness, Timeliness, Uniformity, Accessibility, and Integration			
Core Traffic Records System Component(s)				

	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	GA Department of Public Health	Yes
Project Description	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 continually upgrade, support, and maintain the GEMSIS in NEMSIS v3.4.0, to archive the NEMSIS 2.2.1 data, to begin work to prepare GEMSIS for NEMSIS v3.5.0 (release expected in 2019 with expected transition in 2021/2022), to maintain the GEMSIS DataMart, and to progress towards achieving the time-to-care metric through deterministic linking of EMS data.			
Project Objective	To improve the accuracy of EMS patient care reports via GEMSIS Elite training and to link EMS data on patients with critical injuries in motor vehicle crashes with GDOTs crash database via deterministic data linking of crash, EMS and trauma registry reports using the system of care armbands			
Performance Measure(s)	<ol style="list-style-type: none"> 1) Average time that 911 records are submitted to GEMSIS Elite 2) Average incident validation score (based on the Georgia Schematron) for all incidents in GEMSIS Elite 			
Data Attribute(s)	Accuracy, Completeness, Uniformity, Timeliness			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Support for CODES Crash Data Linkage	In Process	GA Department of Public Health	Yes
Project Description	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 accuracy and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria. This provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes.			
Project Objective	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to link crash data and other injury surveillance data as well as to promote the creation and use of integrated datasets.			
Data Attribute(s)	Integration, Accuracy			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	GECPS Outreach	In Process	GA Department of Driver Services	Yes
Project Description	This project provides a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication as well as trains and educates courts on the Georgia Electronic Conviction Processing System (GECPS) for this purpose. This project continues to support Georgia courts and law enforcement by continuing to provide additional functionality/enhancements to the GECPS system for electronic submission of conviction processing.			
Project Objective	Reduce error rates by identifying and targeting courts that require additional training and technical assistance by studying errors and by attending to court support requests.			
Performance Measure(s)	<ol style="list-style-type: none"> 1) The length of time between receipt of a conviction by DDS and updating of the driver record 2) Percentage of transmitted citations to GECPS with no errors in critical data elements 3) The percentage of appropriate records in the driver file that is linked to the vehicle file 			
Data Attribute(s)	Accuracy, Timeliness, Integration			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	GA Association of Chiefs of Police	Yes
Project Description	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.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through electronic crash reporting that will validate, detect, and prevent errors at the point of data entry. Improve the timeliness of crash reports submitted to GEARS by replacing paper records with electronic records.			
Performance Measure(s)	1) The percentage of crash records with no errors in critical data elements Metric: 95% 2) The percentage of crash reports submitted electronically into GEARS Metric: 100%			
Data Attribute(s)	Accuracy, Timeliness			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	OASIS	In Process	GA Department of Public Health	Yes
Project Description	The Online Analytical Statistical Information System (OASIS) project has developed an extensible departmental data warehouse to implement data standards and standardization processes with quality controls as well as to integrate 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.			
Project Objective	To improve the accessibility, completeness and quality of Georgia's traffic records system by enhancing the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data.			
Performance Measure(s)	TBD – The plan moving forward is to request technical assistance via a GO Team application for further assistance with our injury severity tool in establishing performance measures for this type of project in order to demonstrate improvement.			
Data Attribute(s)	Accessibility, Completeness, Integration			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	DRIVES	In Process	GA Department of Revenue	No
Project Description	The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system.			
Project Objective	To enhance data integrity			
Performance Measure(s)	TBD – This system is in the early phases of implementation.			
Data Attribute(s)	Accessibility, Completeness, Integration			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Numetric	In Process	GA Department of Transportation	No
Project Description	Georgia is developing tools through Numetric to improve the analysis of the state's crash database. This software data analytics application provides graphical, tabular and spatial tools to explore crash data in a GIS interface to pinpoint the root causes of crashes and identify the best countermeasures. Additionally, network screening is offered to rank segments, curves, and intersections by the attributes that matter most to Georgia traffic safety stakeholders as well as access to workbooks with customizable static reports, dashboards, and analytics tools.			
Project Objective	To improve the user experience and advance the state's ability to analyze data and identify appropriate countermeasures as well as enable our law enforcement liaisons to work with individual law enforcement agencies to improve the timeliness, accuracy and completeness of their crash reports			
Performance Measure(s)	<ol style="list-style-type: none"> 1) Percentage of state crash reports submitted within 72 hours of the crash Metric: 95% 2) Percentage of crash records with no missing data elements Metric: 98% 3) Percentage of crash records with no errors in critical data elements Metric: 95% 			
Data Attribute(s)	Timeliness, Accuracy, Completeness			
Core Traffic Records System Components				

QUANTITATIVE AND MEASURABLE IMPROVEMENT

Section 405c Quantitative Progress Report

State: GA Report Date: 6/1/2020 Submitted by: D. Newton

Regional Reviewer:

System to be Impacted	<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:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement (s)	<p>Narrative Description of the Measure</p> <p>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).</p> <p>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 was sent to the state from 3rd 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 entire file would be rejected. In the Version 3.4 data standard, incidents are sent over one (1) call at a time, so this ensures that one record being invalid only affects one event; thereby, allowing the captured records to be more complete.</p> <p>Submission to Version 3.4 (GEMSIS Elite) became mandatory on April 1, 2018.</p>
Relevant Project(s) in the State's Strategic Plan	<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> <p>OEMS GEMSIS Elite, FY2021 Georgia Traffic Records Strategic Plan, p.19</p>
Improvement (s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>GEMSIS includes both the V2 NEMSIS data, and the 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> <p>From April 2019 – March 2020, there were 2,586,964 calls completed, of which, 100% are Version 3.4. This is due to the mandatory implementation of V3.4 as of 4/1/2018. During the same timeframe, 2,899,241 calls were submitted, even though those calls may not have occurred during the timeframe.</p>
Specification of how the Measure is calculated / estimated	<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>

Date and Baseline Value for the Measure	<p>Baseline: April 1, 2018 – March 31, 2019</p> <p>PCRs entered = 2,305,119</p> <p>% of PCRs that were Version 3.4 = 97.024%</p>
Date and Current Value for the Measure	<p>Current: April 1, 2019 - March 31, 2020</p> <p>PCRs entered: 2,899,241 (2,586,964 events occurred in the timeframe)</p> <p>% of PCRs that were Version 3.4 = 100%</p>
Regional Reviewer's Conclusion	<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>
If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

Georgia GEMSIS Reporting Completeness

2012-2013 (V2 only)		2013-2014 (V2 only)		2014-2015 (V2 only)	
Month	GEMSIS (V2)	Month	GEMSIS (V2)	Month	GEMSIS (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
TOTAL	1,641,885	TOTAL	1,733,792	TOTAL	1,984,391
Percent	100.00%	Percent	100.00%	Percent	100.00%

2015-2016				2016-2017			
Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total	Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
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
TOTAL	2,143,460	12	2,143,472	TOTAL	2,307,113	18,784	2,325,897
Percent	99.999%	0.001%		Percent	99.192%	0.808%	

2017-2018				2018-2019			
Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total	Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
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
TOTAL	1,947,861	223,629	2,171,490	TOTAL	68,610	2,236,509	2,305,119
Percent	89.702%	10.298%		Percent	2.976%	97.024%	

2019-2020			
Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
April	0	212,932	212,932
May	0	224,189	224,189
June	0	208,694	208,694
July	0	217,258	217,258
August	0	222,479	222,479
September	0	216,385	216,385
October	0	218,384	218,384
November	0	205,652	205,652
December	0	219,402	219,402
January	0	220,345	220,345
February	0	208,191	208,191
March	0	213,053	213,053
TOTAL	0	2,586,964	2,586,964
Percent	0.00%	100.00%	

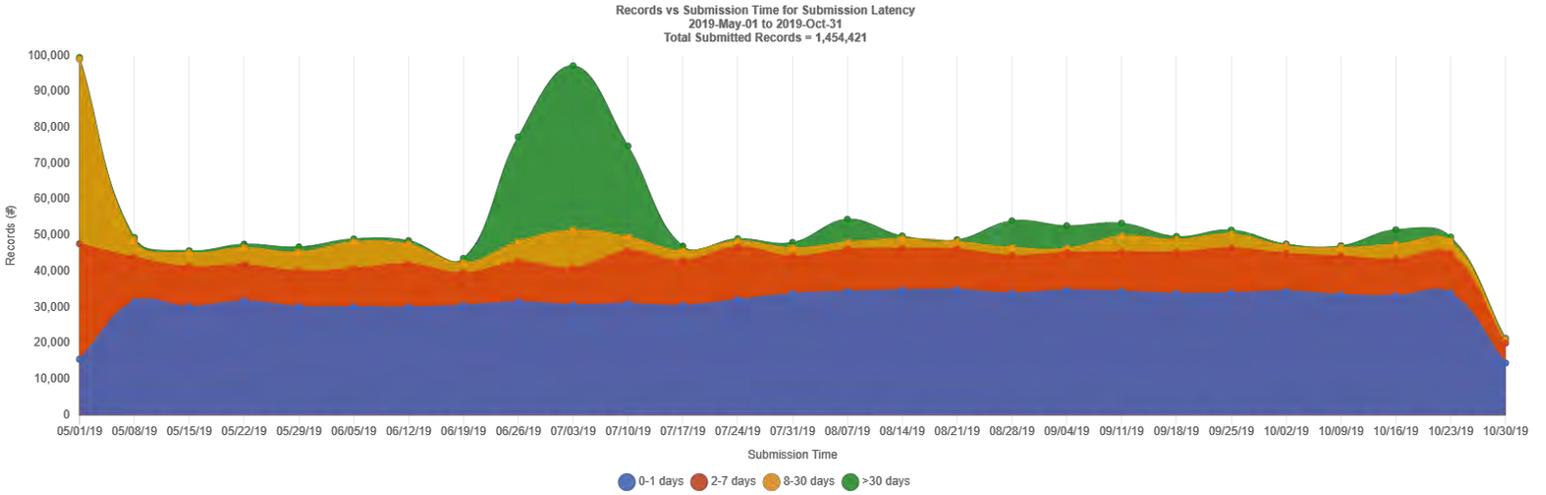
Section 405c Quantitative Progress Report – Special Study
State: GA Report Date: 6/1/2020 Submitted by: D. Newton
Regional Reviewer:

System to be Impacted	___ CRASH ___ DRIVER ___ VEHICLE ___ ROADWAY ___ CITATION/ADJUDICATION ___ X ___ EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	___ ACCURACY ___ X ___ TIMELINESS ___ COMPLETENESS ___ ACCESSIBILITY ___ UNIFORMITY ___ INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>Timeliness of EMS data is extremely important.</p> <p>There will be a decrease in the latency of records being submitted to GEMSIS Elite and from GEMSIS Elite to Biospatial. Ideal latency for submission to Biospatial would be 24-36 hours.</p> <p>NOTE: Data transmission to Biospatial began in November of 2018, therefore there has not been 2 full years of transmission. From November 2018 to April of 2019, the submissions to Biospatial were playing catch up, submitting 1,597,212 historical records. The historical records were caught up in May of 2019, so there is only usable comparisons that begin May 1, 2019. So there will be a baseline of the first 6 months from May 1, 2019 – October 31, 2019, and that will be compared to November 1, 2019 – April 30, 2020.</p> <p>It is also important to understand that there are two types of EMS agencies in Georgia relative to data submission:</p> <ol style="list-style-type: none"> 1. Those EMS agencies that use GEMSIS Elite directly, therefore their data is already in GEMSIS Elite, and their data is submitted to Biospatial within 8 hours of call being completed; and 2. Those EMS agencies that use their own software and submit data to GEMSIS Elite – these agencies have sometimes more of a latency due to the extra submission step before their data can be sent to Biospatial.
Relevant Project(s) in the State’s Strategic Plan	<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> <p>OEMS GEMSIS Elite, FY2021 Georgia Traffic Records Strategic Plan, p.19</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>ACHIEVED</p> <p>When comparing the baseline time frame (May 1, 2019 – October 31, 2019) to the comparison time frame (November 1, 2019 – April 30, 2019), the ratio of “faster” records to “slower” records was increased from 4.01 in the baseline timeframe to 9.56 in the comparison time frame.</p> <p>When looking just at the “fastest” records, those with a latency of 0-1, there was an increase in the percentage of the “fastest” records compared to the total for the timeframe from 58.10% in the baseline timeframe to 60.9% in the comparison timeframe.</p> <p>When looking just at the “slowest” records, those with a latency of > 30 days, there was a decrease in the percentage of the “slowest” records compared to the total for the timeframe from 9.8% in the baseline to just 3.5% in the comparison timeframe.</p> <p>Therefore, there has been a reduction of the latency of EMS records from the baseline timeframe to the comparison timeframe given the following:</p> <ul style="list-style-type: none"> • increase in the ratio of “faster” records to “slower” records

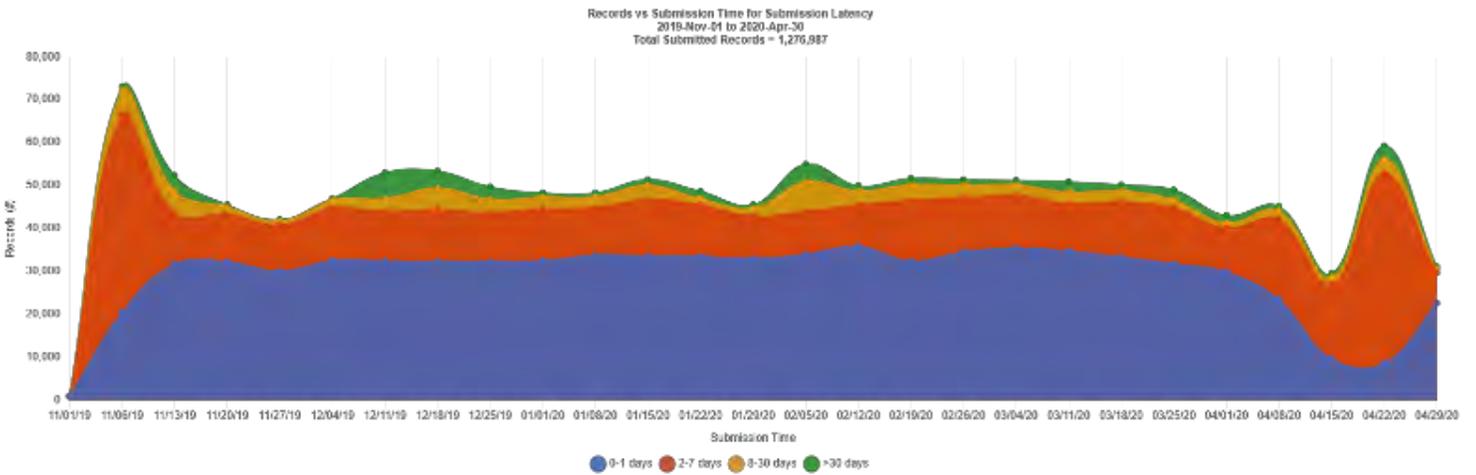
	<ul style="list-style-type: none"> • increase in the % of “fastest” records • decrease in the % of “slowest” records
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The Biospatial Data Management Dashboard, Records vs Submission Time for Submission Latency widget will be examined. The comparison will be the 6 months of May 2019 – October 2019, compared to the 6 months of November 2019 – April of 2020. The time frame will be based on submission time. Latency is calculated based on the difference in event time (when the EMS run occurred) and submission time (when the EMS run data was submitted to Biospatial). The time frames for latency will be measured by month for each of the time periods (baseline and comparison), and the latencies will be placed into four categories for counting: 0-1 Days, 2-7 Days, 8-30 Days, and > 30 Days. These categories will be aggregated into two groups:</p> <ul style="list-style-type: none"> • Group 1: Records with 0-1 OR 2-7 days latency (“faster”) • Group 2: Records with 8-30 OR > 30 days latency (“slower”) <p>The ratio of Group 1/Group 2 will be used to gauge latency – it represents the ratio of “faster” submissions to “slower” submissions, and the higher the number (meaning that there are more records coming faster), means the better (or lower) the latency.</p>
Date and Baseline Value for the Measure	<p>Baseline Time Frame: May 1, 2019 – October 31, 2019</p> <p>TOTAL RECORDS: N = 1,454,421</p> <p>Latency of 0-1 days: N = 845,042 ; % of total = 58.10%</p> <p>Latency of 2-7 days: N = 319,143 ; % of total = 21.94%</p> <p>Latency of 8-30 days: N = 147,187 ; % of total = 10.12%</p> <p>Latency of >30 days: N = 143,049 ; % of total = 9.84%</p> <p>Group 1: Records with 0-1 OR 2-7 days latency: N = 1,164,185 ; % of total = 80.04%</p> <p>Group 2: Records with 8-30 OR > 30 days latency: N = 290,236 ; % of total = 19.96%</p> <p>Ratio of Group 1/2 = 4.01</p>
Date and Current Value for the Measure	<p>Comparison Time Frame: November 1, 2019 – April 30, 2020</p> <p>TOTAL RECORDS: N = 1,276,987</p> <p>Latency of 0-1 days: N = 778,092 ; % of total = 60.93%</p> <p>Latency of 2-7 days: N = 378,014 ; % of total = 29.60%</p> <p>Latency of 8-30 days: N = 76,103 ; % of total = 5.96%</p> <p>Latency of >30 days: N = 44,778 ; % of total = 3.51%</p> <p>Group 1: Records with 0-1 OR 2-7 days latency: N = 1,156,106 ; % of total = 90.53%</p> <p>Group 2: Records with 8-30 OR > 30 days latency: N = 120,881 ; % of total = 9.47%</p> <p>Ratio of Group 1/2 = 9.56</p>
Regional Reviewer’s Conclusion	<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>
If “has not” or “not sure”:	

What remedial guidance have you given the State?	
Comments	

Baseline Data: May 1, 2019 – October 31, 2019 – Latency by Week



Comparison Data: November 1, 2019 – April 30, 2020 – Latency by Week



Baseline Data: May 1, 2019 – October 31, 2019 – Latency by Month

Latency	May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		TOTAL Records	
	n	%	n	%	n	%	n	%	n	%	n	%	N	%
0-1 days "fastest"	134,651	47.8%	130,924	54.6%	138,528	49.6%	154,100	67.2%	145,426	66.8%	141,413	68.5%	845,042	58.1%
2-7 days	74,122	26.3%	45,635	19.0%	56,476	20.2%	49,557	21.6%	47,457	21.8%	45,896	22.2%	319,143	21.9%
8-30 days	69,088	24.5%	23,499	9.8%	18,817	6.7%	9,817	4.3%	13,284	6.1%	12,682	6.1%	147,187	10.1%
>30 days "slowest"	3,965	1.4%	39,841	16.6%	65,510	23.5%	15,792	6.9%	11,537	5.3%	6,404	3.1%	143,049	9.8%
TOTAL RECORDS	281,826	100.0%	239,899	100.0%	279,331	100.0%	229,266	100.0%	217,704	100.0%	206,395	100.0%	1,454,421	100.0%
Group 1: Records with 0-1 OR 2-7 days latency	208,773	74.1%	176,559	73.6%	195,004	69.8%	203,657	88.8%	192,883	88.6%	187,309	90.8%	1,164,185	80.0%
Group 2: Records with 8-30 OR > 30 days latency	73,053	25.9%	63,340	26.4%	84,327	30.2%	25,609	11.2%	24,821	11.4%	19,086	9.2%	290,236	20.0%
Ratio of Group 1 "faster" / Group 2 "slower"	2.86		2.79		2.31		7.95		7.77		9.81		4.01	

Comparison Data: November 1, 2019 – April 30, 2020 – Latency by Month

Latency	Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		TOTAL Records	
	n	%	n	%	n	%	n	%	n	%	n	%	N	%
0-1 days	115,365	53.9%	143,389	64.1%	147,845	68.7%	141,930	66.1%	147,813	67.2%	81,750	43.1%	778,092	60.9%
2-7 days	79,746	37.3%	52,488	23.5%	51,773	24.1%	47,473	22.1%	53,585	24.4%	92,949	49.1%	378,014	29.6%
8-30 days	13,726	6.4%	14,818	6.6%	10,690	5.0%	17,340	8.1%	10,724	4.9%	8,805	4.6%	76,103	6.0%
>30 days	5,170	2.4%	13,108	5.9%	4,927	2.3%	7,826	3.6%	7,778	3.5%	5,969	3.2%	44,778	3.5%
TOTAL RECORDS	214,007	100.0%	223,803	100.0%	215,235	100.0%	214,569	100.0%	219,900	100.0%	189,473	100.0%	1,276,987	100.0%
Group 1: Records with 0-1 OR 2-7 days latency	195,111	91.2%	195,877	87.5%	199,618	92.7%	189,403	88.3%	201,398	91.6%	174,699	92.2%	1,156,106	90.5%
Group 2: Records with 8-30 OR > 30 days latency	18,896	8.8%	27,926	12.5%	15,617	7.3%	25,166	11.7%	18,502	8.4%	14,774	7.8%	120,881	9.5%
Ratio of Group 1 "faster" / Group 2 "slower"	10.33		7.01		12.78		7.53		10.89		11.82		9.56	

405(D) IMPAIRED DRIVING COUNTERMEASURES GRANT

Georgia is considered a “Low-range state” with an impaired driving fatality rate of 25%.

References

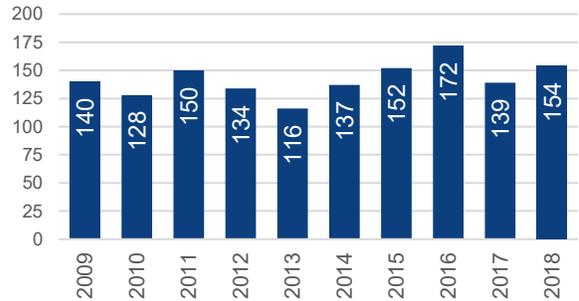
Description	HSP Page
Impaired Driving program area	91-102
Communications	61-78
Appendix B	

405(F) MOTORCYCLIST SAFETY GRANT

Description of Highway Safety Problems

In 2018, there were 154 motorcyclists fatally injured in motor vehicle traffic crashes – an increase of 11 percent (+15 fatalities) from the 139 motorcyclists fatally injured in 2017. Motorcyclists accounted for 10 percent of all traffic fatalities. Of the 154 motorcyclists killed in traffic crashes, 96 percent (148) were riders and 4 percent (6) were passengers. The figure to the right presents information about motorcyclists fatally injured from 2009 to 2018. From 2013 to 2016, motorcyclist fatalities increased by 48 percent and peaked in 2016 during the 10-year period.

Motorcyclists Fatally Injured, 2009–2018, Georgia

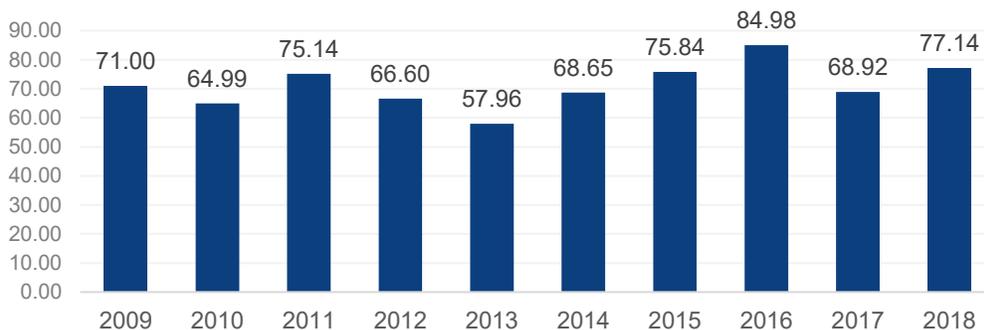


Source: FARS 2009-2018 Annual Report File (ARF), Georgia

According to FARS data, the number of un-helmeted motorcyclist fatalities in Georgia doubled from 9 un-helmeted motorcyclist fatalities in 2016 to 18 un-helmeted motorcyclist fatalities in 2017. In 2018, 16 out of the 154 motorcyclists killed in crashes were un-helmeted.

While motorcycles are an increasingly popular means of transportation, there was a slight decrease in the number of registered motorcycles in the state of Georgia. In 2018, there were an estimated 199,635 motorcycle registrations in Georgia – a 1 percent decline from 2017. In 2018, there were 77 motorcyclist fatalities out of every 100,000 registered motorcycle in Georgia. The figure below shows rate of motorcyclist fatalities per 100,000 registrations during the 10-year period.

Motorcyclist Fatalities per 100,000 Motorcycle Registrations, 2009-2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2009–2018 Final File, Georgia Department of Revenue (DOR)

The 35-and-older age group made up 68 percent of motorcyclists killed in 2009 as compared to 57 percent of the motorcyclists killed in 2018. Over the 10-year period from 2009 to 2018, fatalities among the 35-and-older age group decreased by 7 percent (from 95 to 88). The number of motorcyclists

among the age group 25-to-34 years increased by 48 percent from 25 fatalities in 2009 to 37 fatalities in 2018.

Weekday is defined as 6 a.m. Monday to 5:59 p.m. Friday, and weekend is defined as 6 p.m. Friday to 5:59 a.m. Monday. The table below shows that in 2009 and 2018 roughly half the motorcyclists were killed in traffic crashes during the weekend versus weekday. Based on the difference in the number of hours between weekday and weekend, there were more than 1.4 times as many motorcyclist fatalities in traffic crashes occurring on the weekend compared to the weekday in 2018.

Motorcyclist Fatalities, by Age Group, Year, and Day of Week, 2009 and 2018, Georgia

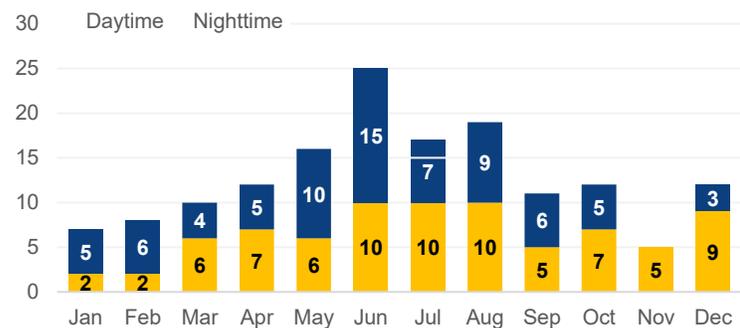
Age Group	2009			2018		
	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Total*	Weekend (6 p.m. Friday to 5:59 a.m. Monday)	Weekday (6 a.m. Monday to 5:59 p.m. Friday)	Total
15-20	1	3	4	9	2	11
21-24	8	8	16	8	10	18
25-34	13	12	25	23	14	37
35-44	19	17	36	15	11	26
45-54	14	14	28	13	14	27
55-64	13	12	26*	14	10	24
65+	2	3	5	8	3	11
TOTAL	70	69	140	90	64	154

Source: Fatality Analysis Reporting System (FARS) 2009 and 2018 Final File, Georgia

*Note: The 2009 total includes one motorcyclist fatality with unknown time of crash that occurred on a Friday

The figure to the right shows the number of motorcyclist fatalities by month and time of day for 2018. In 2018, more motorcyclist fatalities occurred during summer months (June, July, and August). In 2018, 16 percent of motorcyclist fatalities injured occurred in the month of June alone (25 out of 154). Nearly half of the motorcyclist fatalities occurred at nighttime (49%) across all months in 2018.

Motorcyclist Fatalities by Month and Time of Day, 2018, Georgia



Source: Fatality Analysis Reporting System (FARS) 2018 Final File, Georgia

The number of motorcyclist fatalities by roadway function class is shown in the table on the right. Of the 154 motorcyclist fatalities that occurred in 2018, 48 (31%) occurred on minor arterial roads. In 2018, 81 percent of motorcyclist fatalities occurred in urban regions and 19 percent occurred in rural regions.

Motorcyclist Fatalities, by Roadway Function Class and Rural/Urban Regions, 2017-2018, Georgia

Roadway Function Class	2017	2018
Minor arterial	31	48
Local	25	31
Principal arterial, other	41	30
Collector	23	26
Interstate, principal arterial	16	18
Freeway and expressway, principal arterial	3	1

Source: Fatality Analysis Reporting System (FARS); 2017-2018 Annual Report File (ARF), Georgia

Alcohol is also a significant risk factor among Georgia motorcycle rider fatalities. In 2018 14% of Georgia’s motorcycle riders killed in fatal crashes reported 0.08+ Blood Alcohol Concentration (BAC). In 2017 and 2018, 35% of all (surviving and fatally injured) drivers and motorcycle riders involved in fatal crashes were tested for alcohol consumption with a recorded BAC (759 vehicle operators were tested for alcohol out of the 2,147 vehicle operators that were involved in fatal crashes). In 2018, 54 percent of drivers fatally injured, and 21 percent of surviving drivers involved in fatal crashes had BAC results reported.

The combined table below shows the number of motorcycle crashes with another vehicle, motorcycle registrations, crash rate, motorcycle crashes involving alcohol, and motorcyclist fatalities by county.

Motorcycle Crashes with another Vehicle, Registrations, Crash Rate, Crashes Involving Alcohol, and Fatalities by county, Georgia

Source: GDOT, DOR, FARS

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Dekalb	196	6,689	29.3	2	12
Clinch	2	73	27.4	-	-
Fulton	276	10,234	27.0	7	21
Bibb	43	1,884	22.8	1	1
Richmond	64	2,940	21.8	6	1
Clayton	65	3,081	21.1	2	6
Chatham	97	4,673	20.8	9	3
Montgomery	3	166	18.1	2	-
Clarke	22	1,233	17.8	2	3
Rockdale	30	1,695	17.7	-	-
Newton	43	2,645	16.3	4	5
Randolph	1	63	15.9	-	-
Cobb	188	12,362	15.2	2	8
Wheeler	1	67	14.9	-	-
Peach	9	628	14.3	2	1
Mitchell	4	287	13.9	-	-
Telfair	2	144	13.9	-	1
Douglas	40	3,011	13.3	-	3

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Liberty	21	1,607	13.1	5	-
Floyd	31	2,392	13.0	5	-
Muscogee	35	2,786	12.6	2	3
Dougherty	12	971	12.4	-	-
Butts	10	824	12.1	-	1
Gwinnett	154	12,694	12.1	13	10
Bulloch	15	1,254	12.0	1	1
Gordon	20	1,725	11.6	3	4
Carroll	37	3,249	11.4	1	2
Coffee	7	620	11.3	1	1
Jeff Davis	2	178	11.2	1	-
Catoosa	19	1,714	11.1	1	-
Henry	55	5,205	10.6	4	3
Crisp	3	296	10.1	-	1
Polk	12	1,194	10.1	2	-
Johnson	1	101	9.9	-	-
Walton	27	2,739	9.9	2	3
Hall	47	4,785	9.8	3	5
Whitfield	22	2,243	9.8	3	-
Stephens	8	820	9.8	1	1
Lumpkin	13	1,342	9.7	1	3
White	11	1,147	9.6	2	1
Ware	5	528	9.5	-	-
Spalding	15	1,586	9.5	-	-
Dade	4	437	9.2	-	1
Morgan	6	659	9.1	-	-
Lowndes	21	2,384	8.8	2	6
Tift	6	696	8.6	-	1
Toombs	4	479	8.4	-	2
Long	4	480	8.3	2	1
Bartow	28	3,381	8.3	4	3
Walker	16	1,955	8.2	2	-
Rabun	5	614	8.1	-	-
Columbia	28	3,441	8.1	2	2
Franklin	6	738	8.1	-	-
McDuffie	4	500	8.0	2	2
Glynn	14	1,754	8.0	-	-
Troup	11	1,395	7.9	1	2
Houston	29	3,743	7.7	1	-
Brooks	2	262	7.6	-	-
Ben Hill	2	264	7.6	-	-
Effingham	16	2,192	7.3	3	1
Cook	2	276	7.2	-	-
Crawford	3	428	7.0	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Laurens	6	859	7.0	-	-
Dawson	8	1,155	6.9	-	-
Baldwin	5	724	6.9	-	1
Coweta	29	4,259	6.8	-	2
Thomas	5	751	6.7	1	-
Madison	5	780	6.4	-	2
Oconee	5	797	6.3	-	-
Union	9	1,454	6.2	-	-
Forsyth	31	5,064	6.1	3	1
Haralson	6	991	6.1	-	-
Dodge	2	331	6.0	-	-
Cherokee	42	7,004	6.0	3	4
Charlton	1	167	6.0	2	1
Monroe	5	844	5.9	-	-
Fannin	7	1,250	5.6	1	-
Towns	3	545	5.5	1	1
Lincoln	1	185	5.4	-	-
Paulding	24	4,444	5.4	-	2
Wilkes	1	188	5.3	-	-
Habersham	7	1,360	5.1	2	-
Wayne	3	588	5.1	-	2
Decatur	2	392	5.1	-	1
Bryan	7	1,373	5.1	-	-
Lamar	3	594	5.1	-	-
Pulaski	1	202	5.0	1	-
Pickens	7	1,418	4.9	-	1
Twiggs	1	211	4.7	-	-
Gilmer	6	1,305	4.6	-	-
Jefferson	1	224	4.5	-	-
Lanier	1	229	4.4	-	-
Colquitt	3	695	4.3	1	1
Berrien	2	467	4.3	1	1
Hart	3	710	4.2	-	-
Lee	3	735	4.1	-	-
Jackson	9	2,220	4.1	-	3
Screven	1	247	4.0	-	-
Fayette	12	3,006	4.0	1	1
Elbert	2	501	4.0	-	1
Barrow	10	2,538	3.9	1	1
Putnam	2	515	3.9	1	-
Burke	2	522	3.8	-	-
Jasper	2	530	3.8	-	1
Appling	1	274	3.6	-	-
Washington	1	290	3.4	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Chattooga	2	583	3.4	-	1
McIntosh	1	313	3.2	1	-
Brantley	1	336	3.0	-	-
Pierce	1	338	3.0	-	-
Greene	1	350	2.9	1	1
Camden	5	1,762	2.8	-	-
Tattnall	1	357	2.8	-	-
Banks	2	733	2.7	-	-
Pike	2	757	2.6	2	-
Murray	3	1,169	2.6	-	-
Sumter	1	411	2.4	-	-
Emanuel	1	422	2.4	-	-
Worth	1	483	2.1	-	-
Harris	2	1,174	1.7	-	-
Meriwether	1	638	1.6	-	-
Jones	1	765	1.3	-	-
Upton	-	662	-	-	-
Grady	-	492	-	-	-
Oglethorpe	-	386	-	-	-
Heard	-	370	-	-	-
Bleckley	-	318	-	-	-
Candler	-	235	-	-	-
Chattahoochee	-	209	-	-	-
Dooly	-	193	-	-	-
Evans	-	190	-	-	-
Wilkinson	-	184	-	-	-
Bacon	-	182	-	-	-
Marion	-	181	-	1	-
Terrell	-	178	-	-	-
Seminole	-	174	-	-	-
Irwin	-	172	-	-	-
Macon	-	165	-	-	-
Treutlen	-	161	-	-	-
Early	-	150	-	-	-
Talbot	-	147	-	-	-
Turner	-	139	-	-	-
Hancock	-	126	-	-	-
Taylor	-	126	-	-	-
Wilcox	-	123	-	-	-
Atkinson	-	117	-	1	-
Schley	-	100	-	-	-
Jenkins	-	92	-	-	-
Miller	-	85	-	-	-
Echols	-	82	-	-	-

County	Motorcycle Crashes With Another Vehicle	Motorcycle Registrations (June 2020)	Motorcycle Crash Rate (Per 1,000 Registrations)	Motorcycle Crashes Involving Alcohol	Motorcyclist Fatalities
Calhoun	-	68	-	-	-
Warren	-	62	-	-	-
Stewart	-	58	-	-	-
Glascock	-	48	-	-	-
Webster	-	45	-	-	-
Baker	-	39	-	-	-
Quitman	-	35	-	-	-
Taliaferro	-	31	-	-	-
Clay	-	28	-	-	-
Total	2,192	199,635	10.98	134	154

Qualifying Criteria: Motorcyclist Awareness Program

The name and organization of the head of the designated State authority over motorcyclist safety issues is **Mr. Spencer Moore, Commissioner of the Georgia Department of Driver Services.** Georgia’s motorcyclist awareness program was developed in coordination with the Georgia Department of Driver Services and the Georgia Governor’s Office of Highway Safety (see Appendix B for certification).

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-7 To maintain the 5-year moving average motorcyclist fatalities under the projected 166 (2017-2021) 5-year average by December 2021.	151	166
C-8 To maintain the 5-year moving average un-helmeted motorcyclist fatalities under the projected 28 (2017-2021) 5-year average by December 2021.	12	28

The chart below is based on the most recent finalized state data and represents the total number of motorcycle crashes with another vehicle (2,192) for calendar year 2018.

Motorcycle Crashes Involving another Vehicle by County, Georgia

Source: GDOT

County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle
Fulton	276	Tift	6	Lanier	1
DeKalb	196	Franklin	6	Screven	1
Cobb	188	Laurens	6	Appling	1
Gwinnett	154	Haralson	6	Washington	1
Chatham	97	Gilmer	6	McIntosh	1
Clayton	65	Ware	5	Brantley	1
Richmond	64	Rabun	5	Pierce	1
Henry	55	Baldwin	5	Greene	1
Hall	47	Thomas	5	Tattnall	1
Bibb	43	Madison	5	Sumter	1
Newton	43	Oconee	5	Emanuel	1
Cherokee	42	Monroe	5	Worth	1
Douglas	40	Camden	5	Meriwether	1
Carroll	37	Mitchell	4	Jones	1
Muscogee	35	Dade	4	Atkinson	-
Floyd	31	Toombs	4	Bacon	-
Forsyth	31	Long	4	Baker	-

County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle	County	Motorcycle Crashes with Another Vehicle
Rockdale	30	McDuffie	4	Bleckley	-
Houston	29	Montgomery	3	Calhoun	-
Coweta	29	Crisp	3	Candler	-
Bartow	28	Crawford	3	Chattahoochee	-
Columbia	28	Towns	3	Clay	-
Walton	27	Wayne	3	Dooly	-
Paulding	24	Lamar	3	Early	-
Clarke	22	Colquitt	3	Echols	-
Whitfield	22	Hart	3	Evans	-
Liberty	21	Lee	3	Glascock	-
Lowndes	21	Murray	3	Grady	-
Gordon	20	Clinch	2	Hancock	-
Catoosa	19	Telfair	2	Heard	-
Walker	16	Jeff Davis	2	Irwin	-
Effingham	16	Brooks	2	Jenkins	-
Bulloch	15	Ben Hill	2	Macon	-
Spalding	15	Cook	2	Marion	-
Glynn	14	Dodge	2	Miller	-
Lumpkin	13	Decatur	2	Oglethorpe	-
Dougherty	12	Berrien	2	Quitman	-
Polk	12	Elbert	2	Schley	-
Fayette	12	Putnam	2	Seminole	-
White	11	Burke	2	Stewart	-
Troup	11	Jasper	2	Talbot	-
Butts	10	Chattooga	2	Taliaferro	-
Barrow	10	Banks	2	Taylor	-
Peach	9	Pike	2	Terrell	-
Union	9	Harris	2	Treutlen	-
Jackson	9	Randolph	1	Turner	-
Stephens	8	Wheeler	1	Upson	-
Dawson	8	Johnson	1	Warren	-
Coffee	7	Charlton	1	Webster	-
Fannin	7	Lincoln	1	Wilcox	-
Habersham	7	Wilkes	1	Wilkinson	-
Bryan	7	Pulaski	1	TOTAL	2,192
Pickens	7	Twiggs	1		
Morgan	6	Jefferson	1		

GOHS' planned awareness activities related to other driver awareness of motorcycles will target the top 18 counties identified above by yellow highlight. This represents 67% of counties with the highest number of motorcycle crashes with another vehicle.

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> Communication and Outreach: Other Driver Awareness of Motorcyclists
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Communication and Outreach: Other Driver Awareness of Motorcyclists

Project Safety Impacts

Georgia's Communication Plan targets those counties that account for the majority of crashes involving a motorcycle and another vehicle. The countermeasure for this performance measure will be "Motorcycle: Communication and Outreach: Other Driver Awareness of Motorcyclists." GOHS will use paid media outdoor advertising billboards that promote motorcyclists awareness for operators of motor vehicles on the road in the "Born to Be Seen" campaign (Share the Road type messaging). GOHS will also use earned media for an event in metro Atlanta to promote "Motorcycle Safety Awareness" month. These activities will be coordinated with the Georgia Department of Driver Services, which administers training, testing and licensing for motorcycle operators in the state. GOHS will work on earned media events in the metro Atlanta area and outdoor billboards that promote motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists.

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

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

The Georgia Department of Driver Services manages the Georgia Motorcycle Safety Program (GMSP) and currently offers a two-pronged approach to reduce motorcycle-related fatalities and crashes: outreach programs promoting motorcycle safety, and rider education courses. Within the education courses and program, DDS provides improvements in program delivery of motorcycle training to both urban and rural areas that includes the repair (maintenance and fuel) of their practice motorcycles. The need for the Motorcycle Safety Outreach Program is critical to maintain an adequate presence at industry events, local schools, regional meetings, motorcycle shows and rides to promote State and national safety initiatives. The GMSP Outreach Coordinator works full-time to educate Georgia motorists to "Share the Road" with motorcycles to reduce the number of motorcycle crashes, injuries and fatalities on our roadways. GMSP will launch a statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists.

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

Linkage Between Program Area

While the 154 motorcycle fatalities in Georgia in 2018 were ten percent (10%) of all traffic fatalities in the state for the year and an 11% increase in overall motorcycle fatalities, the number of un-helmeted motorcycle fatalities reduced slightly from 18 in 2017 to 16 in 2018. 41 percent of the motorcycle fatalities took place in six counties (Fulton, DeKalb, Gwinnett, Cobb, Clayton, and Lowndes) with five of those six counties being in the metro Atlanta area. With the five-year moving average set at 166 motorcycle fatalities in 2021, the communications and outreach programs will be vital in the effort to keep the number of fatalities below the forecast average

Rationale for Selection

The countermeasure supports Motorcycle Communications Outreach to encourage the motoring public to watch for motorcycles (Share the Road) through times of the year when motorcycle use is highest, including May, which NHTSA has designated Motorcycle Safety Awareness Month. While Georgia's motorcycle fatality rate increased as predicted from 2017 to 2018, it is unfortunately expected to continue to climb in 2019 and 2020. Therefore, it is vital to continue the communications and outreach measures with proven paid media strategies.

Planned Activities

2021 Motorcycle Programs	
<i>Planned Activity Description:</i>	Motorcycle awareness program that features social media campaigns, outreach programs, distribution of educational items to promote the “Share the Road with Motorcycles,” rider coach professional development and training.
<i>Countermeasure strategies:</i>	<ul style="list-style-type: none"> • Communication and Outreach: Other Driver Awareness of Motorcyclists • Communication and Outreach: Alcohol-Impaired Motorcyclists
<i>Intended Subrecipients:</i>	Georgia Department of Driver Services

Projects

Project Number	Sub- Recipient	Project Title	Funding Source	Funding Amount
M9X-2021-GA-00-19	Georgia Department of Driver Services	Motorcycle Safety	FAST Act 405f	\$114,902.52
			TOTAL	\$114,902.52

References

Description	HSP Page
Motorcycle Safety Communications Plan	67-70
Motorcycle Paid Media Campaigns	73
Motorcycle Media Planned Activities	76
Paid Media Projects	78
Motorcycle Safety Program Area	103-118
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Qualifying Criteria: Impaired Driving Program

Associated Performance Measures and Targets

Traffic Safety Performance Measures	FY2021 Target & Baseline 5-Year Moving Average	
	Baseline 2014-2018	Target 2017-2021
C-1 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.	1,441	1,715
C-2 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.	5,264	6,407
C-5 To maintain the 5-year moving average alcohol related fatalities under the projected 394 (2017-2021) 5-year average by December 2021.	349	394

Primary Countermeasure Strategy

Countermeasure Strategy	<ul style="list-style-type: none"> • Communication and Outreach: Alcohol-Impaired Motorcyclists
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Communication and Outreach: Alcohol-Impaired Motorcyclists

Project Safety Impacts

The countermeasure for this performance measure will be “Motorcycle: Communication and Outreach: Alcohol Impaired Motorcyclists. Georgia will make paid media statewide radio buy through the Georgia Association of Broadcasters in the warmer weather months when motorcycle travel takes place. These activities will be coordinated with the Georgia Department of Driver Services which administers training, testing and licensing for motorcycle operators in the state. Georgia will conduct earned media events in metro Atlanta and other areas where high incidents of impaired rider crashes, injuries, and fatalities occur. Georgia will also participate in the national campaign “Drive Sober or Get Pulled Over.”

Georgia will fund data driven projects that focus on impaired driving enforcement and education. The Highway Enforcement of Aggressive Traffic Units operate in a majority of the counties where impaired driving crashes occurred in 2018. The chart below describes the proposed FFY 2021 grantees, counties represented, total fatalities, impaired driving fatalities, and motorcycle fatalities. Funds granted to these projects include 402 Police Traffic Services and 405d Impaired Driving funds.

FFY 2021 Proposed Highway Enforcement of Aggressive Traffic (H.E.A.T.) Grantees

County	Grantee	Total Fatalities				Alcohol-Related Fatalities				Motorcyclist Fatalities			
		2015	2016	2017	2018	2015	2016	2017	2018	2015	2016	2017	2018
Bibb	DPS-Nighthawks	21	28	34	33	6	4	7	7	4	1	1	1
	Bibb County SO												
Bulloch	DPS-Nighthawks	15	18	14	8	4	2	6	1	0	0	3	1
Burke	Burke Co SO	3	8	12	10	0	4	5	3	0	0	1	0
Carroll	Carroll Co SO	27	20	28	22	7	2	6	6	4	4	2	2
Chatham	DPS-Nighthawks	54	44	29	37	14	14	7	8	7	2	3	3
	Savannah PD												
Cherokee	Cherokee Co SO	12	7	32	18	3	0	3	3	1	0	2	4
Cobb	Cobb Co PD	49	59	53	57	12	19	15	14	4	13	9	8
Dawson	Dawson Co SO	12	5	7	7	2	1	2	1	2	1	1	0
DeKalb	DeKalb Co PD	83	80	95	108	25	23	27	33	8	11	12	12
Douglas	Douglas Co SO	22	21	17	18	4	4	3	4	5	3	1	3
Forsyth	Forsyth Co SO	13	11	15	16	4	1	2	4	1	1	3	1
Fulton	DPS-Nighthawks	104	130	115	130	31	36	27	36	13	15	14	21
	Atlanta PD												
Glynn	Glynn Co PD	9	7	16	11	1	1	5	2	0	2	0	0
Gwinnett	DPS-Nighthawks	67	61	66	62	20	22	23	16	12	12	4	10
	Snellville PD												
Habersham	Habersham Co SO	9	12	7	3	4	4	1	0	1	1	0	0
Hall	Hall County SO	33	31	31	24	9	8	8	3	4	4	4	5
Henry	Henry Co PD	29	26	27	24	5	7	6	7	3	1	7	3
Laurens	Dublin PD	11	9	13	10	3	3	2	0	1	0	1	0
Muscogee	DPS-Nighthawks	14	27	26	21	5	8	11	4	1	6	3	3
Newton	Newton Co SO	18	21	17	24	7	2	7	10	1	1	0	5
Rockdale	Rockdale Co SO	7	13	14	8	2	1	7	3	1	4	1	0

Note: DPS Nighthawks are part of the GA State Patrol and split their time between the counties of Fulton/Gwinnett/Chatham/Bulloch and Muscogee/Bibb. Fulton/Gwinnett – North Team, Chatham/Bulloch – South Team
Muscogee/Bibb – Middle GA Team

Linkage Between Program Area

While Georgia was able to reduce the number of motorcycle crashes involving an impaired operator from 159 in 2017 to 134 in 2018, there is still need for increased communication, outreach, and enforcement of impaired driving laws. Many of the same counties that are high in motorcycle fatalities and impaired driving fatalities (listed above) are the same as those where motorcycle crashes involving an impaired operator are high.

The chart below is based on the most finalized state data and represents the total number of motorcycle crashes in 2018 which involved an impaired operator (134).

Motorcycle Crashes Involving an Impaired Operator by County, Georgia

Source: GDOT

County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol
Total	134				
Gwinnett	13	Marion	1	Lamar	-
Chatham	9	Atkinson	1	Lanier	-
Fulton	7	Appling	-	Laurens	-
Richmond	6	Bacon	-	Lee	-

County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol	County	Motorcycle Crashes Involving Alcohol
Liberty	5	Baker	-	Lincoln	-
Floyd	5	Baldwin	-	Macon	-
Newton	4	Banks	-	Madison	-
Henry	4	Ben Hill	-	Meriwether	-
Bartow	4	Bleckley	-	Miller	-
Gordon	3	Brantley	-	Mitchell	-
Hall	3	Brooks	-	Monroe	-
Whitfield	3	Bryan	-	Morgan	-
Effingham	3	Burke	-	Murray	-
Forsyth	3	Butts	-	Oconee	-
Cherokee	3	Calhoun	-	Oglethorpe	-
Dekalb	2	Camden	-	Paulding	-
Clayton	2	Candler	-	Pickens	-
Montgomery	2	Chattahoochee	-	Pierce	-
Clarke	2	Chattooga	-	Quitman	-
Cobb	2	Clay	-	Rabun	-
Peach	2	Clinch	-	Randolph	-
Muscogee	2	Cook	-	Rockdale	-
Polk	2	Coweta	-	Schley	-
Walton	2	Crawford	-	Screven	-
White	2	Crisp	-	Seminole	-
Lowndes	2	Dade	-	Spalding	-
Long	2	Dawson	-	Stewart	-
Walker	2	Decatur	-	Sumter	-
Columbia	2	Dodge	-	Talbot	-
McDuffie	2	Dooly	-	Taliaferro	-
Charlton	2	Dougherty	-	Tattnall	-
Habersham	2	Douglas	-	Taylor	-
Pike	2	Early	-	Telfair	-
Bibb	1	Echols	-	Terrell	-
Bulloch	1	Elbert	-	Tift	-
Carroll	1	Emanuel	-	Toombs	-
Coffee	1	Evans	-	Treutlen	-
Jeff Davis	1	Franklin	-	Turner	-
Catoosa	1	Gilmer	-	Twiggs	-
Stephens	1	GlascocK	-	Union	-
Lumpkin	1	Glynn	-	Upson	-
Troup	1	Grady	-	Ware	-
Houston	1	Hancock	-	Warren	-
Thomas	1	Haralson	-	Washington	-
Fannin	1	Harris	-	Wayne	-
Towns	1	Hart	-	Webster	-
Pulaski	1	Heard	-	Wheeler	-
Colquitt	1	Irwin	-	Wilcox	-
Berrien	1	Jackson	-	Wilkes	-
Fayette	1	Jasper	-	Wilkinson	-
Barrow	1	Jefferson	-	Worth	-
Putnam	1	Jenkins	-		
McIntosh	1	Johnson	-		
Greene	1	Jones	-		

GOHS' planned awareness activities will target the 15 counties above highlighted in yellow, which represent 56% of counties with the highest number of impaired operator motorcycle crashes. The majority of those highlighted above include metropolitan areas as well as the northeast Georgia mountain corridor.

Rationale for Selection

The countermeasure supports Motorcycle Communications and Outreach: Alcohol-Impaired Motorcyclists through times of the year when motorcycle use is highest, including May which NHTSA has designated as Motorcycle Safety Awareness Month. Georgia will focus on areas where motorcycle crashes involving an impaired operator are highest which include the metro areas and northeast Georgia mountain areas.

References

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Motorcycle Safety Program Area	103-118
Police Traffic Services Program Area	157-168
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405(H) NONMOTORIZED SAFETY GRANT

Georgia’s annual combined pedestrian and bicyclist fatality rate was 19% in 2018.

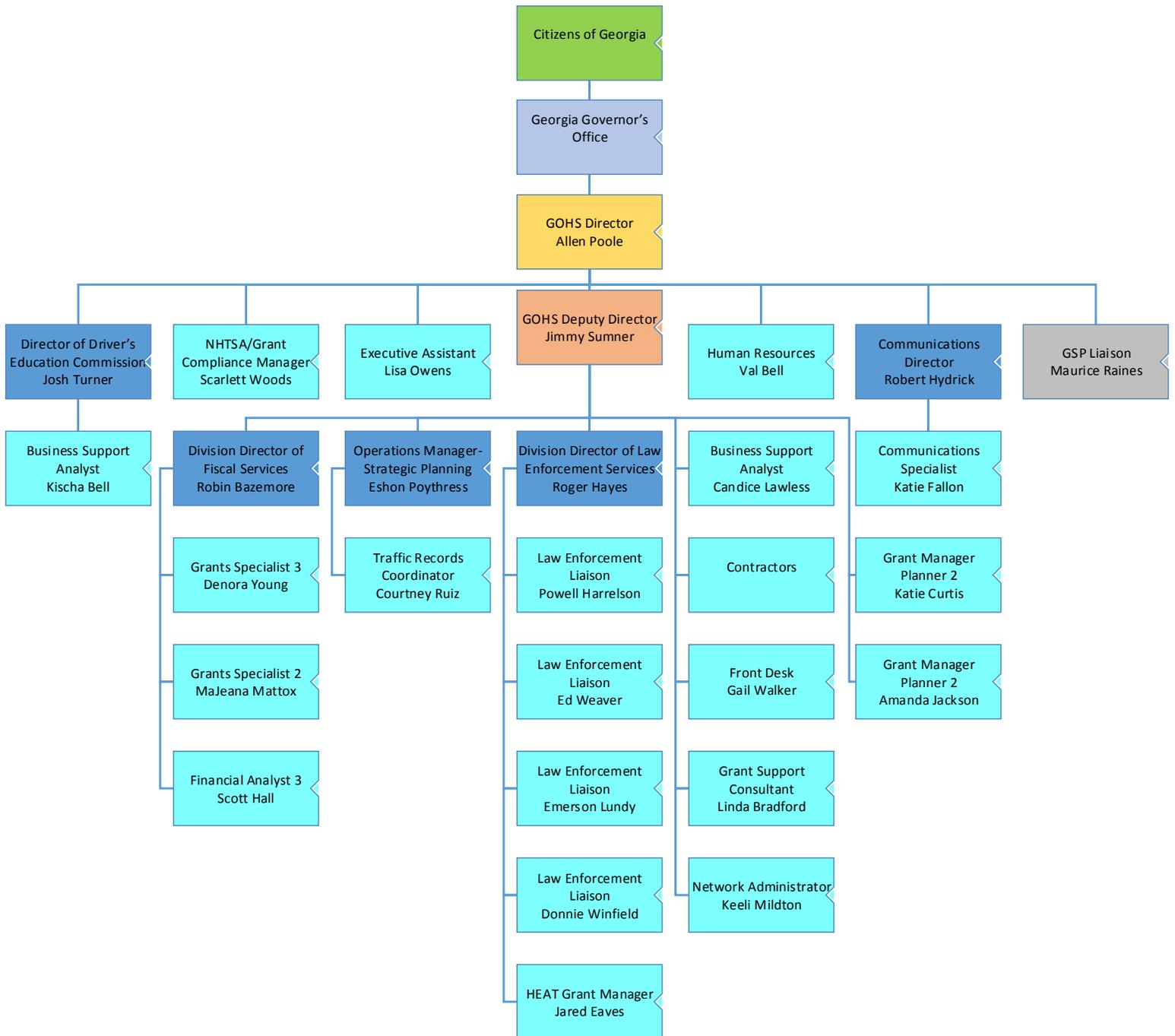
References

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Governor's Office of Highway Safety

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Highway Safety Plan Cost Summary

2021-HSP-1

Report Date: 07/16/2020

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	PA-2021-GA-00-32	GA GOHS PA	\$.00	\$631,000.00	\$.00	\$631,000.00	\$631,000.00	\$.00
	Planning and Administration Total		\$.00	\$631,000.00	\$.00	\$631,000.00	\$631,000.00	\$.00
Alcohol								
	AL-2021-GA-00-35	GA GOHS AL	\$.00	\$13,350.00	\$.00	\$53,400.00	\$53,400.00	\$.00
	Alcohol Total		\$.00	\$13,350.00	\$.00	\$53,400.00	\$53,400.00	\$.00
Occupant Protection								
	OP-2021-GA-00-08	Public Health, Georgia Dept of	\$.00	\$315,598.99	\$.00	\$1,262,395.97	\$1,262,395.97	\$.00
	OP-2021-GA-00-78	Atlanta Fire Rescue Dept, City of	\$.00	\$47,750.00	\$.00	\$191,000.00	\$191,000.00	\$191,000.00
	OP-2021-GA-00-85	GA GOHS OP	\$.00	\$26,415.44	\$.00	\$105,661.75	\$105,661.75	\$.00
	OP-2021-GA-01-03	AMERICUS POLICE DEPARTMENT OP	\$.00	\$2,569.00	\$.00	\$10,276.00	\$10,276.00	\$10,276.00
	Occupant Protection Total		\$.00	\$392,333.43	\$.00	\$1,569,333.72	\$1,569,333.72	\$201,276.00
Pedestrian/Bicycle Safety								
	PS-2021-GA-00-82	SHEPHERD CENTER	\$.00	\$43,500.00	\$.00	\$174,000.00	\$174,000.00	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$43,500.00	\$.00	\$174,000.00	\$174,000.00	\$.00
Police Traffic Services								
	PT-2021-GA-00-01	Rockdale County SO PT	\$.00	\$41,579.25	\$.00	\$166,316.99	\$166,316.99	\$166,316.99
	PT-2021-GA-00-02	Savannah PD PT	\$.00	\$17,597.83	\$.00	\$70,931.33	\$70,931.33	\$70,931.33
	PT-2021-GA-00-07	Douglas County SO PT	\$.00	\$75,000.00	\$.00	\$300,000.00	\$300,000.00	\$300,000.00
	PT-2021-GA-00-11	GA GOHS PT	\$.00	\$231,312.50	\$.00	\$925,250.00	\$925,250.00	\$.00
	PT-2021-GA-00-12	PUBLIC SAFETY, GEORGIA DEPT PT	\$.00	\$214,678.43	\$.00	\$858,713.70	\$858,713.70	\$858,713.70
	PT-2021-GA-00-22	Dublin PD PT	\$.00	\$25,409.37	\$.00	\$101,637.47	\$101,637.47	\$101,637.47

Highway Safety Plan Cost Summary

2021-HSP-1

Report Date: 07/16/2020

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2021-GA-00-23	Forsyth County SO PT	\$.00	\$30,003.37	\$.00	\$120,013.49	\$120,013.49	\$120,013.49
	PT-2021-GA-00-34	Cobb County BOC PT	\$.00	\$32,262.20	\$.00	\$129,048.80	\$129,048.80	\$129,048.80
	PT-2021-GA-00-38	Henry County PD/Henry County BOC PT	\$.00	\$43,639.30	\$.00	\$174,557.20	\$174,557.20	\$174,557.20
	PT-2021-GA-00-40	Hall County SO PT	\$.00	\$16,617.97	\$.00	\$66,471.89	\$66,471.89	\$66,471.89
	PT-2021-GA-00-43	Warner Robins PD PT	\$.00	\$5,697.50	\$.00	\$22,790.00	\$22,790.00	\$22,790.00
	PT-2021-GA-00-45	Glynn County PD PT	\$.00	\$37,003.20	\$.00	\$148,012.80	\$148,012.80	\$148,012.80
	PT-2021-GA-00-47	Atlanta POLICE DEPARTMENT, CITY OF	\$.00	\$49,220.40	\$.00	\$196,881.60	\$196,881.60	\$196,881.60
	PT-2021-GA-00-57	POOLER POLICE DEPARTMENT	\$.00	\$11,541.56	\$.00	\$46,166.24	\$46,166.24	\$46,166.24
	PT-2021-GA-00-61	Dekalb County PD PT	\$.00	\$9,906.25	\$.00	\$39,625.60	\$39,625.60	\$39,625.60
	PT-2021-GA-00-70	SNELLVILLE PD	\$.00	\$52,454.19	\$.00	\$209,816.76	\$209,816.76	\$209,816.76
	PT-2021-GA-00-81	Burke County SO PT	\$.00	\$24,289.61	\$.00	\$97,158.42	\$97,158.42	\$97,158.42
	PT-2021-GA-00-87	Ben Hill County SO PT	\$.00	\$1,021.25	\$.00	\$4,085.00	\$4,085.00	\$4,085.00
	PT-2021-GA-00-88	FAYETTEVILLE PD	\$.00	\$13,148.40	\$.00	\$52,593.60	\$52,593.60	\$52,593.60
	PT-2021-GA-00-90	DAWSON COUNTY S.O.	\$.00	\$53,409.17	\$.00	\$213,636.68	\$213,636.68	\$213,636.68
	PT-2021-GA-00-92	Worth County SO PT	\$.00	\$4,526.25	\$.00	\$18,105.00	\$18,105.00	\$18,105.00
	PT-2021-GA-00-95	Camden County SO PT	\$.00	\$17,760.00	\$.00	\$71,040.00	\$71,040.00	\$71,040.00
	PT-2021-GA-00-99	Cherokee County SO PT	\$.00	\$27,111.15	\$.00	\$108,444.60	\$108,444.60	\$108,444.60
	PT-2021-GA-01-00	Irwin County SO PT	\$.00	\$1,720.00	\$.00	\$6,880.00	\$6,880.00	\$6,880.00
	PT-2021-GA-01-05	Bibb County Gov PT	\$.00	\$35,717.00	\$.00	\$142,868.00	\$142,868.00	\$142,868.00
	PT-2021-GA-01-21	CARROLL COUNTY S.O.	\$.00	\$75,000.00	\$.00	\$299,999.98	\$299,999.98	\$299,999.98
	PT-2021-GA-01-27	Newton County SO PT	\$.00	\$15,127.28	\$.00	\$60,509.12	\$60,509.12	\$60,509.12
	PT-2021-GA-01-28	Habersham County SO PT	\$.00	\$5,039.58	\$.00	\$20,158.31	\$20,158.31	\$20,158.31
	PT-2021-GA-01-48	DECATUR COUNTY S.O.	\$.00	\$7,121.50	\$.00	\$28,486.00	\$28,486.00	\$28,486.00
	PT-2021-GA-01-50	FAIRBURN PD	\$.00	\$12,768.30	\$.00	\$51,073.20	\$51,073.20	\$51,073.20

Highway Safety Plan Cost Summary

2021-HSP-1

Report Date: 07/16/2020

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2021-GA-01-55	UNION CITY PD	\$.00	\$12,026.60	\$.00	\$48,106.40	\$48,106.40	\$48,106.40
	PT-2021-GA-01-56	MONTGOMERY COUNTY S.O.	\$.00	\$6,706.75	\$.00	\$26,827.00	\$26,827.00	\$26,827.00
	PT-2021-GA-01-61	CRISP COUNTY S.O.	\$.00	\$13,544.75	\$.00	\$54,178.00	\$54,178.00	\$54,178.00
	PT-2021-GA-01-72	Brookhaven PD	\$.00	\$14,840.33	\$.00	\$59,361.30	\$59,361.30	\$59,361.30
	PT-2021-GA-01-81	APPLING COUNTY SHERIFF OFFICE	\$.00	\$12,028.00	\$.00	\$48,112.00	\$48,112.00	\$48,112.00
	PT-2021-GA-01-84	TREUTLEN COUNTY SO	\$.00	\$9,126.00	\$.00	\$36,504.00	\$36,504.00	\$36,504.00
	PT-2021-GA-01-88	JEFF DAVIS COUNTY S.O.	\$.00	\$6,257.75	\$.00	\$25,031.00	\$25,031.00	\$25,031.00
	PT-2021-TE-00-01	Douglas County SO PT	\$.00	\$5,030.84	\$.00	\$20,123.36	\$20,123.36	\$20,123.36
	PT-2021-TE-00-02	Calhoun PD PT	\$.00	\$4,968.56	\$.00	\$19,874.24	\$19,874.24	\$19,874.24
	PT-2021-TE-00-03	Zebulon PD PT	\$.00	\$4,484.72	\$.00	\$17,938.88	\$17,938.88	\$17,938.88
	PT-2021-TE-00-04	VALDOSTA POLICE DEPT, CITY OF	\$.00	\$4,556.72	\$.00	\$18,226.88	\$18,226.88	\$18,226.88
	PT-2021-TE-00-05	Byron PD PT	\$.00	\$4,599.20	\$.00	\$18,396.80	\$18,396.80	\$18,396.80
	PT-2021-TE-00-07	Burke County SO PT	\$.00	\$5,028.68	\$.00	\$20,114.72	\$20,114.72	\$20,114.72
	PT-2021-TE-00-08	Barrow County SO PT	\$.00	\$4,940.48	\$.00	\$19,761.92	\$19,761.92	\$19,761.92
	PT-2021-TE-00-09	Holly Springs PD PT	\$.00	\$4,781.36	\$.00	\$19,125.44	\$19,125.44	\$19,125.44
	PT-2021-TE-00-10	Demorest PD PT	\$.00	\$5,031.92	\$.00	\$20,127.68	\$20,127.68	\$20,127.68
	PT-2021-TE-00-12	LYONS Police Department PT	\$.00	\$4,495.88	\$.00	\$17,983.52	\$17,983.52	\$17,983.52
	PT-2021-TE-00-13	Effingham County SO PT	\$.00	\$5,729.98	\$.00	\$22,919.92	\$22,919.92	\$22,919.92
	PT-2021-TE-00-14	MONROE PD, CITY OF	\$.00	\$4,568.96	\$.00	\$18,275.84	\$18,275.84	\$18,275.84
	PT-2021-TE-00-15	Dekalb County PD PT	\$.00	\$5,401.72	\$.00	\$21,606.88	\$21,606.88	\$21,606.88
	PT-2021-TE-00-16	CHARLTON COUNTY SHERIFF OFFICE	\$.00	\$5,863.64	\$.00	\$23,454.56	\$23,454.56	\$23,454.56
	PT-2021-TE-00-17	GRADY COUNTY S.O.	\$.00	\$4,328.84	\$.00	\$17,315.36	\$17,315.36	\$17,315.36
	PT-2021-TE-00-26	Clay County Sheriff's Office	\$.00	\$4,349.00	\$.00	\$17,396.00	\$17,396.00	\$17,396.00
Police	Traffic Services Total		\$.00	\$1,340,373.49	\$.00	\$5,362,033.48	\$5,362,033.48	\$4,436,783.48

Highway Safety Plan Cost Summary

2021-HSP-1

Report Date: 07/16/2020

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Community Traffic Safety Project								
	CP-2021-GA-00-09	PUBLIC HEALTH, GEORGIA DEPARTMENT OF	\$.00	\$45,317.39	\$.00	\$181,269.56	\$181,269.56	\$.00
	CP-2021-GA-00-84	GA GOHS CP	\$.00	\$223,769.91	\$.00	\$895,079.65	\$895,079.65	\$.00
	Community Traffic Safety Project Total		\$.00	\$269,087.30	\$.00	\$1,076,349.21	\$1,076,349.21	\$.00
Railroad/Highway Crossings								
	RH-2021-GA-00-52	Georgia Operation Lifesavers, Inc	\$.00	\$7,621.00	\$.00	\$30,484.00	\$30,484.00	\$.00
	Railroad/Highway Crossings Total		\$.00	\$7,621.00	\$.00	\$30,484.00	\$30,484.00	\$.00
Speed Management								
	SC-2021-GA-00-36	Public Safety Training Center SP	\$.00	\$11,475.52	\$.00	\$45,902.06	\$45,902.06	\$.00
	SC-2021-GA-00-69	BREMAN POLICE DEPARTMENT	\$.00	\$5,665.00	\$.00	\$22,660.00	\$22,660.00	\$22,660.00
	SC-2021-GA-01-10	BANKS COUNTY SO	\$.00	\$11,252.50	\$.00	\$45,010.00	\$45,010.00	\$45,010.00
	SC-2021-GA-01-76	Calhoun PD PT	\$.00	\$9,311.00	\$.00	\$37,244.00	\$37,244.00	\$37,244.00
	SC-2021-GA-01-82	EFFINGHAM COUNTY SO	\$.00	\$17,813.70	\$.00	\$71,254.80	\$71,254.80	\$71,254.80
	SC-2021-GA-01-85	WASHINGTON COUNTY SO	\$.00	\$14,103.60	\$.00	\$56,414.40	\$56,414.40	\$56,414.40
	SC-2021-GA-02-02	CHARLTON COUNTY SHERIFF OFFICE	\$.00	\$5,989.00	\$.00	\$23,956.00	\$23,956.00	\$23,956.00
	Speed Management Total		\$.00	\$75,610.32	\$.00	\$302,441.26	\$302,441.26	\$256,539.20
Paid Advertising								
	PM-2021-GA-00-30	GA GOHS PM	\$.00	\$178,675.00	\$.00	\$714,700.00	\$714,700.00	\$.00
	Paid Advertising Total		\$.00	\$178,675.00	\$.00	\$714,700.00	\$714,700.00	\$.00
Teen Safety Program								
	TSP-2021-GA-00-03	Children and PARENT RESOURCE GRP	\$.00	\$87,500.00	\$.00	\$350,000.00	\$350,000.00	\$350,000.00
	TSP-2021-GA-00-25	GA GOHS TSP	\$.00	\$21,342.10	\$.00	\$85,368.40	\$85,368.40	\$.00
	TSP-2021-GA-01-23	PEERS FOUNDATION	\$.00	\$35,000.00	\$.00	\$140,000.00	\$140,000.00	\$.00
	TSP-2021-GA-01-43	SAVANNAH TECHNICAL COLLEGE	\$.00	\$47,816.75	\$.00	\$191,267.00	\$191,267.00	\$.00

Highway Safety Plan Cost Summary

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	TSP-2021-GA-01-44	CLAYTON COUNTY PUBLIC SCHOOLS	\$.00	\$9,712.50	\$.00	\$38,850.00	\$38,850.00	\$38,850.00
	TSP-2021-SA-00-02	Pepperell High School TSP	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-03	Peach County High School TSP	\$.00	\$1,500.00	\$.00	\$6,000.00	\$6,000.00	\$6,000.00
	TSP-2021-SA-00-04	Grayson High School TSP	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-06	TOWNS COUNTY SCHOOLS	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-07	UNION COUNTY SCHOOL PD	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-08	LEE COUNTY BOC	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-10	Wayne County High School TSP	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-12	CHATTAHOOCHEE HIGH SCHOOL	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-SA-00-14	FANNIN COUNTY HIGH SCHOOL	\$.00	\$1,625.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	TSP-2021-YA-00-01	Georgia College & State University TSP	\$.00	\$2,650.00	\$.00	\$10,600.00	\$10,600.00	\$.00
	TSP-2021-YA-00-02	ABAC Advancement Foundation, INC.	\$.00	\$2,773.75	\$.00	\$11,095.00	\$11,095.00	\$.00
	TSP-2021-YA-00-03	GEORGIA STATE UNIVERSITY	\$.00	\$3,599.75	\$.00	\$14,399.00	\$14,399.00	\$.00
	TSP-2021-YA-00-04	FORT VALLEY STATE UNIVERSITY	\$.00	\$1,871.38	\$.00	\$7,485.50	\$7,485.50	\$.00
	TSP-2021-YA-00-05	Clayton State University TSP	\$.00	\$1,943.50	\$.00	\$7,774.00	\$7,774.00	\$.00
	TSP-2021-YA-00-06	West Georgia, University of TSP	\$.00	\$3,636.68	\$.00	\$14,546.73	\$14,546.73	\$.00
	TSP-2021-YA-00-07	Georgia Southwestern State Univ TSP	\$.00	\$1,870.00	\$.00	\$7,480.00	\$7,480.00	\$.00
	TSP-2021-YA-00-08	North Georgia, University of TSP	\$.00	\$4,451.32	\$.00	\$17,805.28	\$17,805.28	\$.00
	TSP-2021-YA-00-09	Kennesaw State University Foundation TSP	\$.00	\$4,378.28	\$.00	\$17,512.13	\$17,512.13	\$.00
	TSP-2021-YA-00-10	Augusta University TSP	\$.00	\$4,386.90	\$.00	\$17,547.60	\$17,547.60	\$.00
	TSP-2021-YA-00-12	Georgia Tech Research TSP	\$.00	\$2,625.00	\$.00	\$10,500.00	\$10,500.00	\$.00
	TSP-2021-YA-00-13	VALDOSTA STATE UNIVERSITY	\$.00	\$1,202.50	\$.00	\$4,810.00	\$4,810.00	\$.00
	Teen Safety Program Total		\$.00	\$251,260.41	\$.00	\$1,005,040.64	\$1,005,040.64	\$446,850.00
	FAST Act NHTSA 402 Total		\$.00	\$3,202,810.95	\$.00	\$10,918,782.31	\$10,918,782.31	\$5,341,448.68

Highway Safety Plan Cost Summary

2021-HSP-1

Report Date: 07/16/2020

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
FAST Act 405b OP High								
405b High Occupant Protection								
	M1*OP-2021-GA-00-06	Georgia, University of	\$.00	\$55,869.29	\$.00	\$223,477.14	\$223,477.14	\$.00
405b High Occupant Protection Total			\$.00	\$55,869.29	\$.00	\$223,477.14	\$223,477.14	\$.00
405b High Community Traffic Safety								
	M1*CP-2021-GA-00-86	GA GOHS 405B M1*CP	\$.00	\$153,875.00	\$.00	\$615,500.00	\$615,500.00	\$.00
405b High Community Traffic Safety Total			\$.00	\$153,875.00	\$.00	\$615,500.00	\$615,500.00	\$.00
405b High Distracted Driving								
	M1*DD-2021-GA-01-93	GA GOHS 405B M1*DD	\$.00	\$137,500.00	\$.00	\$550,000.00	\$550,000.00	\$.00
405b High Distracted Driving Total			\$.00	\$137,500.00	\$.00	\$550,000.00	\$550,000.00	\$.00
FAST Act 405b OP High Total			\$.00	\$347,244.29	\$.00	\$1,388,977.14	\$1,388,977.14	\$.00
FAST Act 405c Data Program								
405c Data Program								
	M3DA-2021-GA-00-05	Public Health, Georgia Dept of	\$.00	\$50,601.52	\$.00	\$202,406.07	\$202,406.07	\$.00
	M3DA-2021-GA-00-18	DRIVER SERVICES, GEORGIA DEPARTMENT OF	\$.00	\$77,271.88	\$.00	\$309,087.53	\$309,087.53	\$.00
	M3DA-2021-GA-00-33	PUBLIC HEALTH, GEORGIA DEPARTMENT(EMS/TR	\$.00	\$53,736.00	\$.00	\$214,944.00	\$214,944.00	\$.00
	M3DA-2021-GA-00-46	Public Health, Georgia Dept of	\$.00	\$27,022.00	\$.00	\$108,088.00	\$108,088.00	\$.00
	M3DA-2021-GA-00-64	GA GOHS-405C	\$.00	\$28,336.25	\$.00	\$113,345.00	\$113,345.00	\$.00
	M3DA-2021-GA-00-77	GEORGIA ASSOCIATION OF CHIEF POLICE-TR	\$.00	\$107,625.00	\$.00	\$430,500.00	\$430,500.00	\$.00
405c Data Program Total			\$.00	\$344,592.65	\$.00	\$1,378,370.60	\$1,378,370.60	\$.00
FAST Act 405c Data Program Total			\$.00	\$344,592.65	\$.00	\$1,378,370.60	\$1,378,370.60	\$.00
FAST Act 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2021-GA-00-13	PUBLIC SAFETY, GEORGIA DEPT. OF	\$.00	\$613,294.43	\$.00	\$2,453,177.72	\$2,453,177.72	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	M6X-2021-GA-00-17	DRIVER SERVICES, GEORGIA DEPARTMENT OF	\$.00	\$ 12,945.72	\$.00	\$ 51,782.88	\$ 51,782.88	\$.00
	M6X-2021-GA-00-31	GA GOHS 405D M6X	\$.00	\$ 333,625.00	\$.00	\$ 1,334,500.00	\$ 1,334,500.00	\$.00
	M6X-2021-GA-00-37	PUBLIC SAFETY TRAINING CENTER, GA	\$.00	\$ 127,409.61	\$.00	\$ 509,638.42	\$ 509,638.42	\$.00
	M6X-2021-GA-00-42	MOTHERS AGAINST DRUNK DRIVING-GA	\$.00	\$ 39,156.13	\$.00	\$ 156,624.51	\$ 156,624.51	\$.00
	M6X-2021-GA-01-18	PROSECUTING ATTORNEY'S COUNCIL	\$.00	\$ 118,750.00	\$.00	\$ 475,000.00	\$ 475,000.00	\$.00
	405d Impaired Driving Low Total		\$.00	\$ 1,245,180.89	\$.00	\$ 4,980,723.53	\$ 4,980,723.53	\$.00
	FAST Act 405d Impaired Driving Low Total		\$.00	\$ 1,245,180.89	\$.00	\$ 4,980,723.53	\$ 4,980,723.53	\$.00
	FAST Act 405f Motorcycle Programs							
	405f Motorcycle Programs							
	M9X-2021-GA-00-19	DRIVER SERVICES, GEORGIA DEPARTMENT OF	\$.00	\$ 28,725.63	\$.00	\$ 114,902.52	\$ 114,902.52	\$.00
	M9X-2021-GA-00-28	GA GOHS 405F M9X	\$.00	\$ 5,000.00	\$.00	\$ 20,000.00	\$ 20,000.00	\$.00
	405f Motorcycle Programs Total		\$.00	\$ 33,725.63	\$.00	\$ 134,902.52	\$ 134,902.52	\$.00
	FAST Act 405f Motorcycle Programs Total		\$.00	\$ 33,725.63	\$.00	\$ 134,902.52	\$ 134,902.52	\$.00
	FAST Act 405h Nonmotorized Safety							
	405h Nonmotorized Safety							
	FHX-2021-GA-00-27	GA GOHS 405H FHX	\$.00	\$ 6,250.00	\$.00	\$ 25,000.00	\$ 25,000.00	\$.00
	FHX-2021-GA-00-41	FULTON COUNTY SO	\$.00	\$ 1,855.75	\$.00	\$ 7,423.00	\$ 7,423.00	\$.00
	FHX-2021-GA-00-44	MACON-BIBB COUNTY COMMISSIONERS	\$.00	\$ 5,850.00	\$.00	\$ 23,400.00	\$ 23,400.00	\$.00
	FHX-2021-GA-00-56	ATLANTA BICYCLE COALITION	\$.00	\$ 17,144.15	\$.00	\$ 68,576.59	\$ 68,576.59	\$.00
	FHX-2021-GA-00-89	SAVANNAH BICYCLE CAMPAIGN	\$.00	\$ 9,423.60	\$.00	\$ 37,694.40	\$ 37,694.40	\$.00
	FHX-2021-GA-00-93	GEORGIA BIKES	\$.00	\$ 17,413.91	\$.00	\$ 69,655.63	\$ 69,655.63	\$.00
	FHX-2021-GA-01-12	BROOKHAVEN PD	\$.00	\$ 12,258.25	\$.00	\$ 49,032.99	\$ 49,032.99	\$.00
	FHX-2021-GA-01-20	BIKE ATHENS	\$.00	\$ 12,409.16	\$.00	\$ 49,636.65	\$ 49,636.65	\$.00
	405h Nonmotorized Safety Total		\$.00	\$ 82,604.82	\$.00	\$ 330,419.26	\$ 330,419.26	\$.00

Highway Safety Plan Cost Summary

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
		FAST Act 405h Nonmotorized Safety Total		\$00 \$82,604.82	\$00	\$330,419.26	\$330,419.26	\$00
		NHTSA Total		\$00 \$5,256,159.23	\$00	\$19,132,175.36	\$19,132,175.36	\$5,341,448.68
		Total		\$00 \$5,256,159.23	\$00	\$19,132,175.36	\$19,132,175.36	\$5,341,448.68



Governor's Office of Highway Safety

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Brian P. Kemp
GOVERNOR

Allen Poole
DIRECTOR

July 16, 2020

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

The GA Governor's Office of Highway Safety (GOHS) is requesting your approval to purchase the equipment from the list attached. Upon approval, the equipment will be purchased and used to provide educational and traffic enforcement initiatives to increase the public's awareness on safe driving and the need to reduce the number of crashes, injuries and fatalities occurring on Georgia's roadways.

GOHS Law Enforcement Services Division (LES) is managed by a Director and has four Law Enforcement Liaisons (LELs) and one law enforcement HEAT Coordinator. Assigned staff work outside of the metro Atlanta area and are based at the Georgia State Patrol Posts in Rincon, Athens, Hiram, Cordele and Perry. Their responsibilities include traveling the state, working with local and state law enforcement agencies and providing them with traffic safety education, enforcement logistics, grant management, and leadership.

The GOHS Ford F-150 truck will be assigned to the LES Director for travel across the state, meeting with law enforcement agencies and supervising law enforcement operations, including Click It or Ticket and Drive Sober or Get Pulled Over. Currently, the LES Director averages approximately 3,000 miles per month. The truck will also be used to transport GOHS equipment such as rollover simulators, seatbelt convincers, radar speed sign trailers, message board trailers, and CPST training trailers around the state as needed as well as having required safety equipment with them at all times.

As always, thank you for the assistance you and your staff continue to provide this office. Should you have any questions regarding the equipment approval request, please contact me at 404.656.6996 or at allen.poole@gohs.ga.gov

Sincerely

Allen Poole
Director



An Equal Opportunity Employer

Grantee	Equipment Description	Quantity	Cost per Item	Total Cost	Manufacture Location	Funding Source
Banks County Sheriff's Office	Speed Detection Trailer	1	\$7,894.00	\$7,894.00	Texas	FAST Act 402 SC
Carroll County Sheriff's Office	Chevrolet Tahoe	3	\$41,139.00	\$123,417.00	Texas	FAST Act 402 PT
Carroll County Sheriff's Office	WatchGuard 4RE In-Car Camera	3	\$5,600.00	\$16,800.00	Texas	FAST Act 402 PT
Dawson County Sheriff's Office	Chevrolet Tahoe	2	\$41,406.00	\$82,812.00	Texas	FAST Act 402 PT
Dawson County Sheriff's Office	WatchGuard 4RE In-Car Camera	2	\$5,730.00	\$11,460.00	Texas	FAST Act 402 PT
Douglas County Sheriff's Office	Equipped Ford Interceptor	3	\$45,807.00	\$137,421.00	Illinois	FAST Act 402 PT
Douglas County Sheriff's Office	L3 Mobile Computer	1	\$5,500.00	\$5,500.00	Missouri	FAST Act 402 PT
Effingham County Sheriff's Office	Radar Trailer	1	\$9,650.00	\$9,650.00	Texas	FAST Act 402 SC
GAGOHS - Grantee	Ford F-150 Truck	1	\$35,000.00	\$35,000.00	Missouri	FAST Act 402 PT
Savannah Technical College	One Simple Decision VR Trainers	5	\$9,900.00	\$49,500.00	California	FAST Act 402 TSP
Snellville Police Department	Equipped Ford Interceptor	2	\$38,035.00	\$76,070.00	Illinois	FAST Act 402 PT
Snellville Police Department	WatchGuard 4RE In-Car Camera	2	\$6,245.00	\$12,490.00	Texas	FAST Act 402 PT
Warner Robins Police Department	Speed awareness monitor trailers	2	\$9,645.00	\$19,290.00	Texas	FAST Act 402 PT



Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Georgia

Fiscal Year: 2021

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

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

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

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

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

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

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

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

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

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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

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

4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

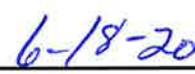
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
(23 U.S.C. 402(b)(1)(F))

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

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

 Signature Governor's Representative for Highway Safety Date

Allen Poole

 Printed name of Governor's Representative for Highway Safety

GEORGIA

GOVERNOR'S OFFICE OF HIGHWAY SAFETY



FFY 2021 Traffic Records
Strategic Plan

Prepared by:

Georgia Governor's Office of Highway Safety

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Brian Kemp, Governor

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Courtney Ruiz, Georgia Traffic Records Coordinator

Approved By:

Georgia TRCC Technical Committee, June 10, 2020

Georgia TRCC Executive Committee, July 14, 2020

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EXECUTIVE SUMMARY

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

The Georgia Traffic Records Coordinating Committee (TRCC) continues to utilize the Traffic Safety Information System funding, received in FFY 2006-FFY 2020 from the National Highway Traffic Safety Administration (NHTSA) under Section 405c to advance its mission to maximize the overall quality of safety data and analysis based on State traffic records data across all six core systems: Crash, Vehicle, Driver, Roadway, Citation & Adjudication, and Injury Surveillance.

The Governor's Office of Highway Safety (GOHS) received the 2019 Traffic Records Assessment Final Report on June 17, 2019. The TRCC is in the process of enhancing current projects and identifying new projects that will address the recommendations listed in the 2019 Traffic Records Assessment Final Report as well as identifying performance measures for each core data system. The Georgia Traffic Records Strategic Plan is a living document that will require regular review. The TRCC Technical Committee will make any updates needed to the strategic plan and present it to the Traffic Records Executive Committee for final approval. The FFY 2021 Traffic Records Strategic Plan was approved by the Traffic Records Executive Committee for final approval on July 14, 2020.

This document highlights the progress that has been made, describes the projects and activities that will continue to improve the core data systems, and is part of the request for continued NHTSA funding in FFY 2021.

ABOUT GEORGIA'S TRAFFIC RECORDS SYSTEM

INTRODUCTION

The Georgia traffic records system assists the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on Georgia's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness.

Motor vehicle traffic in Georgia reflects the state's unprecedented population growth and increase in the number 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. Georgia has made improvements to the state crash report to support further development and maintenance of our Georgia electronic accident reporting system (GEARS) crash database. One of the most recent efforts the Traffic Records Coordinating Committee (TRCC) has been working on is the update to the serious injury definition. By working with our entire safety community, we will develop a repository of timely and accurate traffic records data. This information is vital to the planning and programmatic functioning of law enforcement agencies (LEAs), governmental entities, highway safety advocates, and community coalitions.

The goal remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. This capability is crucial to the planning, implementation, and evaluation of highway safety programs. Georgia traffic records provides the foundation for programs to ensure they are appropriately prioritized, data driven, and evaluated for effectiveness. In the next year, the TRCC will maintain and refine the progress achieved with several programs and develop other core data system elements.

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

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the

Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

GEORGIA TRAFFIC RECORDS SYSTEM COMPONENTS



Crash Component

The Georgia Department of Transportation (GDOT) is the agency responsible for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by LexisNexis. GEARS serves as a portal into the State of Georgia's repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database; however, the methods of input vary. Crashes are entered electronically through the State user interface, transmitted via third party vendors, or submitted via paper reports. Currently, approximately 95% of the state's crash reports are transmitted electronically.



Roadway Component

The Georgia Department of Transportation (GDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. GDOT maintains approximately 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 software to integrate data from multiple linear referencing system networks to get a comprehensive view of Georgia roadways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.



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



Citation & Adjudication 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. However, through the Georgia Electronic Conviction Processing System (GECEPS) at the Division of Driver Services, Georgia courts are able to securely and accurately transmit conviction data electronically to the State. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable.



Vehicle Component

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



Injury Surveillance Component

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

GEORGIA TRAFFIC RECORDS SYSTEM ATTRIBUTES



Timeliness

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



Accuracy

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



Completeness

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



Uniformity

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



Integration

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



Accessibility

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

GEORGIA TRAFFIC RECORDS COORDINATING COMMITTEE

MISSION & VISION STATEMENTS

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

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

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

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

PROGRAM OVERVIEW

Georgia's Traffic Records Coordinating Committee (TRCC) comprises a collaborative group of individuals from a variety of state agencies responsible for the improvement of the collection, management, and analysis of Georgia's traffic record data systems. The TRCC promotes communication and sharing among partners to advance highway safety data collection and usage.

High quality data provides the foundation for traffic safety programs by supporting a data-driven, evidence-based approach to reducing motor vehicle crashes, fatalities, and injuries. Georgia's TRCC works to ensure that complete, accurate, uniform, and timely traffic safety data is collected, analyzed, and made available for decision-making at the national, state, and local levels. Through the continual improvement of our Georgia Traffic Records program, Georgia's TRCC will be able to provide traffic safety data to identify problems, develop countermeasures, and evaluate program effectiveness.

STRUCTURE, COMPOSITION, AND FUNCTION

TRCC Executive & Technical Committees

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

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

The Technical Committee is responsible – as defined by the Executive Committee – for the oversight and coordination of the State's traffic records system. The Technical Committee performs all planning, conducts all investigations, and prepares all project plans necessary to realize the mission and vision of the TRCC. The Chairman of the Technical Committee and Georgia Traffic Records Coordinator is Courtney Ruiz with the Georgia Governor's Office of Highway Safety. The TRCC Technical Committee meets at least six times a year and whenever there is business to be conducted. Additionally, this committee meets in conjunction with CODES (Crash Outcome Data Evaluation System). CODES provides data integration and data accuracy to the TRCC by engaging data owners, developing a data linkage plan, accessing data quality, preparing data, performing data linkage, evaluating linkage results, re-calibrating methods, selecting linked records, and conducting analysis.

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

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

TRCC Subcommittees

An additional common structural feature of Georgia's TRCC are subcommittees - both permanent and ad-hoc. Permanent subcommittees are established by Georgia's TRCC to address issues, such as data integration, which are specific to a subset of the membership and will remain as issues for the foreseeable future. For FY20, the TRCC Technical Committee created a subcommittee to develop SHSP data factsheets for traffic safety professionals and the public. Ad-hoc committees are often established to bring together subject matter experts charged with making recommendations to the full TRCC on an issue that would otherwise occupy too much time to be practically managed in the usual TRCC meeting context. For FY20, the TRCC Technical Committee established an ad-hoc committee to update the serious injury definition.

TRAFFIC RECORDS 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 Georgia Traffic Records Assessment are listed below.

2019 TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS

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.

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.

RECOMMENDATIONS IN PROGRESS

The state plans to address the following 2019 Traffic Records Assessment recommendations in FFY 2021.

Note: The recommendations shown below reflect the original number as assigned in the 2019 Georgia Traffic Records Assessment Final Report.

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 has developed several data quality control queries to identify data errors for each law enforcement agency in the state. The queries are run each month, and error rates are shared with agencies through our law enforcement liaisons. The queries were built through collaboration between the GDOT, GOHS and the TRCC Technical Committee.

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

Response: Georgia has initiated a new partnership with Numetric Inc. This software data analytics application provides graphical, tabular and spatial tools to improve user experience and advance the state's ability to analyze data and identify appropriate countermeasures.

Note: Refer to FFY 2021 Traffic Records Projects Numetric and LEA Technology Grant GACP.

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: High-frequency errors are tracked and used to generate new training content and data collection manuals. The DDS Georgia Electronic Citation Processing System (GECPS) personnel provide ongoing training and assistance with the various system-generated error messages and court corrections, as well as moving registered but inactive courts from the test environment into the production environment. As a result of this training and assistance, the error rate in transmitted citations was 3% in 2018 and 2.5% in December 2019.

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 in the process of undergoing a major transformation of its' business systems in coordination with the Georgia Department of Revenue. The new system, Driver Record and Integrated Vehicle Enterprise System (DRIVES), will also incorporate GECPS and MVR functionality. Implementation is planned for January 2021. At this time, baseline and performance metrics have not been established. Baselines should be established in early spring, 2021.

Note: Refer to FFY 2021 Traffic Records Projects GECPS Outreach and DRIVES.

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 Roadway recommendations and complying with the requirements outlined in MIRE. As a part of this effort, the state has launched a partnership with Numetric Inc. that includes a spatial data analysis component where both crash and roadway data are presented through a graphical user interface.

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 towards addressing the 2019 Traffic Records Assessment Roadway recommendations and complying with the requirements outlined in the Model Inventory of Roadway Elements (MIRE). As a part of this effort, all data elements are defined to meet the metadata requirements of ESRI Roads & Highways data model.

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 towards addressing the 2019 Traffic Records Assessment Roadway recommendations and complying with the requirements outlined in MIRE. As a part of this effort, all data elements are defined to meet the metadata requirements of ESRI Roads & Highways data model.

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 Roadway recommendations. Further efforts to improve the procedures and process flows for the Roadway data system will be pursued in FFY 2021.

Note: Refer to FFY 2021 Traffic Records Project Numetric.

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: The Georgia Injury Surveillance System (ISS) has taken the first step towards data quality improvement by calculating injury severity scores and making them available to the linkage process and to the Georgia Department of Transportation through the latest year of data (2018). This will help to (a) improve data quality by cross-verifying injury severity as reported on the Crash report against hospital based patient severity from inpatient Hospitalization Discharge and ER records and (b) ultimately allow us to publish this information in dashboard reports. Severity calculations (Abbreviated Injury Score and Injury Severity Scale) are now a part of our standard processes, and will be available for all data going forward.

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

Response: Critical injury surveillance interfaces include links between EMS data and emergency department and hospital discharge data, EMS data and the trauma registry, and vital statistics and hospital discharge data. For FFY 2020 and FFY 2021, the DPH Office of EMS is working to develop a system of care armband model (similar to the EMS armband project carried out in Arkansas). The armband will be placed on Georgia system of care patients, and the armband number will be used to identify the patients progressing through care systems, starting with law enforcement and crash reports, EMS and Hospital patient care reports, and the trauma registry. This will enable reports to be deterministically linked and for a time-to-care metric to be calculated automatically and then visualized.

Note: Refer to FFY 2021 Traffic Records Projects OEMS GEMSIS Elite, OASIS, and Support for CODES Crash Data Linkage. The FFY 2021 quantitative progress reports are included in the Appendices.

NON-IMPLEMENTED RECOMMENDATIONS

The state does not intend to address the following 2019 Traffic Records Assessment recommendations in FFY 2021.

Note: The recommendations shown below reflect the original number as assigned in the 2019 Georgia Traffic Records Assessment Final Report.

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: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager, Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in

the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager – Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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

Response: The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in the early phases of implementation. The TRCC Technical Committee recently acquired a new recruit, Keith Thomas, Senior Manager – Motor Vehicle Application Dev & Support at the Georgia Department of Revenue. Through the active participation of the DOR in the TRCC, we look forward to periodic vehicle record system quality reports at our FY21 TRCC Technical Committee meetings as well as a potential opportunity for the TRCC to offer support for needed DOR vehicle record system enhancements through networking with other members of the TRCC as we move towards addressing the 2019 Traffic Records Assessment Vehicle Recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, suffered a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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

Response: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations

to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

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: In July 2019, the Administrative Office of the Courts (AOC), organization responsible for the Citation/Adjudication data system, was hit with a massive ransomware attack. While AOC has rebuilt some of their modules, they have decided to discontinue the application (TIPS) that supported GECPS data entry. Since July, those courts without court management software have been sending paper citations to the Department of Driver Services for the convictions to be manually keyed. DDS has experienced delays in submission of real-time processing of convictions due to the ransomware attack and the application removal at AOC. Since the data breach, the TRCC Technical Committee has had no success engaging AOC personnel at the Technical Committee level. The plan for FY21 is to have the AOC executive leadership identify the appropriate personnel at AOC to participate on the TRCC Technical Committee in order to work towards addressing the 2019 Traffic Records Assessment Citation/Adjudication recommendations.

FFY 2021 TRAFFIC RECORDS PROJECTS

These projects will address the 2019 Traffic Records Assessment recommendations in progress.

	Project Title	Status	Lead Agency	405c TR Funded
	GA Traffic Records Program	In Process	GOHS	Yes
Project Description	This project uses NHTSA Section 405(c) funds to fund the GOHS GA Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Project Objective	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
Data Attribute(s)	Accuracy, Completeness, Timeliness, Uniformity, Accessibility, and Integration			
Core Traffic Records System Component(s)				

	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	GA Department of Public Health	Yes
Project Description	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 continually upgrade, support, and maintain the GEMSIS in NEMSIS v3.4.0, to archive the NEMSIS 2.2.1 data, to begin work to prepare GEMSIS for NEMSIS v3.5.0 (release expected in 2019 with expected transition in 2021/2022), to maintain the GEMSIS Datamart, and to progress towards achieving the time-to-care metric through deterministic linking of EMS data.			
Project Objective	To improve the accuracy of EMS patient care reports via GEMSIS Elite training and to link EMS data on patients with critical injuries in motor vehicle crashes with GDOTs crash database via deterministic data linking of crash, EMS and trauma registry reports using the system of care armbands			
Performance Measure(s)	(1) Average time that 911 records are submitted to GEMSIS Elite (2) Average incident validation score (based on the Georgia Schematron) for all incidents in GEMSIS Elite			
Data Attribute(s)	Accuracy, Completeness, Uniformity, Timeliness			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	GECPS Outreach	In Process	GA Department of Driver Services	Yes
Project Description	This project provides a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication as well as trains and educates courts on the Georgia Electronic Conviction Processing System (GECPS) for this purpose. This project continues to support Georgia courts and law enforcement by continuing to provide additional functionality/enhancements to the GECPS system for electronic submission of conviction processing.			
Project Objective	Reduce error rates by identifying and targeting courts that require additional training and technical assistance by studying errors and by attending to court support requests.			
Performance Measure(s)	<ul style="list-style-type: none"> (1) The length of time between receipt of a conviction by DDS and updating of the driver record (2) Percentage of transmitted citations to GECPS with no errors in critical data elements (3) The percentage of appropriate records in the driver file that is linked to the vehicle file 			
Data Attribute(s)	Accuracy, Timeliness, Integration			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Support for CODES Crash Data Linkage	In Process	GA Department of Public Health	Yes
Project Description	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 accuracy and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria. This provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes.			
Project Objective	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to link crash data and other injury surveillance data as well as to promote the creation and use of integrated datasets.			
Data Attribute(s)	Integration, Accuracy			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	GA Association of Chiefs of Police	Yes
Project Description	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.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through electronic crash reporting that will validate, detect, and prevent errors at the point of data entry. Improve the timeliness of crash reports submitted to GEARS by replacing paper records with electronic records.			
Performance Measure(s)	(1) The percentage of crash records with no errors in critical data elements Metric: 95% (2) The percentage of crash reports submitted electronically into GEARS Metric: 100%			
Data Attribute(s)	Accuracy, Timeliness			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	OASIS	In Process	GA Department of Public Health	Yes
Project Description	The Online Analytical Statistical Information System (OASIS) project has developed an extensible departmental data warehouse to implement data standards and standardization processes with quality controls as well as to integrate 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.			
Project Objective	To improve the accessibility, completeness and quality of Georgia's traffic records system by enhancing the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data.			
Performance Measure(s)	TBD – The plan moving forward is to request technical assistance via a GO Team application for further assistance with our injury severity tool in establishing performance measures for this type of project in order to demonstrate improvement.			
Data Attribute(s)	Accessibility, Completeness, Integration			
Core Traffic Records System Components	  			

	Project Title	Status	Lead Agency	405c TR Funded
		Numetric	In Process	GA Department of Transportation
Project Description	Georgia is developing tools through Numetric to improve the analysis of the state's crash database. This software data analytics application provides graphical, tabular and spatial tools to explore crash data in a GIS interface to pinpoint the root causes of crashes and identify the best countermeasures. Additionally, network screening is offered to rank segments, curves, and intersections by the attributes that matter most to Georgia traffic safety stakeholders as well as access to workbooks with customizable static reports, dashboards, and analytics tools.			
Project Objective	To improve the user experience and advance the state's ability to analyze data and identify appropriate countermeasures as well as enable our law enforcement liaisons to work with individual law enforcement agencies to improve the timeliness, accuracy and completeness of their crash reports			
Performance Measure(s)	<ul style="list-style-type: none"> (1) Percentage of state crash reports submitted within 72 hours of the crash Metric: 95% (2) Percentage of crash records with no missing data elements Metric: 98% (3) Percentage of crash records with no errors in critical data elements Metric: 95% 			
Data Attribute(s)	Timeliness, Accuracy, Completeness			
Core Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
		DRIVES	In Process	GA Department of Revenue
Project Description	The Georgia Department of Revenue (DOR) is installing a new state-of-the-art system, Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to modernize the vehicle registration and titling system.			
Project Objective	To enhance data integrity			
Performance Measure(s)	TBD – This system is in the early phases of implementation.			
Data Attribute(s)	Accessibility, Completeness, Integration			
Core Traffic Records System Components				

APPENDICES

Georgia's Traffic Records Coordinating Committee (TRCC) Charter

1 Traffic Records Definition

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

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

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

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

2 Rationale for a TRCC

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

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

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

The solution, assuming willing partners, is a forum in which each agency involved with Traffic Records can periodically meet to discuss their missions, organizations, operational processes, information system activities, data products, data needs, etc. The overall objective of these exchanges is to find ways for the agencies to work more synergistically; i.e., to accomplish their missions more effectively and efficiently than is possible if each acts strictly on its own. This is especially critical for those Traffic Record Systems whose components and users are spread across many local and state agencies; e.g., Crash Reports, Traffic Citations, and EMS Run Records. *The TRCC is the forum for accomplishing this inter-agency communication and developing a team approach to improving highway safety information.*

3 Background

Traffic Records Coordinating Committees, or their equivalents with other names, exist in many states. In 1997, the Transportation Efficiency Act for the 21st Century (TEA-21) and implementing Federal regulations established a program to encourage the formation of TRCCs in all States, this is usually referred to as Section 411. Section 411 allowed grants to States that would establish multidisciplinary (agencies with all involved functions) TRCCs and commit them to the goal of improving the State's traffic record systems. An audit of the State's traffic record systems was conducted to identify areas that needed improvement, and a strategic plan was required to define how the State would go about improving its traffic record systems. The Section 411 grants were available for a maximum of six years, expiring in federal FY2003. Georgia received three years of Section 411 grants for its TRCC.

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

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

4 TRCC Mission

The mission of the TRCC is as follows:

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

5 Traffic Records Vision

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

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

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

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

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

6 TRCC Structure, Function and Composition

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

1. Is chartered;
2. Meets at least three times annually
3. Has a multidisciplinary membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations; and at least one member represents each of the following core safety databases:
 - (A) Crash;
 - (B) Citation or adjudication;
 - (C) Driver;
 - (D) Emergency medical services or injury surveillance system;
 - (E) Roadway; and
 - (F) Vehicle.
4. Has a designated TRCC coordinator.

6.1.2 TRCC Functions- The traffic records coordinating committee shall-

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

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

- ***Executive Committee***

6.1.3 Membership

The Executive Committee shall consist of the chief executive officers (Commissioners, Directors, Administrators, etc.) of those Federal, State and Local member agencies that are responsible for major components of the Traffic

Records System, or their designated agent. Designated agents must have direct access to and be able to speak for the chief executive officer, at least after consultation, on any issue before the Executive Committee.

Members of the Executive Committee shall include, but not be limited to, the following agencies:

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

6.1.4 Responsibilities

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

6.1.5 Officers

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

6.1.6 Procedures

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

- **Technical Committee**

6.1.7 Membership

All Federal, State and Local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.

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

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

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

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

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

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

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

- University researchers,
- Highway safety advocacy groups

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

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

- Representatives, who are the formal representatives of their agency or organization to the Technical Committee, who are expected to attend all meetings and participate in all consensus building efforts.
- Voting Representatives are the representatives of those member agencies who may vote on recommendations before the Technical Committee, and who are responsible for coordinating their agency's position and casting their agency's vote(s).
- Member agency employees, who may participate in any and all meetings and discussions as desired by their Representative.

- Guests, who are not employees of any member agency, but have been invited by a member agency, the Chairman, or the Coordinator. Guests may participate in meetings and discussions as desired by the member agency inviting them.

A Representative and one or more alternates shall be selected by each member agency. In the absence of an official designation, the senior (position) individual of the agency at any meeting is assumed to be the Representative of that agency. The Representative of each state and local member agency, or an alternate if the Representative is absent, is the Voting Representative.

6.1.8 Responsibilities

The Technical Committee shall perform all planning, conduct all investigations, and prepare all project plans necessary to realize the mission and vision of the TRCC. Specifically required products of these activities are detailed in section 7.E of this document. Other products may be produced as necessary to fulfill these responsibilities.

6.1.9 Officers

The Technical Committee shall have the following officers:

- A Chairman that is responsible for calling meetings, preparing and distributing an agenda, guiding the meetings in accordance with the agenda, assuring that minutes are kept, and otherwise assuring that the committee's business is conducted in accordance with established procedures.
- A Traffic Records Coordinator (or Coordinator), who must be technically competent in all aspects of Traffic Records Systems, and who is responsible for preparing the strategic plan, planning for annual technical objectives, preparing agenda items dealing with technical issues, and otherwise guiding the committee in achieving its mission.

The Chairman and Coordinator are selected in accordance with Technical Committee procedures outlined in the following section. These may be a single individual or two separate individuals.

7 Technical Committee Procedures

These procedures address the most common needs of the Technical Committee; i.e., selection of the Chairman and Coordinator, conduct of meetings, making decisions on issues before the committee, making recommendations for improving Traffic Records System components under the members' control, and adopting new or modified procedures.

Selection of the Chairman

The chairman of the Technical Committee shall be selected from the following options, as recommended by vote of the Voting Representatives and approved by the Executive Committee: The Coordinator may serve as the Chairman, or Member agencies may appoint one of their Representatives to serve as chairman on a rotating basis.

If, after the initial selection, a change is desired, the Voting Representatives may decide annually, which option to select for the upcoming federal fiscal year (October through September). If the rotating Chairmanship is selected, the rotation sequence

among member agencies must be determined at that time, and cannot be revoked until the rotation is completed except by unanimous agreement among the rotating member Representatives.

- **Conduct of Technical Committee Meetings**

Technical Committee meetings shall be held at least quarterly and whenever there is business to be conducted. The time and place of the next meeting shall be established at the end of each meeting. The meetings should be held on a standard day of the month and time of day to the degree possible.

Minutes shall be prepared and distributed to all members within two weeks after a meeting. The minutes shall contain a list of all attendees, indicating the agency represented. The minutes shall document all major issues discussed, the key points of the discussion, any actions taken, any decisions made, and recommendations formed with respect to the issues. The minutes of each meeting shall be formally reviewed, corrected, and approved at the next meeting.

Technical Committee meetings shall be conducted in accordance with Robert's Rules of Order.

Decisions shall be made by consensus of all present member Representatives when possible, unless specified otherwise in these procedures. If consensus cannot be reached for formal recommendations to the Executive Committee, decisions shall be made by vote of the Voting Representatives. No formal recommendations may be made or votes taken unless a quorum is present. A quorum is defined to be 50% of current Voting Representatives or an authorized alternate. All official decisions are by a simple majority of the vote unless otherwise explicitly required in written procedures for the business at hand.

The Chairman and Coordinator have no vote on business matters before the Technical Committee, except in the case of a tie. The Chairman shall cast the tie-breaking vote on non-technical and Technical Committee procedure matters. The Coordinator shall cast the tie-breaking vote on technical matters. Each state member and local member category has the number of votes assigned elsewhere in this document.

- **Number of Votes Assigned Member Agencies**

For the purposes of voting on issues before the Technical Committee, the following member Agencies, or categories of member agencies, are assigned the number of votes indicated.

- Governor' s Office of Highway Safety - 1 vote
- Department of Driver Services - 1 vote
- Department of Transportation - 1 vote
- Department of Public Health, Injury Prevention - 1 vote
- Department of Public Health, Office of EMS and Trauma - 1 vote
- Department of Public Health, Office of Health Indicators for Planning - 1 vote
- Department of Public Safety - 1 vote

- Police Departments - 1 vote
- Sheriff Offices - 1 vote
- Administrative Office of the Courts - 1 vote
- Prosecuting Attorney' s Council - 1 vote
- Local Traffic/Road Engineering Agencies - 1 vote
- Local EMS Providers - 1 vote

Each voting member, or category of members, may vote on any issue before the Technical Committee. Members of the categories (Local Enforcement, Traffic Engineering, EMS Providers, etc.) must decide among themselves how to cast their votes. There must be at least two members of the category present or having provided written voting instructions in order to cast two votes. If only a single member agency of the category is present, and no written voting instructions are available from absent member(s), only one vote may be cast. If the issue to be voted upon has no direct impact on an agency, they may not be permitted to vote. Those cases will be determined by the Chairman on an issue-by-issue basis.

Voting/non-voting status and the assigned number of votes for each member/category may be changed as with any other Technical Committee procedure; i.e., any member, the Chairman, or the Coordinator may propose a change, the recommendation must be approved by the current voting members, and the Executive Committee must approve the change.

- **Subcommittees**

From time to time, subcommittees will be required to conduct the more detailed aspects of the Technical Committee's business. Establishment of a subcommittee shall require the approval of the member Representatives. After approval, the individuals to serve on these subcommittees will be selected jointly by the Chairman and Coordinator. The Chairman shall have final authority if the subcommittee will address a non-technical matter. The Coordinator shall have final authority if the subcommittee will address a technical matter. To the degree feasible and appropriate, all categories of member agencies should be represented on subcommittees.

- **Traffic Record System/Component Recommendations**

The Technical Committee shall recommend a long range Strategic Plan and year-to-year specific improvement projects for the State's Traffic Record Systems; both aimed at achieving the vision set forth herein. In many, if not most cases, the specific projects involve multiple agencies and multiple components of at least one Traffic Records System. In all cases, one or more member agencies must agree to the recommended project and find a way to implement the improvement.

The primary Technical Committee recommendations to member agencies shall take the form of a single long-range Strategic Plan and an Annual Plan each year identifying specific projects to be addressed that year.

The Strategic Plan is developed once, approved by the Technical Committee's Voting Representatives, and updated annually along with the Annual Plan.

Once a complete and approved Strategic Plan is in place, the procedure for

accomplishing this objective is:

- In November of each year, the Coordinator prepares an Update to the Strategic Plan (if needed), a draft Annual Plan for the upcoming year, and a report of progress and status for the current year's activities. These items are submitted to the Technical Committee at its November meeting. Funding requirements for each proposed program and suggested responsibility shall be included in the draft Annual Plan.
- During the November-December time frame, each Voting Representative shall present the draft Annual Plan to their agency's management and determine the agency's position on those elements directly affecting the agency. Primary and alternate funding possibilities shall specifically be addressed in these discussions. The Coordinator should be involved in these discussions when beneficial.
- The Technical Committee shall deliberate the content of the Annual Plan at its December meeting. Results of internal agency discussions shall be presented. Finally, the Technical Committee shall determine changes to be made to the Annual Plan.
- The Coordinator shall make the required changes and provide to all member Representatives as quickly as possible. The Technical Committee shall vote on the Plan at its January meeting.
- The approved Plan shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for support of the program.

During the course of the year, if either the Technical Committee or a member agency feels the need for additional recommendations, a similar process shall be followed; i.e.:

- The requested recommendation shall be presented to the Technical Committee by the Chairman, Coordinator, or member Representative who has identified the need.
- The Coordinator, working in concert with the originator, shall investigate and develop necessary documents, plans, etc. needed to formalize the recommendation.
- The recommendation shall be presented internally to each member agency by the agency's Representative to develop a position, identify funding needs and possible sources, etc., as appropriate. The originator and/or Coordinator should be involved as beneficial.
- The Technical Committee shall deliberate the recommendation at its next meeting, receive input from all member Representatives, and determine necessary changes.
- After making all required changes, the Coordinator shall distribute the recommendation to all member Representatives as soon as possible. The Technical Committee shall decide on the recommendation at the next Technical Committee meeting.
- Approved Recommendations shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for approval and support.

When time is critically short, the above process can be shortened through the use of e-mail for distribution of documents, and votes by either or both the Technical and Executive Committees may be conducted via e-mail.

8 Certification andSignature

I hereby certify that this is the current TRCC Charter, as approved by the TRCC Executive Committee.



Director Allen Poole
Chairman
TRCC Executive Committee

Date 5-6-19

GEORGIA TRCC: EXECUTIVE COMMITTEE MEMBERSHIP

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

GEORGIA TRCC: TECHNICAL COMMITTEE MEMBERSHIP

Georgia Department of Transportation Core System: Crash & Roadway	Dave Adams, State Safety Program Manager Bill Williams, Crash Analyst Bryan Vann, Assistant State Safety Data Manager
Georgia Office of EMS and Trauma Core System: Injury Surveillance	David Newton, EMS Director Renee Morgan, Trauma Program Director Danlin Luo, Trauma Epidemiologist
Georgia Department of Driver Services Core System: Driver	Cynthia Zimmerman, Information System Support Specialist
Georgia Department of Public Health Core System: Injury Surveillance	<u>Office of Health Indicators for Planning (OHIP)</u> David Austin, Director of Data Quality & Analysis Team <u>Injury Surveillance and Prevention Program</u> Lisa Dawson, Director of Injury Prevention Elizabeth Head, Deputy Director of Injury Prevention Denise Yeager, CODES Lead/Data Evaluation Specialist Patricia Daniel, CODES Quality Assurance Specialist Chinyere Nwamuo, CORE Grant Manager
Georgia Department of Revenue Core System: Vehicle	Keith Thomas, Senior Manager, Motor Vehicle Application Development & Support
Safe Kids Georgia Core System: Injury Surveillance	Mahwish Javed, Program Coordinator
Injury Prevention Research Center @ Emory (IPRCE) Core System: Injury Surveillance	Jonathan Rupp, IPRCE Executive Associate Director Sharon Nieb, IPRCE Associate Program Director
LexisNexis /Robert Franklin Dallas, LLC Core System: Crash	Robert Dallas, Attorney
National Highway Traffic Safety Administration	Belinda Jackson, Region 4 Program Manager
Georgia Governor's Office of Highway Safety	Eshon Poythress, Strategic Highway Safety Plan Manager Courtney Ruiz, Georgia Traffic Records Coordinator Shenee Bryan, Epidemiologist
Administrative Office of the Courts Core System: Citation & Adjudication	TBD

GEORGIA TRCC: MEETING DATES

TRCC Technical Committee

- July 10, 2019
- September 11, 2019
- November 13, 2019
- January 08, 2020
- March 11, 2020
- May 13, 2020
- July 08, 2020

TRCC Executive Committee

- October 24, 2019
- April 28, 2020 – Canceled due to COVID-19

Section 405c Quantitative Progress Report

State: GA Report Date: 6/1/2020 Submitted by: D. Newton

Regional Reviewer:

System to be Impacted	<p align="center"> <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>
Performance Area(s) to be Impacted	<p align="center"> <input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify: </p>
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>There will be an increase in the number of patient care reports (PCRs) submitted to GEMISIS. There will be an increase in the percentage of V3.4 records (compared to V2).</p> <p>Version 3.4 was mandated due to the inability of the NEMISIS 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 was sent to the state from 3rd 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 entire file would be rejected. In the Version 3.4 data standard, incidents are sent over one (1) call at a time, so this ensures that one record being invalid only affects one event; thereby, allowing the captured records to be more complete.</p> <p>Submission to Version 3.4 (GEMISIS Elite) became mandatory on April 1, 2018.</p>
Relevant Project(s) in the State’s Strategic Plan	<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 GEMISIS EMS Database</p> <p>OEMS GEMISIS Elite, FFY 2021 Georgia Traffic Records Strategic Plan, p.19</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>GEMISIS includes both the V2 NEMISIS data, and the Elite system, which is V3.4 of the NEMISIS 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>

	From April 2019 – March 2020, there were 2,586,964 calls completed, of which, 100% are Version 3.4. This is due to the mandatory implementation of V3.4 as of 4/1/2018. During the same timeframe, 2,899,241 calls were submitted, even though those calls may not have occurred during the timeframe.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The number of PCRs submitted to GEMISIS (V2) and GEMISIS Elite (V3.4) was queried.
Date and Baseline Value for the Measure	Baseline: April 1, 2018 – March 31, 2019 PCRs entered = 2,305,119 % of PCRs that were Version 3.4 = 97.024%
Date and Current Value for the Measure	Current: April 1, 2019 - March 31, 2020 PCRs entered: 2,899,241 (2,586,964 events occurred in the timeframe) % of PCRs that were Version 3.4 = 100%
Regional Reviewer’s Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input checked="" type="checkbox"/> Not sure
If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

Georgia GEMISIS Reporting Completeness

2012-2013 (V2 only)		2013-2014 (V2 only)		2014-2015 (V2 only)	
Month	GEMISIS (V2)	Month	GEMISIS (V2)	Month	GEMISIS (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
TOTAL	1,641,885	TOTAL	1,733,792	TOTAL	1,984,391
Percent	100.00%	Percent	100.00%	Percent	100.00%

2015-2016				2016-2017			
Month	GEMISIS (V2)	GEMISIS Elite (V3)	Total	Month	GEMISIS (V2)	GEMISIS Elite (V3)	Total
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
TOTAL	2,143,460	12	2,143,472	TOTAL	2,307,113	18,784	2,325,897
Percent	99.999%	0.001%		Percent	99.192%	0.808%	

2017-2018

Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
April	180,200	4,439	184,639
May	194,400	4,701	199,101
June	178,661	5,000	183,661
July	183,772	4,467	188,239
August	190,134	4,911	195,045
September	181,363	6,153	187,516
October	184,475	6,879	191,354
November	174,889	7,789	182,678
December	158,613	12,230	170,843
January	141,677	37,360	179,037
February	100,807	55,053	155,860
March	78,870	74,647	153,517
TOTAL	1,947,861	223,629	2,171,490
Percent	89.702%	10.298%	

2018-2019

Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
April	24,212	138,921	163,133
May	17,878	167,433	185,311
June	17,264	182,819	200,083
July	8,399	188,890	197,289
August	303	201,284	201,587
September	184	176,182	176,366
October	168	183,058	183,226
November	162	182,150	182,312
December	31	203,064	203,095
January	5	204,272	204,277
February	2	194,074	194,076
March	2	214,362	214,364
TOTAL	68,610	2,236,509	2,305,119
Percent	2.976%	97.024%	

2019-2020

Month	GEMSIS (V2)	GEMSIS Elite (V3)	Total
April	0	212,932	212,932
May	0	224,189	224,189
June	0	208,694	208,694
July	0	217,258	217,258
August	0	222,479	222,479
September	0	216,385	216,385
October	0	218,384	218,384
November	0	205,652	205,652
December	0	219,402	219,402
January	0	220,345	220,345
February	0	208,191	208,191
March	0	213,053	213,053
TOTAL	0	2,586,964	2,586,964
Percent	0.00%	100.00%	

Section 405c Quantitative Progress Report – Special Study

State: GA Report Date: 6/1/2020 Submitted by: D. Newton

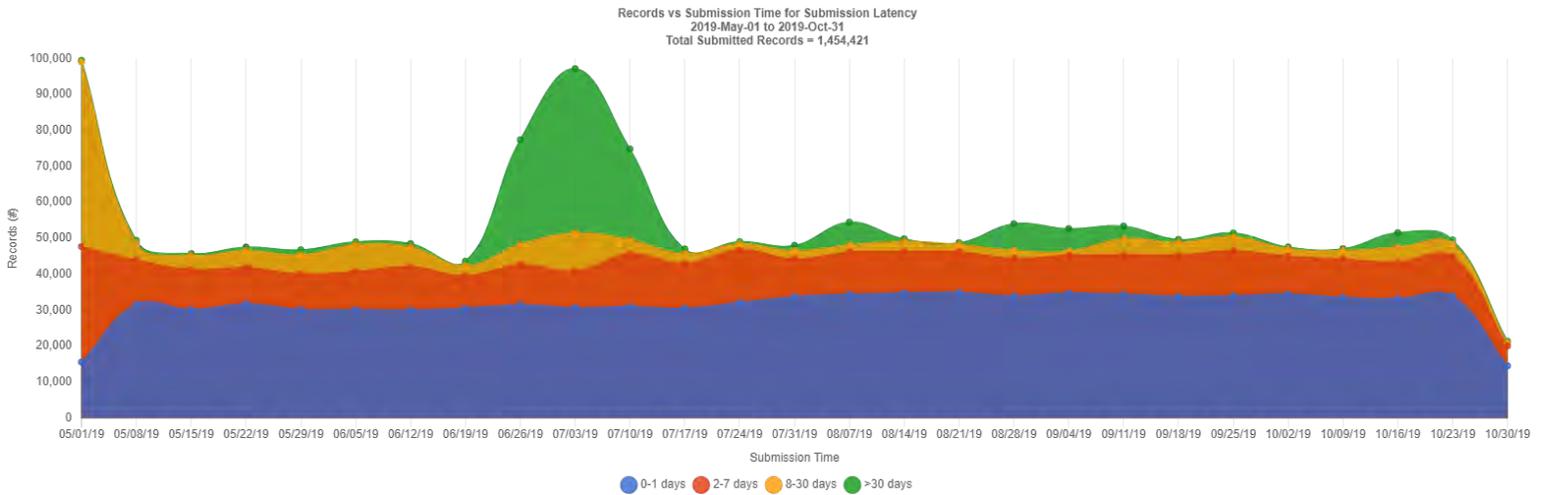
Regional Reviewer:

<p>System to be Impacted</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>Performance Area(s) to be Impacted</p>	<p><input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:</p>
<p>Performance Measure used to track Improvement(s)</p>	<p>Narrative Description of the Measure</p> <p>Timeliness of EMS data is extremely important.</p> <p>There will be a decrease in the latency of records being submitted to GEMSIS Elite and from GEMSIS Elite to Biospatial. Ideal latency for submission to Biospatial would be 24-36 hours.</p> <p>NOTE: Data transmission to Biospatial began in November of 2018, therefore there has not been 2 full years of transmission. From November 2018 to April of 2019, the submissions to Biospatial were playing catch up, submitting 1,597,212 historical records. The historical records were caught up in May of 2019, so there is only usable comparisons that begin May 1, 2019. So there will be a baseline of the first 6 months from May 1, 2019 – October 31, 2019, and that will be compared to November 1, 2019 – April 30, 2020.</p> <p>It is also important to understand that there are two types of EMS agencies in Georgia relative to data submission:</p> <ol style="list-style-type: none"> 1. Those EMS agencies that use GEMSIS Elite directly, therefore their data is already in GEMSIS Elite, and their data is submitted to Biospatial within 8 hours of call being completed; and 2. Those EMS agencies that use their own software and submit data to GEMSIS Elite – these agencies have sometimes more of a latency due to the extra submission step before their data can be sent to Biospatial.
<p>Relevant Project(s) in the State’s Strategic Plan</p>	<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> <p>OEMS GEMSIS Elite, FFY 2021 Georgia Traffic Records Strategic Plan, p.19</p>
<p>Improvement(s) Achieved or Anticipated</p>	<p>Narrative of the Improvement(s)</p> <p>ACHIEVED</p> <p>When comparing the baseline time frame (May 1, 2019 – October 31, 2019) to the comparison time frame (November 1, 2019 – April 30, 2019), the ratio of “faster” records to “slower” records was increased from 4.01 in the baseline timeframe to 9.56 in the comparison time frame.</p>

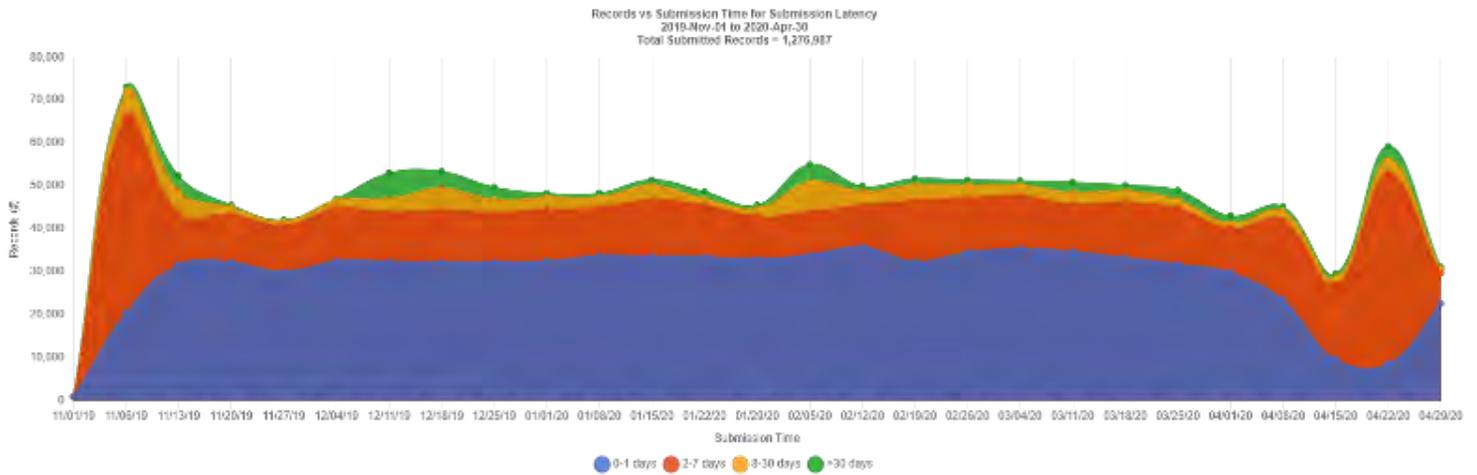
	<p>When looking just at the “fastest” records, those with a latency of 0-1, there was an increase in the percentage of the “fastest” records compared to the total for the timeframe from 58.10% in the baseline timeframe to 60.9% in the comparison timeframe.</p> <p>When looking just at the “slowest” records, those with a latency of > 30 days, there was a decrease in the percentage of the “slowest” records compared to the total for the timeframe from 9.8% in the baseline to just 3.5% in the comparison timeframe.</p> <p>Therefore, there has been a reduction of the latency of EMS records from the baseline timeframe to the comparison timeframe given the following:</p> <ul style="list-style-type: none"> • increase in the ratio of “faster” records to “slower” records • increase in the % of “fastest” records • decrease in the % of “slowest” records
<p>Specification of how the Measure is calculated / estimated</p>	<p>Narrative Description of Calculation / Estimation Method</p> <p>The Biospatial Data Management Dashboard, Records vs Submission Time for Submission Latency widget will be examined. The comparison will be the 6 months of May 2019 – October 2019, compared to the 6 months of November 2019 – April of 2020. The time frame will be based on submission time. Latency is calculated based on the difference in event time (when the EMS run occurred) and submission time (when the EMS run data was submitted to Biospatial). The time frames for latency will be measured by month for each of the time periods (baseline and comparison), and the latencies will be placed into four categories for counting: 0-1 Days, 2-7 Days, 8-30 Days, and > 30 Days. These categories will be aggregated into two groups:</p> <ul style="list-style-type: none"> • Group 1: Records with 0-1 OR 2-7 days latency (“faster”) • Group 2: Records with 8-30 OR > 30 days latency (“slower”) <p>The ratio of Group 1/Group 2 will be used to gauge latency – it represents the ratio of “faster” submissions to “slower” submissions, and the higher the number (meaning that there are more records coming faster), means the better (or lower) the latency.</p>
<p>Date and Baseline Value for the Measure</p>	<p>Baseline Time Frame: May 1, 2019 – October 31, 2019 TOTAL RECORDS: N = 1,454,421 Latency of 0-1 days: N = 845,042 ; % of total = 58.10% Latency of 2-7 days: N = 319,143 ; % of total = 21.94% Latency of 8-30 days: N = 147,187 ; % of total = 10.12% Latency of >30 days: N = 143,049 ; % of total = 9.84% Group 1: Records with 0-1 OR 2-7 days latency: N = 1,164,185 ; % of total = 80.04% Group 2: Records with 8-30 OR > 30 days latency: N = 290,236 ; % of total = 19.96% Ratio of Group 1/2 = 4.01</p>
<p>Date and Current Value for the Measure</p>	<p>Comparison Time Frame: November 1, 2019 – April 30, 2020 TOTAL RECORDS: N = 1,276,987 Latency of 0-1 days: N = 778,092 ; % of total = 60.93% Latency of 2-7 days: N = 378,014 ; % of total = 29.60% Latency of 8-30 days: N = 76,103 ; % of total = 5.96% Latency of >30 days: N = 44,778 ; % of total = 3.51% Group 1: Records with 0-1 OR 2-7 days latency: N = 1,156,106 ; % of total = 90.53% Group 2: Records with 8-30 OR > 30 days latency: N = 120,881 ; % of total = 9.47% Ratio of Group 1/2 = 9.56</p>

Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

Baseline Data: May 1, 2019 – October 31, 2019 – Latency by Week



Comparison Data: November 1, 2019 – April 30, 2020 – Latency by Week



Baseline Data: May 1, 2019 – October 31, 2019 – Latency by Month

Latency	May-19		Jun-19		Jul-19		Aug-19		Sep-19		Oct-19		TOTAL Records	
	n	%	n	%	n	%	n	%	n	%	n	%	N	%
0-1 days "fastest"	134,651	47.8%	130,924	54.6%	138,528	49.6%	154,100	67.2%	145,426	66.8%	141,413	68.5%	845,042	58.1%
2-7 days	74,122	26.3%	45,635	19.0%	56,476	20.2%	49,557	21.6%	47,457	21.8%	45,896	22.2%	319,143	21.9%
8-30 days	69,088	24.5%	23,499	9.8%	18,817	6.7%	9,817	4.3%	13,284	6.1%	12,682	6.1%	147,187	10.1%
>30 days "slowest"	3,965	1.4%	39,841	16.6%	65,510	23.5%	15,792	6.9%	11,537	5.3%	6,404	3.1%	143,049	9.8%
TOTAL RECORDS	281,826	100.0%	239,899	100.0%	279,331	100.0%	229,266	100.0%	217,704	100.0%	206,395	100.0%	1,454,421	100.0%
Group 1: Records with 0-1 OR 2-7 days latency	208,773	74.1%	176,559	73.6%	195,004	69.8%	203,657	88.8%	192,883	88.6%	187,309	90.8%	1,164,185	80.0%
Group 2: Records with 8-30 OR > 30 days latency	73,053	25.9%	63,340	26.4%	84,327	30.2%	25,609	11.2%	24,821	11.4%	19,086	9.2%	290,236	20.0%
Ratio of Group 1 "faster" / Group 2 "slower"	2.86		2.79		2.31		7.95		7.77		9.81		4.01	

Comparison Data: November 1, 2019 – April 30, 2020 – Latency by Month

Latency	Nov-19		Dec-19		Jan-20		Feb-20		Mar-20		Apr-20		TOTAL Records	
	n	%	n	%	n	%	n	%	n	%	n	%	N	%
0-1 days	115,365	53.9%	143,389	64.1%	147,845	68.7%	141,930	66.1%	147,813	67.2%	81,750	43.1%	778,092	60.9%
2-7 days	79,746	37.3%	52,488	23.5%	51,773	24.1%	47,473	22.1%	53,585	24.4%	92,949	49.1%	378,014	29.6%
8-30 days	13,726	6.4%	14,818	6.6%	10,690	5.0%	17,340	8.1%	10,724	4.9%	8,805	4.6%	76,103	6.0%
>30 days	5,170	2.4%	13,108	5.9%	4,927	2.3%	7,826	3.6%	7,778	3.5%	5,969	3.2%	44,778	3.5%
TOTAL RECORDS	214,007	100.0%	223,803	100.0%	215,235	100.0%	214,569	100.0%	219,900	100.0%	189,473	100.0%	1,276,987	100.0%
Group 1: Records with 0-1 OR 2-7 days latency	195,111	91.2%	195,877	87.5%	199,618	92.7%	189,403	88.3%	201,398	91.6%	174,699	92.2%	1,156,106	90.5%
Group 2: Records with 8-30 OR > 30 days latency	18,896	8.8%	27,926	12.5%	15,617	7.3%	25,166	11.7%	18,502	8.4%	14,774	7.8%	120,881	9.5%
Ratio of Group 1 "faster" / Group 2 "slower"	10.33		7.01		12.78		7.53		10.89		11.82		9.56	



State of Georgia

Traffic Records Assessment

June 17, 2019

National Highway Traffic Safety Administration

Technical Assessment Team





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Introduction

The Georgia TRCC charter describes the mission, vision and role of the TRCC as well as a list of the agency members. The executive committee understands the importance of the traffic records systems and its members hold positions that can provide support for funding and resources necessary to advance the core systems. Custodial agencies should view and use the TRCC as a forum to discuss project challenges and lessons learned during planning, design, implementation, and evaluation. Having those discussions can help engage members and support buy-in of the committee's mission and vision. This Traffic Records Assessment Final Report contains recommendations and considerations for the Georgia TRCC as it strives to improve its traffic records systems.

The State of Georgia presently offers a formal comprehensive Injury Surveillance System (ISS) and is further favorably qualified by having an 80 percent "Meets the Advisory Ideal" across all ISS responses for this assessment. The early commitment and continued support in CODES goals and objectives have greatly helped in the present configuration of the State's ISS. Additionally, the State has demonstrated the use of other supplementary injury data sets such as Child Fatality Review, Youth Risk Behavior Survey, Observational Studies, Traumatic Brain/Spinal Cord Injury. Among their ISS related data strengths is not only their existence, but willingness to share with stakeholders. ISS data managers and stakeholders have taken the lead in developing integrated traffic records datasets. These ISS accomplishments are to be encouraged and modeled across all Georgia traffic records systems.

The State has increased their electronic submission of crash reports to approximately 95 percent. However, there is the potential for crash data quality to vary greatly. Although the data dictionary contains validation rules and edit checks, third party vendors are informed of the edit checks and validations but the State does not impose them on all data submissions. Approximately 28 percent of all crash reports are submitted through the State crash entry system and known to be subjected to all the rules.

The Georgia Department of Transportation (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.

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. The State has developed computer software for use by these local courts to transmit convictions electronically to the driver history file at the Division of Driver Services, called the Georgia Electronic Conviction Processing System. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable. As a result, this system has proven the feasibility of using data from various systems to populate the driver file and could be used as the infrastructure for developing a statewide citation tracking system.





Assessment Results

A traffic records system consists of data about a State’s roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

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

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress’ Fixing America’s Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State’s Governor’s Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

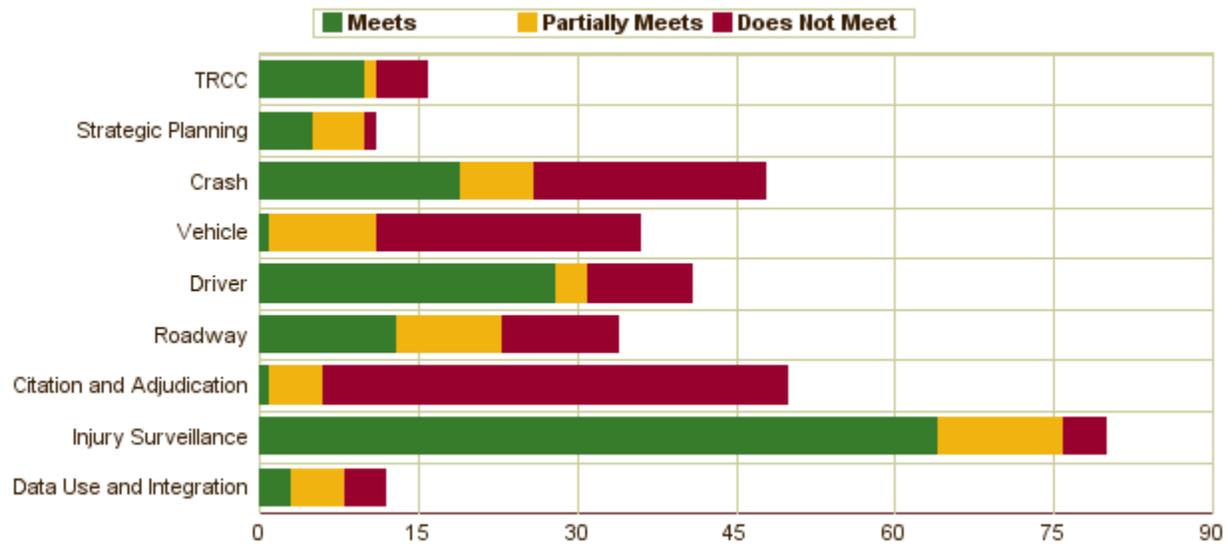
Out of 328 assessment questions, Georgia met the Advisory ideal for 144 questions (44%), partially met the Advisory ideal for 58 questions (18%), and did not meet the Advisory ideal for 126 questions (38%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Georgia met the criteria outlined in the Traffic Records Program Assessment Advisory 63% of the time for Traffic Records Coordinating Committee Management, 45% of the time for Strategic Planning, 40% of the time for Crash, 3% of the time for Vehicle, 68% of the time for Driver, 38% of the time for Roadway, 2% of the time for Citation and Adjudication, 80% of the time for EMS / Injury Surveillance, and 25% of the time for Data Use and Integration.





Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

The following section provides Georgia with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Georgia flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- The Georgia TRCC might consider having their state IT personnel as members so they have an understanding of the committee's mission and ultimate goal. Having IT buy-in can lay the





groundwork for addressing issues and offering advice on current and future projects.

- If the TRCC worked with the core data system owners to identify performance measures it could help with collaboration as other system owners might play a role in assisting to show progress within the various data systems. Discussions regarding performance measures should take place at each meeting and should involve all six of the data systems.
- Georgia is encouraged to create a traffic records inventory that documents the core data systems in one place, the system custodian, a description of each system, and the systems status. Having an inventory will assist with staff continuity, training, and communicate current core systems' status.
- The TRCC is encouraged to discuss ways to address technical assistance and training for its stakeholders. Those needs can be identified during meetings and solicit ideas from members on how to address them. The process might be modeled after the crash report completion training for law enforcement.
- The TRCC should consider timelines/schedules when addressing assessment recommendations. If additional resources and/or funding are needed that might impact the timeline they can be addressed and allow an opportunity to track progress and status updates at regular meetings.

Summary

The Georgia's Traffic Records Coordinating Committee (TRCC) is established by a Charter signed by the Governor's Highway Safety Representative who serves as the Chairman of the Executive TRCC. The Georgia TRCC is comprised of an executive and technical committee and both function well together.

The charter describes the mission, vision and role of the TRCC as well as a list of the agency names. The executive committee understands the importance of the traffic records systems and its members hold positions that can provide support for funding and resources necessary to advance the core systems within their own agencies. Custodial agencies should view and use the TRCC as a forum to discuss any project, challenges, lessons learned and not just when major projects are being planned. Having those discussions can help maintain members and attain their buy-in to the mission of the committee.

The State has taken advantage of other federal funding besides 405(c) and have plans to continue to do so. The State is taking steps to address the conclusions from the prior assessment and are commended for doing so and more progress will be made during the next five years.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Work with your partners to identify performance measures that the TRCC could track on the driver, vehicle and/or roadway systems.





- Consider adding federal and local members to the TRCC to address coordination with federal data systems and local data needs. The federal members can be there in a purely advisory capacity.
- Go beyond the crash, citation and injury surveillance systems and seek out projects that would improve the driver, vehicle and/or roadway systems.

Summary

The State of Georgia's strategic plan is well written and updated annually. They do a good job outlining existing data systems areas of opportunity from the recommendations in their 2014 Traffic Records Assessment, and detailing if and how they will be addressed.

The strategic plan does a good job of documenting countermeasures (projects) and performance measures for two or three of the six core traffic records systems categories (crash, EMS, and adjudication), but leaves out the other systems. The ideal standard calls for at least one countermeasure (project) and performance measure for EACH of the six core traffic records systems.

There is no specific process for identifying technical assistance and training needs outlined in the strategic plan. However, there is at least one example of when the TRCC identified and addressed a training need when updating the crash report. To better meet this standard, the TRCC may want to poll its members and invite more agencies to attend to identify other systems that may be in need of updated training.

The strategic plan does not make specific provisions for coordination with key Federal traffic records data systems, however, there is participation in the NEMESIS program through the currently funded GEMISIS project and an emphasis on continual work toward MMUCC compliance. At the very least, participation by federal partners in the TRCC would be a good start toward addressing federal data systems.

Finally, the State has made strides in improving its crash and citation data systems. These next five years are a good time to bring some attention to the other four systems.

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.**





Considerations for implementing your Crash recommendations

- As the law enforcement agency crash reporting report card is developed, use the opportunity to establish statewide performance measures.
- Develop a methodology for regularly reviewing the crash report, and keeping the crash report, training materials, and data dictionary synchronized.
- Work to increase the number of crashes being submitted through the State crash user interface and thus subjected to the standard list of edits and validation rules, or require data submitted by third party vendors to adhere to these as well.

Summary

The Georgia Department of Transportation (GDOT) is the responsible agency for crash reporting. 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.

The State implemented changes to the crash report and database in 2018. The MMUCC fatal and injury definitions are used and the State has a \$500.00 minimum threshold for reporting property damage only crashes. Crashes must be reported to the State not more than 15 days following the end of the month in which such report was prepared or received by such law enforcement agency. Crashes that occur in non-trafficway areas may be submitted but submission is optional.

The majority of crash reports are either submitted or transmitted electronically to the database. There is the potential for quality to vary greatly. Although the data dictionary contains validation rules and edit checks, third party vendors are informed of the edit checks and validations but the State does not impose them on data submitted by them. Only 28% of reports are submitted through the State crash entry system and known to be subjected to all of the rules.

The crash system interfaces with the DOT's LRS but not with any of the other systems.

The State lacks performance measures. The NHTSA document DOT HS 811 441 Model Performance Measures for State Traffic Records Systems is an excellent resource for guidance. The State is working on a report card type report to return to law enforcement agencies regarding crash reporting. The GDOT is also creating a parallel crash database to make quality control corrections to data without changing the original report.

As the State moves forward, it will important to develop a methodology to periodically review the crash report, and make sure that the report, training materials, and data dictionary remain in sync. Development of the report card could be used to establish performance measures. The State is at a good point to implement these enhancements.





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.**

Considerations for implementing your Vehicle recommendations

- Since both the vehicle and driver system data is housed within the same data system, serious consideration should be given to harmonizing the personal information conventions of both for the future.
- Consider establishing vehicle system quality control measurements for timeliness, accuracy, completeness, uniformity, integration, and accessibility, using the examples for each of the measurements found within the NHTSA Traffic Records Program Assessment Advisory.
- The Department of Revenue should consider becoming more actively involved with participation in the Georgia Traffic Records Coordination Committee (TRCC) by providing periodic vehicle record system quality reports. As an active participating member, the DOR has an opportunity to obtain support for needed DOR vehicle record system enhancements through networking with other members of the TRCC.

Summary

The vehicle records system is one of the major six core elements of a state comprehensive traffic records system where data provides the foundation for the safety planning documents required by law. Timely, accurate, complete, and uniform traffic records help identify and prioritize traffic safety issues and choose appropriate countermeasures and evaluate their effectiveness for these plans.

The Georgia Department of Revenue (DOR) has custodial responsibility for the State vehicle records and was tasked with responding to the vehicle assessment module questions. Historically, the regulations and issue of vehicle titles, registrations, and license plates are primarily a revenue generating priority and remain a major source of State revenue for a variety of identified purposes. However, vehicle records also provide vital traffic safety data.





The responses to many of the questions where the State indicated simply “yes” without supporting suggested evidence or a narrative description made the assessment of how well the vehicle system meets the ideal traffic record system difficult. It is very likely that some “Does Not Meet” ratings could have been higher had further detail and more complete process information been provided.

The Department of Revenue contributes to Georgia law enforcement and highway safety through the use of the vehicle records system. DOR could become more actively involved in this effort with greater participation in the Georgia Traffic Records Coordination Committee (TRCC) and by providing information about their systems to traffic safety stakeholders. As an active participating member, the DOR has an opportunity to obtain support for needed system improvements by working with other State traffic record system managers.

DOR does not currently flag stolen vehicles in the vehicle record system. Support for identifying stolen vehicles has been prioritized and steps to implement the process are planned in future system improvements.

Driver and vehicle owner personal information is housed in a single customer file. However, each system uses different personal identifier data management conventions. The State might consider developing a single standard for the managing personal information conventions in both systems.

Another opportunity for the vehicle data record system would be to consider establishing quality control measurements for timeliness, accuracy, completeness, uniformity, integration, and accessibility. Examples for each of these quality control measurements can be found within the NHTSA Traffic Records Program Assessment Advisory or by contacting the Georgia Highway Safety Office for assistance.

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.**

Considerations for implementing your Driver recommendations

- Create a comprehensive Model Impaired Driving Records Information System (MIDRIS) that provides law enforcement officers, prosecutors, judges, and probation officers with the information they need to make informed decisions.
- Consider the integration of crash data into the driver record, even though legislation does not require it. Having this additional information in the driver history allows for additional data





analyses that could provide valuable information for proactive measures to reduce crashes and/or fatalities.

- Create performance measures and numeric goals for timeliness, accuracy, completeness, uniformity, integration and accessibility that are tailored to the needs of data managers and addresses the concerns of the data users. DDS could start with one or two attributes and build from that.

Summary

The Georgia Department of Driver Services (DDS) has 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 contents of the driver data dictionary are well documented, maintained and updated using ERWIN. Edit checks are used as part of the DB2 database as well as a COBOL programming tool used on the GA DDS mainframe. There are many edit sequences used for further data validation and also business rules that help insure the quality of data that is collected.

Georgia is meeting many of the Advisory ideals relating to procedures and processes. DDS has well documented processes for license, permit and endorsement issuances, reporting and recording of driver education and improvement courses, as well as reporting and recording of other information that may result in a change of license status.

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 Systems (GECPS). DDS has a data purge project that is nearing completion and has completed a first cleansing cycle of the driver data. Georgia has documentation regarding the State's administrative authority to suspend licenses based on a DUI arrest independent of adjudication. They do not have a separate DUI system that includes rehabilitation, detention and probation information. Implementation of a separate DUI system should be considered for future project.

Georgia has an excellent fraud program that detects as well as deters fraudulent activity. Facial recognition is used with a one to many match in conjunction with central issuance for all credentials. All examiners must complete the AAMVA Fraudulent Document Recognition training. The use of the Commercial Skills Test Information Management System (CSTIMS) and the FMCSA grant funded fraud prevention project has been instrumental in deterring CDL fraud. DDS has also established an Office of Investigative Services (OIS) unit that investigates any possible fraud. This allows for timely and pro-active approach to reducing internal and external fraud.





Georgia is scheduled to participate in the AAMVA State to State (S2S) project in 2021, which will allow for an automatic transfer of a complete driver record to participating States. Currently the State only provides driver records to other States through the Commercial Driver Licensing Issuance System (CDLIS) and Problem Driver Pointer System (PDPS). Participation in the S2S project should allow for the sharing and receiving of relevant driver history from other States to be placed on the driver record. DDS provides driver photos to other State law enforcement agencies through a viewer and NCIC and other licensing agencies are provided photos manually after a thorough vetting process. The State should consider participation in the Digital Image Access and Exchange (DIA) program, which is an optional part for the S2S program for a more efficient way of sharing photos.

Georgia has some worthy system and information security measures in place regarding network security, confidential data, data retention, cryptographic architecture, client key sharing, application security, and access standard. The DDS Change Control Policy indicates they will become PCI compliant by December 2019. These efforts are applauded. DDS also uses Footprints, a recording application that maintains a detail account of all access and release of driver information.

Georgia has an interface link between the driver system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) systems. The GECEPS system also provides DUI convictions electronically to the driver system. The driver system does not contain at fault crash data since the State does not require them to be included in the driver record. The integration of crash data should be considered, even though it is not statutorily required. Access to the driver data is provided to law enforcement and the courts through NLETS via Georgia's Bureau Investigation (GBI), Georgia Crime Information Center (GCIC).

Georgia DDS has a great foundation for a formal comprehensive data quality management program. They have automated edit checks and validation rules, as well as some excellent error reporting and data quality feedback with users and managers. They perform periodic audits of the data and have some well documented requirements for timeliness, accuracy, completeness, and uniformity of data. They also produce some good reports that are shared with the TRCC through the DDS website. The piece they are missing are performance measures and numeric goals for each of the data attributes. NHTSA Publication DOT HS 811 411, Model Performance Measures for State Traffic Records Systems, could be used as a guide to assist with the creation of performance measures.

Overall, Georgia has an excellent driver data system and they have continued to implement updates and projects that contribute to the growth of the system; thereby, improving highway safety by providing complete and reliable driver data to the highway safety community.





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.**

Considerations for implementing your Roadway recommendations

- Consider developing roadway performance measures. This could include a formal process of assessing roadway data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration) by utilizing performance management information available in the National Highway Traffic Safety Administration's (NHTSA), "Model Performance Measures for State Traffic Records Systems".
- Consider developing a set of readily available and shareable enterprise roadway system documentation.

Summary

The Georgia Department of Transportation (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.

GDOT maintains a data dictionary for all data elements including many of the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). GDOT currently collects and maintains all the FDEs on all public roads.





Crash data is incorporated within the enterprise roadway information system. Road and traffic data are integrated with crash data using the same LRS as crash data by a process of snapping to the road centerline to generate the inventory route ID and mile point. The crash data are used for safety analysis and roadway data management through the use of system applications.

Two primary shortcomings for the Georgia roadway data system include 1) an apparent lack of readily available process documentation and 2) a lack of performance measures. Performance measures help identify any shortcomings in the data or system for future improvement across the spectrum of data quality measures (timeliness, accuracy, completeness, uniformity, accessibility, and integration). This could include a formal process of assessing roadway data quality by utilizing performance management information available in the National Highway Traffic Safety Administration's (NHTSA), "Model Performance Measures for State Traffic Records Systems". Additional information is also available in a follow-up document published by FHWA titled, "Performance Measures for Roadway Inventory Data". Performance measures should be created for at least some of the attributes, with a goal to add an additional performance measures each year. Given the wide array of data available, this process should be relatively straightforward and should help identify any shortcomings in the data or system for future system improvements.

Citation and 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.**

Considerations for implementing your Citation and Adjudication recommendations

- Consider using the Georgia Electronic Conviction Processing System as the infrastructure for development of a statewide citation tracking system, which would provide information about statewide enforcement efforts, and could be used in concert with the crash file to determine the





effects of various enforcement efforts on crash incidence. It could also help to develop and assess countermeasures.

- Convene a subcommittee of the Traffic Records Coordinating Committee to review local court practices, in an effort to develop uniform processes statewide. Or work with a municipal court association to understand means by which to accomplish statewide uniformity or interoperability of court case management systems.
- Develop measures of the adjudication system data quality based on aspects of data quality already being measured for the Georgia Electronic Conviction Processing System. Measure by percentage, rather than number of errors, so that error levels can be compared and tracked over time.
- Include a judge on the TRCC subcommittee to assist in the review and understanding of court practices.

Summary

The State of Georgia has a non-unified court system in which 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. Additionally, there is no central repository of traffic enforcement data for use by analysts and traffic safety stakeholders. Little integration seems to have taken place between the various traffic records databases.

The State has developed computer software for use by these local courts to transmit convictions electronically to the driver history file at the Division of Driver Services, called the Georgia Electronic Conviction Processing System. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable. As a result, this system has proven the feasibility of using data from various systems to populate the driver file and could be used as the infrastructure for a statewide citation tracking system. Statewide citation tracking has the benefit of providing a broad picture of the State's enforcement activities and when used in conjunction with the crash file can detail what types and frequency of enforcement are effective in crash reduction and reduced crash severity.

Statewide citation tracking is also useful in identifying areas of the State where convictions rates are lower or cases are often not filed. This type of data and analysis is valuable in development of training for law enforcement, prosecutors and the judiciary. It can also track the number of dismissals and deferrals and help determine where deferrals are effective in reducing repeat offenses or where recidivism seems high.

The responses for citation and adjudication data seem to indicate a lack of collaboration between the citation / driver services personnel and the court personnel. This could be remedied by collaboration on the Traffic Records Coordinating Committee (TRCC) and through a sub-committee or task force that would seek to find means of developing uniformity amongst the various autonomous courts as well as with the State courts.





It appears there are measures being taken for various attributes of data quality for the electronic conviction processing system, but that actual performance measures have not been developed and reported regularly to the TRCC. It would be best if measures were taken in "rates" rather than raw numbers so that comparison over time would be possible and improvement or degradation of quality could be identified.

The State has demonstrated that it is possible to work with the various Case Management Systems in use and develop means to process records electronically. Georgia should continue to work with the courts to ensure uniformity, develop interfaces where possible and use the data it has to improve traffic safety statewide.

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.

Considerations for implementing your Injury Surveillance recommendations

- Ensure the many positives, as demonstrated in assessment, are maintained within the existing ISS through TRCC involvement. This inclusion would promote the State's future ISS goals through these demonstrated successes in data access and use.
- Though the TRCC, bring together all ISS data managers to discuss how the six performance measures (timeliness, completeness, accuracy, uniformity, integration, and accessibility) can uniformly be implemented. There are some great best practices already in place. Results from these practices could then be included in the State's Strategic Highway Plan. Performance measurement could become a regular TRCC agenda item and time could be dedicated to a "featured" report at each meeting
- Establish new or use existing informational feedback loops to discuss data specific anomalies for data quality control review. Further use these means for quality improvement recommendations which could be achieved through software updates, data element definitions, or policy changes.
- Consider the linkage of hospital based patient severity (Abbreviated Injury Score, Injury Severity Scale) and including the results in dashboard reports.

Summary





States offering a comprehensive Injury Surveillance System (ISS) have data readily available from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. These data sets enable a wide variety of stakeholders (to include a state TRCC) to both efficiently and effectively evaluate and prioritize motor vehicle crash related needs. Specifically, issues related to data quality and reliable application to address patient severity, costs, and outcomes.

The State of Georgia presently offers a formal comprehensive ISS and can be further favorably qualified by having an 80% “Meets Advisory Ideal” across all responses. The early commitment and continued support in CODES goals and objectives have greatly helped in the present configuration of their ISS. Additionally, the State has demonstrated the use of other supplementary injury data sets such as Child Fatality Review, Youth Risk Behavior Survey, Observational Studies, Traumatic Brain/Spinal Cord Injury. Among their ISS related data strengths is not only their existence, but willingness to share with stakeholders.

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 programs WISQARS. The State's online OASIS system (Online Analytical Statistical Information System) enables public and professional access to summarized data.

Their emergency department and hospital discharge data also share several of the same data characteristics (meets national standards, accessible and used in reporting). The data set is UB-04 based, managed by Georgia Hospital Association (GHA) and shared with (DPH). The only notable difference is the inability to routinely report on patient severity. Reports submitted demonstrated their ability to analyze this data for reporting purposes.

The trauma registry data set is NTDB compliant and available for analysis (to include severity analysis), but at the present time no routine reports are produced to support highway safety projects. The registry has a formal data dictionary, but offers a present limited means of EMS interface. It should be noted that the State has purchased a product that will in future provide the interface means between EMS and Trauma Registry records.

Vital records data is also available for analysis and conforms to national standards. Analysis of this data set was provided, thus demonstrating their ability to identify and report on motor vehicle crash victims.





The State has several levels of data entry checks for their ISS data components (entry level, schematic uploads, and required national levels of acceptance). Also very impressive was the fact that several data sets have established bench marks for determining quality goals. Georgia has several opportunities to build upon and enhance the Injury Surveillance System's data quality. Those include the formal development of performance measures for all six metrics (accessibility, accuracy, completeness, integration, timeliness, uniformity) by submitting entity and measuring over time. Examples for areas lacking comprehensive quality measurement usually the establishment of performance measures with a defined goal, an associated quantitative numerator/denominator, and graphic measurement over time. Together these measurement components can be formally used to assure quality control review has kept the desired feature stable or moved beyond that goal with the implementation of a quality improvement initiative.

The State does not routinely provide informational updates or comprehensive data quality control results to the State TRCC. Incorporating these ISS components, with data manager representation at TRCC, could lead to mutual support initiatives and enhance the capabilities of traffic records program's overall ability to analyze system components. Such support could help in prioritizing and funding interfaces among ISS data sets as an example.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Georgia should consider expanding existing and establish new integration efforts for all the traffic record systems, especially the driver, citation and adjudication, and vehicle datasets in order to leverage more robust analysis regarding at-risk driver populations and vehicle characteristics associated with motor vehicle crashes.
- Georgia should consider utilizing the benefits of the State's TRCC, with its multi-disciplinary membership, to advance data governance across all traffic record component systems and to coordinate efforts for new data integration efforts.

Summary

Highway Safety program managers and decision-makers benefit from integrated datasets for insights otherwise not possible based on a singular data system. Comprehensive behavioral safety analysis often require connections between the six major traffic records system components: crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

The Georgia Department of Health provides access to traffic data and analytic resources for behavioral managers through multiple tools such as the Public Health Information Portal (PHIP), the Online Analytical





Statistical Information System (OASIS), CODES and the research pages on the GOHS public website. All offer tools and assistance in mining limited data to help identifying problems, setting priorities and providing program evaluation. OASIS, in particular, lacks integrated data from many of the traffic record system components that would allow for more robust analysis.

It is notable that Georgia integrates crash and roadway data. Crash locations, and roadway segments, combined with event and behavioral information found on the crash report provide insights when developing and applying roadway improvement projects as well as evaluating pre- and post-project effectiveness. Georgia also successfully integrates crash and injury surveillance data to track reported injury severity on the crash report with injury information scores from the emergency department and hospital discharge data.

Even though Georgia has established integration with two traffic records component systems, it appears to have no significant integration with systems representing vehicle, driver, citation and adjudication data. Although requests have been made to integrate driver data, according to the response provided in both the 2014 and 2019 assessments, progress on this endeavor appears minimal. Fields between the vehicle and crash data provide an opportunity to integrate and link the two systems, but that too remains in the future for Georgia.

It is commendable that there is a strong working partnership between the TRCC and the CODES board in Georgia. The TRCC Coordinator is the chair of the CODES Board and this Board takes a leading role in overseeing and providing guidelines about the integration of traffic records and promotes the data governance of these records. Data governance, access and security policies regarding the data, however, are handled by the individual data owners and do not strongly leverage the TRCC in taking lead on these efforts.

Although the CODES Board provides leadership and expertise, to meet the advisory ideal, data governance should also include a formal set of documented processes, policies and procedures used to integrate the traffic data systems. According to the Traffic Records Program Assessment Advisory, these policies and procedures should address and document data definitions, content, and management of key traffic records data sources within the State. The standards would apply across platforms and systems and provide the foundation for data integration and comprehensive data quality management.

Georgia is working to incorporate crash, emergency room, and hospital aggregate data on the web site OASIS. By leveraging the opportunities provided through the TRCC and a more formal data governance process, a comprehensive roadmap could establish the timeline for providing this integration, as well as adding links to the other traffic record component systems.





Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting ‘meets’, ‘partially meets’, or ‘does not meet’. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment		
System	 Meets	 Partially Meets	 Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	-1	+1
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	0	+1	-1
Crash Data System			
Description and Contents of the Crash Data System	+2	-1	-1
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	+1	-1	0
Procedures and Process Flows for Crash Data Systems	+1	0	-1
Crash Data Systems Interface with Other Components	0	0	0
Data Quality Control Programs for the Crash System	+1	+2	-3
Vehicle Data System			
Description and Contents of the Vehicle Data System	0	0	0
Applicable Guidelines for the Vehicle Data System	-1	-1	+2
Vehicle System Data Dictionary	0	-1	+1
Procedures and Process Flows for the Vehicle Data System	0	0	0
Vehicle Data System Interface with Other Components	0	0	0
Data Quality Control Programs for the Vehicle Data System	0	0	0
Driver Data System			
Description and Contents of the Driver Data System	0	0	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	0	0	0
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0





Data Quality Control Programs for the Driver System	0	-4	+4
Roadway Data System			
Description and Contents of the Roadway Data System	-1	+1	0
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	0	0
Procedures and Process Flows for the Roadway Data System	-2	+2	0
Intrastate Roadway System Interface	0	0	0
Data Quality Control Programs for the Roadway Data System	0	0	0
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	0	0	0
Guidelines and Participation in National Data Exchange Systems for C&A Systems	0	0	0
Data Dictionary for the Citation and Adjudication Data Systems	0	0	0
Procedures and Process Flows for the Citation and Adjudication Data Systems	0	0	0
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Description and Contents of the Injury Surveillance System	-1	+1	0
Applicable Guidelines for the Injury Surveillance System	+1	0	-1
Data Dictionaries and Coding Manuals for the Injury Surveillance System	0	0	0
Processes and Procedures for the Injury Surveillance System	+1	-1	0
Data Interfaces Within the Injury Surveillance System	0	+1	-1
Quality Control Programs for the Emergency Medical System (EMS)	-3	+3	0
Quality Control for Emergency Department and Hospital Discharge Component	+3	-2	-1
Quality Control for the Trauma Registry Component	+1	+2	-3
Quality Control for Vital Records	0	0	0
Data Use and Integration			
Data Use and Integration	-2	+2	0
<hr/>			
<i>Total Change</i>	<i>+1</i>	<i>+3</i>	<i>-4</i>





Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.





Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	Onsite Kickoff Meeting
	Monday, Week 1 – 12pm EST, Friday, Week 3	Round 1 Data Collection: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	Round 1 Analysis: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	Review Period: State reviews the assessors’ initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	Onsite Review Meeting: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	Round 2 Data Collection: State provides final response to the assessors’ preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	Round 2 Analysis: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative (“no,” don’t know,” etc.)”. These responses constitute an acceptable answer and will receive a “does not meet” rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.





Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	April 08, 2019
Begin first Q&A Cycle	April 08, 2019
End first Q&A Cycle	April 19, 2019
Begin Review Period	May 02, 2019
Onsite Meeting	May 09, 2019
Begin second Q&A Cycle	May 10, 2019
End second Q&A Cycle	May 24, 2019
Assessors' Final Results Complete	June 10, 2019
Final Report Due	June 21, 2019
Debrief	June 26, 2019





Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

TRCC

1. Does the TRCC membership include executive and technical staff representation from all six data systems?

Meets Advisory Ideal

According to the TRCC Charter document, the State's TRCC has both an executive committee and technical committee, with representation from all six core data systems at the appropriate level.

Change Notes: Rating Unchanged.

2. Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?

Meets Advisory Ideal

The executive committee members are high level employees within their agencies and have the power to direct resources within their respective agencies.

Change Notes: Rating Unchanged.

3. Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?

Meets Advisory Ideal

Custodial agencies do ask for input from TRCC members when major projects are being planned.

Change Notes: New Question.

4. Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?

Does Not Meet Advisory Ideal

The individual agencies will consult with their internal IT department when it comes to the





planning of major projects. The TRCC does not reach out to the agencies to inquire about projects or to offer assistance.

Change Notes: Rating Unchanged.

5. Is there a formal document authorizing the TRCC?

Meets Advisory Ideal

The Charter formally authorizes and thoroughly describes the structure and operations of the TRCC.

Change Notes: Rating Unchanged.

6. Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?

Meets Advisory Ideal

The TRCC technical committee is responsible for implementing and revising the plan. It's presented to the executive committee for review and comment before final submission. Updates for all projects are provided at committee meetings.

Change Notes: Rating Unchanged.

7. Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?

Meets Advisory Ideal

Georgia TRCC is responsible for the allocation of 405(c) funds. The TRCC reviews and ranks all submissions then submits them to Georgia Office of Highway Safety. The highest ranked projects are provided to the executive committee for approval.

Change Notes: Rating Unchanged.

8. Does the TRCC identify core system performance measures and monitor progress?

Does Not Meet Advisory Ideal

The core data system owners identify performance measures to comply with NHTSA's annual requirement for 405c funds. No evidence or description was provided documenting how performance measures are identified or how progress is tracked. The State is encouraged to use performance measures to monitor the health of their traffic records systems as well as evaluate progress toward anticipated system improvement rather than to simply comply with NHTSA's annual requirement for 405c funds.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





9. Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?

Meets Advisory Ideal

Both the charter and the meeting minutes provide evidence that the TRCC is enabling meaningful coordination among stakeholders.

Change Notes: Rating Unchanged.

10. Does the TRCC have a traffic records inventory?

Does Not Meet Advisory Ideal

The State does not have a traffic records inventory.

Change Notes: Rating Unchanged.

11. Does the TRCC have a designated chair?

Meets Advisory Ideal

According to the charter, the permanent chairman of the TRCC Executive Committee is the Director of the Governor's Office of Highway Safety. The GOHS Traffic Records Coordinator serves as the chair of the TRCC Technical Committee, however that position is currently vacant. Responsibilities of both positions are outlined in the charter.

Change Notes: Rating Unchanged.

12. Is there a designated Traffic Records Coordinator?

Does Not Meet Advisory Ideal

Currently the traffic records coordinator position is vacant.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

13. Does the TRCC meet at least quarterly?

Partially Meets Advisory Ideal

The TRCC did meet at least twice last year.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

14. Does the TRCC review quality control and quality improvement programs impacting the core data systems?

Meets Advisory Ideal

TRCC does oversee quality control/improvement programs with regard to the core data





systems.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

15. Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?

Does Not Meet Advisory Ideal

The TRCC does not coordinate training or assistance to its stakeholders. However, if a member brings an issue to the TRCC they will respond.

Change Notes: Rating Unchanged.

16. Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds

Meets Advisory Ideal

The TRCC does make use of funds beyond 405c as evidenced by a project funded by the Center for Disease Control to collect observational data on seat-belt use and distraction.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Strategic Planning

17. Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?

Meets Advisory Ideal

The State's Traffic Records Strategic Plan addresses existing data systems areas of opportunity based on the recommendations from Georgia's 2014 Traffic Records Assessment, and details if and how they will be addressed.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

18. Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?

Partially Meets Advisory Ideal

The strategic plan documents countermeasures (projects) for only three of the six traffic records systems categories: crash, EMS, and adjudication. There does not appear to be any identified countermeasures for the other three traffic records systems categories.





Change Notes: Rating Unchanged.

19. Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?

Partially Meets Advisory Ideal

The State has a process for determining performance measures as part of the grant application process for projects. However, only two of the systems (crash and EMS) appear to have performance measures being tracked. The ideal standard requires identifying and tracking a performance measure for each of the each of the six core data systems.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

20. Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?

Meets Advisory Ideal

The State has a well-documented and detailed project prioritization process that assigns priority points in a matrix of considerations for each project. The process is well-formulated and allows the State to justify the selection or projects for federal funding.

Change Notes: Rating Unchanged.

21. Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?

Partially Meets Advisory Ideal

There is no specific process for identifying technical assistance and training needs outlined in the strategic plan. However, there is an example of when the TRCC identified and addressed a training need when updating the crash report, as a training manual was created and training was conducted online.

Change Notes: Rating Unchanged.

22. Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?

Partially Meets Advisory Ideal

The TRCC appears to have a process for establishing timelines and responsibilities for projects, although it is not documented in the Strategic Plan.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





23. Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?

Does Not Meet Advisory Ideal

The TRCC does not have a formalized process for integrating state and local data needs and goals into the strategic plan. They are just addressed on a case-by-case basis.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

24. Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?

Meets Advisory Ideal

The TRCC is open to considering new technology when developing and managing traffic records projects. An example is the funding to GDOT to assist with upgrades to the crash report.

Change Notes: Rating Unchanged.

25. Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?

Meets Advisory Ideal

The State responded that lifecycle costs are considered in grant applications as grantees are asked to address the self-sufficiency of the project. This parameter is then included in the ranking of applications.

Change Notes: Rating Unchanged.

26. Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?

Partially Meets Advisory Ideal

The strategic plan does not make specific provisions for coordination with key Federal traffic records data systems, however they continue to participate in the NEMISIS program through the currently funded GEMSIS project. The strategic plan also emphasizes continual work toward MMUCC compliance.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

27. Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?

Meets Advisory Ideal





The strategic plan - including the the overview, current project highlights and funding report sections - is updated annually. The TRCC technical group makes the updates and recommends it to the TRCC executive committee for approval.

Change Notes: Rating Unchanged.

Crash System Description

28. Is statewide crash data consolidated into one database?

Meets Advisory Ideal

State statute defines that all law enforcement agencies report on a GDOT defined format to the statewide electronic system. Crash reports are consolidated into one database.

Change Notes: Rating Unchanged.

29. Is the statewide crash system's organizational custodian clearly defined?

Meets Advisory Ideal

State statute clearly defines the Georgia Department of Transportation (GDOT) as the responsible agency for the statewide crash system. The GDOT has authority to approve third party submissions of crash reports. The GDOT is authorized to provide crash reports as needed to the Department of Driver Services.

Change Notes: Rating Unchanged.

30. Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?

Meets Advisory Ideal

The Georgia Department of Transportation requires fatal crashes to be submitted using the fatality definition in MMUCC as part of the overall duty to report traffic crashes.

Change Notes: Rating Unchanged.

31. Does the State have criteria requiring the submission of injury crashes to the statewide crash system?

Meets Advisory Ideal

The Georgia Department of Transportation requires injury crashes to be submitted using the injury definitions in MMUCC as part of the overall duty to report traffic crashes.

Change Notes: Rating Unchanged.





32. Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?

Meets Advisory Ideal

The Georgia Department of Transportation requires property damage only (PDO) crashes to be submitted as defined in State statute for reporting crashes. The State has a \$500.00 minimum threshold for reporting.

Change Notes: Rating Unchanged.

33. Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?

Meets Advisory Ideal

State statute defines the deadline for reporting crashes to the GDOT. Required reports shall be submitted to the Department of Transportation not more than 15 days following the end of the month in which such report was prepared or received by such law enforcement agency.

Change Notes: New Question.

34. Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?

Meets Advisory Ideal

The statewide database allows for the submission of crashes that occur in non-trafficway areas but submission is optional.

Change Notes: Rating Unchanged.

35. Is data from the crash system used to identify crash risk factors?

Meets Advisory Ideal

The State does a very good job at using crash data to identify and optimize engineering interventions to improve traffic safety. Crash data has also been used to advocate for changes in driver behavior by using Safety Action Plans and educating the legislature about distracted driving.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

36. Is data from the crash system used to guide engineering and construction projects?

Meets Advisory Ideal

The State does a very good job at using crash data to identify and optimize engineering interventions to improve traffic safety. A data-driven approach to network screening for engineering/construction projects is in place.

Change Notes: Rating Unchanged.





37. Is data from the crash system regularly used to prioritize law enforcement activity?

Meets Advisory Ideal

Crash data is used to identify areas for high visibility enforcement programs such as the Thunder Task Force which focus on distracted driving, speed, and impaired driving. The State's previous assessment included several other programs.

Change Notes: Rating Unchanged.

38. Is data from the crash system used to evaluate safety countermeasure programs?

Meets Advisory Ideal

The State makes crash data available for evaluation of safety programs. CODES data was used to evaluate booster seat legislation. The State described the child occupant safety protection program that included before and after measures to evaluate a countermeasure. Data is used by engineering to identify locations. The HSIP program also tracks pre and post intervention data.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Crash Guidelines

39. Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?

Meets Advisory Ideal

The GDOT and TRCC began the work to update the crash report in 2016 to be implemented in 2018. The State's crash reporting manual includes information on the process used for incorporating the latest version of MMUCC into its revisions of the crash system and police crash report.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

40. Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?

Meets Advisory Ideal

ANSI D16 was used to guide the update of the crash report and several references are listed in the training manual.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





Crash Data Dictionary

41. Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?

Meets Advisory Ideal

The data dictionary that contains all of the elements including those that are system generated or otherwise derived is provided for question 42. To allow each question to stand alone it should also be attached here but the assessors were able to verify the information.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

42. Does the data dictionary document the system edit checks and validation rules?

Meets Advisory Ideal

The validation rules are contained in the data dictionary and a companion document contains the edit checks.

Change Notes: Rating Unchanged.

43. Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?

Partially Meets Advisory Ideal

The crash report form, data dictionary, and training materials were updated for the 2018 changes. Consistency is met as items were updated at the same time. However, there is no indication of how the State will ensure they will remain up-to-date and in sync.

Change Notes: Rating Unchanged.

44. Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?

Does Not Meet Advisory Ideal

It is unclear if the crash data system contains any data elements populated from other sources.

Change Notes: Rating Unchanged.

Crash Procedures & Processes





45. Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?

Partially Meets Advisory Ideal

Although the GDOT defines the required data elements, third party vendors submitting crash reports are not subjected to the edit checks and validations. The State provides software vendors with a list of required fields, yet they don't enforce these rules. The State may wish to document the differences and work toward uniformity in crash submissions.

Change Notes: New Question.

46. Does the State reevaluate their crash form at regular intervals?

Does Not Meet Advisory Ideal

The State does not have a process to reevaluate their crash form on a regular basis. The State's TRCC is an ideal group to incorporate update discussions at regular intervals.

Change Notes: New Question.

47. Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?

Meets Advisory Ideal

A detailed FARS flowchart was provided as well as documentation on third party vendors wanting to submit crash data. Please update the attachment to GUMVAR GEARS data exchange spec 4.4, it is currently GEARS External Data Specification 4.3.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

48. Are the quality assurance and quality control processes for managing errors and incomplete data documented?

Partially Meets Advisory Ideal

The State has begun this process by using a parallel copy of the crash data that will be updated as error are identified. Because this is a brand new initiative, the assessor will rate as partially meets advisory ideal until the processes are fully defined.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





49. Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?

Meets Advisory Ideal

The State's 10 year retention policy for crash data reports is sufficient for the needs of the data users.

Change Notes: Rating Unchanged.

50. Do all law enforcement agencies collect crash data electronically?

Partially Meets Advisory Ideal

The State has increased their electronic submission of crash reports from 80% to 95% but it is unclear if those submitted electronically were captured electronically.

Change Notes: Rating Unchanged.

51. Do all law enforcement agencies submit their data to the statewide crash system electronically?

Partially Meets Advisory Ideal

The State has increased their electronic submission of crash reports from 80% to 95%. The State may want to consider moving some of the third party submissions to the State submission method to ensure that the standard data validations and edit checks are applied to a larger portion of the crash report submissions.

Change Notes: Rating Unchanged.

52. Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?

Does Not Meet Advisory Ideal

Although third party vendors are made aware of the validation rules, the State does not enforce them on third party submissions.

Change Notes: Rating Unchanged.

Crash Interfaces

53. Does the crash system have a real-time interface with the driver system?

Does Not Meet Advisory Ideal

There is no real-time connection between the crash and driver databases. There are many





variables in common that could be used for this. The State may wish to consider interfacing with the driver database to help auto-populate fields on the crash report.

Change Notes: Rating Unchanged.

54. Does the crash system have a real-time interface with the vehicle system?

Does Not Meet Advisory Ideal

There is no real-time connection between the crash and vehicle databases. There are many variables in common that could be used for this. The State may wish to consider interfacing with the vehicle database to help auto-populate fields on the crash report.

Change Notes: Rating Unchanged.

55. Does the crash system interface with the roadway system?

Meets Advisory Ideal

The crash system uses linkage with the DOT LRS to derive certain data elements.

Change Notes: Rating Unchanged.

56. Does the crash system interface with the citation and adjudication systems?

Does Not Meet Advisory Ideal

The crash system does not interface with any citation or adjudication systems.

Change Notes: Rating Unchanged.

57. Does the crash system have an interface with EMS?

Does Not Meet Advisory Ideal

The crash system does not interface with EMS, however, a post-processing linkage is obtained through their CODES program.

Change Notes: Rating Unchanged.

Crash Quality Control

58. Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?

Partially Meets Advisory Ideal

The State crash entry system has edit checks and validation rules but only 28% of crashes are entered this way. Third party vendors are informed of the edit checks and validations but the State does not impose them on data submitted by third party vendors.





Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

59. Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?

Partially Meets Advisory Ideal

State staff do not amend crash reports in-house. The State is working on a parallel database that will include correcting obvious errors without changing the officer report. Analysts will have access to the altered data.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

60. Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?

Does Not Meet Advisory Ideal

There is currently no process to return reports to the submitting agencies. The State will implement a report card type feedback to agencies later this year to highlight data errors but there are no plans to return individual reports to officers.

Change Notes: Rating Unchanged.

61. Does the State track crash report changes after the original report is submitted by the law enforcement agency?

Does Not Meet Advisory Ideal

Tracking crash report changes after the original report is submitted by the law enforcement agency is reported to be part database but no documentation was provided.

Change Notes: New Question.

62. Are there timeliness performance measures tailored to the needs of data managers and data users?

Meets Advisory Ideal

State statute requires all law enforcement agencies to provide crash reports to the department within 15 days following the last day of the month in which the crash occurred. The State calculates whether agencies are meeting this criteria by measuring the percentage of reports received within the time frame.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





63. Are there accuracy performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Although the CODES program does conduct some accuracy measures there appear to be none for the crash records data as a whole that include baseline and subsequent years.

Change Notes: Rating Unchanged.

64. Are there completeness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

There are currently no completeness performance measures though this may be a part of the upcoming agency report card.

Change Notes: Rating Unchanged.

65. Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

There are currently no uniformity performance measures though this may be a part of the upcoming agency report card.

Change Notes: Rating Unchanged.

66. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

There are currently no integration performance measures. Although the State provided an example of CODES looking at age discrepancies, this area asks for a measure of integration such as how many records (or percentage of records) are linked over time.

Change Notes: Rating Unchanged.

67. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Accessibility can be difficult to measure. There are currently no accessibility performance measures. The State may want to conduct usage surveys in addition to access logs to track the experience and frequency of the portal's use.

Change Notes: Rating Unchanged.





68. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

The State provided targets for fatalities and injuries. However, this question is referring to performance measures related to the six quality attributes, not the SHSP targets.

Change Notes: Rating Unchanged.

69. Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?

Does Not Meet Advisory Ideal

The performance report provided by the State does show a measure of timeliness. This measure and its dissemination to law enforcement agencies was unclear.

Change Notes: Rating Unchanged.

70. Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?

Does Not Meet Advisory Ideal

No process for detecting high-frequency errors or putting changes into place was provided. The State plans to address this need with the system referred to as Report Cards.

Change Notes: Rating Unchanged.

71. Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?

Does Not Meet Advisory Ideal

The State's current quality control review does not include the comparing the narrative and diagram with the coded values. Future plans include addressing QC of coded values in the forthcoming Report Cards.

Change Notes: Rating Unchanged.

72. Are sample-based audits periodically conducted for crash reports and related database content?

Does Not Meet Advisory Ideal

No sample audits of crash reports are conducted.

Change Notes: Rating Unchanged.





73. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Does Not Meet Advisory Ideal

No trend analysis is currently conducted to identify data differences across years and jurisdictions.

Change Notes: Rating Unchanged.

74. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Does Not Meet Advisory Ideal

There is no specific process to regularly communicate data quality feedback. It would be helpful to create a formal process for providing feedback. The TRCC could serve as a good starting point for this effort.

Change Notes: Rating Unchanged.

75. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

No quality management reports are currently being generated nor is the information provided to the TRCC. The State indicates that they will be addressing this issue with the implementation of report cards in the fall.

Change Notes: Rating Unchanged.

Driver

System Description

76. Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?

Meets Advisory Ideal

The Georgia Department of Driver Services (DDS) has custodial responsibility for the driver data system, which includes commercially licensed drivers. The driver system resides on the State's mainframe.

Change Notes: Rating Unchanged.

77. Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?

Meets Advisory Ideal

The State driver data system captures details of driver improvement and new driver course





completions through the use of the Online Certification Reporting Application (OCRA) system which maintains electronic records of Driver Improvement and new driver course completions. The electronic records include students' demographic information, provider name, address, DDS certification #, instructor name and certification #, type of course, and date of completion. OCRA matches students to driving records by validating at least 3 criteria fields: name (first, middle, last, suffix), date of birth, driver's license, social security number, and/or gender. If no matching driving record can be identified, the student may either mail their certificate to DDS or bring the certificate into a DDS Customer Service Center.

Change Notes: Rating Unchanged.

78. Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?

Meets Advisory Ideal

The State driver data system captures and retain the dates of original issuance for all permits, licensing, and endorsements as evident from the license table that was attached.

Change Notes: Rating Unchanged.

Driver Guidelines

79. Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?

Meets Advisory Ideal

The Georgia driver data system interacts with PDPS and CDLIS as evident from the PDPS screenshot and the AAMVA CDLIS timeliness and accuracy summary report that was provided.

Change Notes: Rating Unchanged.

Driver Data Dictionary

80. Are the contents of the driver data system documented with data definitions for each field?

Meets Advisory Ideal

The DDS driver data system has field names, content, and data field sizes defined and maintained in a data dictionary.





Change Notes: Rating Unchanged.

81. Are all valid field values-including null codes-documented in the data dictionary?

Meets Advisory Ideal

Georgia's driver system has field values, including null codes, documented in driver tables that are used by program script to validate field content.

Change Notes: Rating Unchanged.

82. Are there edit checks and data collection guidelines for each data element?

Meets Advisory Ideal

The driver data system uses check constraints as part of the DB2 database. A COBOL programming tool is also used on the GA DDS mainframe. There are also many edit routines used for further data validation and also business rules that help insure the quality of data that is collected. The State provided a guideline document as an example of the citation edits used for incoming data from courts.

Change Notes: Rating Unchanged.

83. Is there guidance on how and when to update the data dictionary?

Meets Advisory Ideal

Georgia's DBA staff are involved in all projects and program changes and are responsible for the update to ERWIN (database dictionary) with each project or change.

Change Notes: Rating Unchanged.

Driver

Procedures & Processes

84. Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?

Meets Advisory Ideal

GA DDS University has a training manual for the issuance of license, permits, and endorsements documented by the attached training manual table of contents and diagrams. The narrative provided indicates that there is also defined processes for reporting and recording of convictions, withdrawal actions, and driver training.





Change Notes: New Question.

85. Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?

Meets Advisory Ideal

Georgia DDS has process flow documents for the driver data system that includes inputs from other data systems. They also have a process flow diagram for the reporting of citations from the Georgia Electronic Citation Processing System (GECPS) to the driver system.

Change Notes: Rating Unchanged.

86. Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?

Meets Advisory Ideal

Georgia's DDS's OCRA and GECEPS applications, as well as user manuals, identify errors and what steps are used to fix the errors. The licensing system has preventative code that does not allow a permit, license, or endorsement to be issued when an error is detected.

Change Notes: Rating Unchanged.

87. Are there processes and procedures for purging data from the driver data system documented?

Meets Advisory Ideal

DDS has developed guidelines to purge old data from the driver license database and is in the middle of a project to complete what appears to be a first cleansing cycle. The project has also implemented a schedule for ongoing purges of the driver database.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

88. In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?

Meets Advisory Ideal

The administrative suspension for a DUI arrest is permitted in the State of Georgia by statute and agency rule. The Georgia DDS carry's out the duties of the suspension of the license/permit and records the process in their Standard Operating Procedures.

Change Notes: Rating Unchanged.





89. Are there established processes to detect false identity licensure fraud?

Meets Advisory Ideal

DDS has established thorough processes to detect licensure fraud. Facial recognition software is utilized with a one to many match before the credential is approved for distribution to the customer. DDS has established an Office of Investigative Services (OIS) unit that investigates all possible fraud. All examiners must complete the AAMVA Fraudulent Document Recognition training class.

Change Notes: Rating Unchanged.

90. Are there established processes to detect internal fraud by individual users or examiners?

Meets Advisory Ideal

Internal fraud detection is accomplished through the use of system security with fingerprint sign-on and role based system access to individuals. The one-to-one facial match during the issuance process requires an override if the system advises the photos do not match. Further verification is performed on those transactions through an overnight system verification process.

Change Notes: Rating Unchanged.

91. Are there established processes to detect CDL fraud?

Meets Advisory Ideal

The State has established exemplary measures to detect and deter CDL fraud. The use of Commercial Skills Test Information Management System (CSTIMS) has assisted in this area as well as the amount of auditing, monitoring and training that is done on State CDL examiners and CDL third party examiners. DDS utilizes grand funding from FMCSA to assist in CDL fraud prevention and a 2019 grant performance progress report was provided.

Change Notes: Rating Unchanged.

92. Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?

Partially Meets Advisory Ideal

The State provides driver history through CDLIS for CDL driver's as part of the CSOR process and for the non-CDL driver's a manual process is completed when the data is requested. GA has plans to join the State to State (S2S) process in 2021 which will transmit the records electronically.

Change Notes: New Question.

93. Does the State obtain the previous State of Record electronically upon request?

Does Not Meet Advisory Ideal





Georgia does not obtain the previous State of Record electronically or manually. They do utilize PDPS prior to license issuance to ensure the driver is eligible for licensure in Georgia. The State is scheduled to join the State-to-State (S2S) program in 2021.

Change Notes: New Question.

94. Does the State run facial recognition prior to issuing a credential?

Meets Advisory Ideal

Georgia utilizes facial recognition software in a one-to-one match for issuance of a temporary credential. Use of central issuance allows for a one-to-many match prior to the permanent credential being issued.

Change Notes: New Question.

95. Does the State exchange driver photos with other State Licensing agencies upon request?

Meets Advisory Ideal

Georgia's DDS will provide photos upon request to authorized requester's after verification. Local law enforcement obtains the photo through a viewer, other law enforcement can obtain them through NCIC, and the out-of-state agencies are completed manually once the authorization has been approved according to State statute.

Change Notes: New Question.

96. Are there policies and procedures for maintaining appropriate system and information security?

Meets Advisory Ideal

The State has well documented system and information security measures as evident in the DDS Enterprise System RACF Table of Contents that was provided. The DDS Change Control Policy that was provided reflects they will become PCI compliant by December 2019. DDS has also implemented mandatory employee policies regarding network security, confidential data, data retention, cryptographic architecture, client key sharing, application security, and access standard.

Change Notes: Rating Unchanged.

97. Are there procedures in place to ensure that driver system custodians track access and release of driver information?

Meets Advisory Ideal

Georgia DDS uses a recording application called Footprints that maintains all access and release of driver information including the party receiving the information, the purpose requested, information released, date and time the information was released, as well as the person that assembled the data, and the approval for release of information.





Change Notes: Rating Unchanged.

Driver Interfaces

98. Does the State post at-fault crashes to the driver record?

Does Not Meet Advisory Ideal

Georgia law does not require the driver record to contain at fault crashes; therefore, DDS does not obtain crash record data from the custodian agency that collects the crash records.

Change Notes: Rating Unchanged.

99. Does the State's DUI tracking system interface with the driver data system?

Does Not Meet Advisory Ideal

DDS driver system receives DUI convictions from the courts through Georgia Electronic Conviction Processing System (GECEPS). The State does not have a separate DUI tracking system that includes information as it relates to rehabilitation, detention and probation requirements.

Change Notes: Rating Unchanged.

100. Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?

Meets Advisory Ideal

The DDS driver data system interfaces with the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system for original and renewal license transactions as applicable.

Change Notes: Rating Unchanged.

101. Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?

Meets Advisory Ideal

The State has the capability to grant authorized law enforcement personnel access to information in the driver system by providing an interface to support driver inquiry functions through NLETS via GBI's GCIC system.

Change Notes: Rating Unchanged.





102. Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?

Meets Advisory Ideal

The courts have access to driver data through NLETS through GBI's GCIC system. Administration and protocols for access is managed by GBI.

Change Notes: Rating Unchanged.

**Driver
Quality Control**

103. Is there a formal, comprehensive data quality management program for the driver system?

Partially Meets Advisory Ideal

Georgia DDS has a good foundation for a formal comprehensive data quality management program. They have automated edit checks and validation rules, as well as some excellent error reporting and data quality feedback with users and managers. They also have some excellent citation error reports that are available to the public and the TRCC. The piece they are missing is the performance measures and numeric goals.

Change Notes: Rating Unchanged.

104. Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?

Meets Advisory Ideal

The State driver system has automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements within the DB2 database and COBOL programs used.

Change Notes: Rating Unchanged.

105. Are there timeliness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

Georgia DDS provided several reports that provide the end user with timeliness and accuracy data for a specified period of time. The reports however lack a baseline a key tool in identifying improvements or areas of concerns and need for future development.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





106. Are there accuracy performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

DDS has some excellent reports for assessing the types and method of license issuances they do not have an actual performance measure for accuracy of the driver data in the system. The error report the DB2 error log, citation progress report, and CDLIS timeliness and accuracy summary could be used toward establishing an actual accuracy performance measure by establishing a baseline measure and then capturing actual measures each month from each of these reports for an actual measurement of improvement or not. DDS could start with one accuracy performance measure and then gradually add on additional performance measures, based on all of the reports they currently have.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

107. Are there completeness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State has supplied a few reports that show various completion and accuracy rates. The CDLIS timeliness reports is the most complete report that identifies baselines and actual values for one component of the issuance of a license. And although the other report gives numeric values and percentages of quality data versus rejects, they still do not indicate there are completeness performance measures with baselines and actual values for the driver system tailored to the needs of the data users.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

108. Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State has some well documented rules or requirements for submitting uniform data in the driver system; however, this is not a uniformity performance measure. The check constraints used in the DB2 database and business rules used in COBOL programs is also not an actual performance measure for uniformity of data in the driver system. An example of uniformity measure could be the number of standards compliant data elements entered into the driver database or obtained via linkage to other databases.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





109. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

GA DDS reports that there are validation of data and error logs that exist in the DB2 table. The DDS Example Integration SAVE document verifies that numeric data is gathered from the system, however, it does not appear there are performance measures with baselines tailored to the needs of the data management users.

Change Notes: Rating Unchanged.

110. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

While the State has identified the many users of the driver data system and has surveyed their satisfaction with the customer service center they do not have any established accessibility performance measures that include a baseline measure with an actual value. This could be accomplished by querying the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request. Document the method of data collection and the principal users' responses.

Change Notes: Rating Unchanged.

111. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

While the State provided a measurable objective for a strategic goal to increase awareness and use of technology options, they do not have actual performance measures for attributes of the driver system; therefore, they have not established numeric goals-performance metrics-for each performance measure.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

112. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Meets Advisory Ideal

DDS utilizes error report to assist with the detection of high frequency errors. Legislative updates are also used with high frequency errors to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions.

Change Notes: Rating Unchanged.





113. Are sample-based audits conducted periodically for the driver reports and related database contents for that record?

Meets Advisory Ideal

DDS conducts independent audits outside of required federal agency audits as evident from the redacted audit report that was provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

114. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Does Not Meet Advisory Ideal

Periodic trend analyses are used to monitor trend lines for online services related to driving privileges, user awareness, and application processing. However, there are not any periodic comparative and trend analyses for the actual driver data that could identify unexplained differences and possible system deficiencies or safety trends such as a rise in impaired driving whether by jurisdiction or time, can be addressed.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

115. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Meets Advisory Ideal

DDS conducts quarterly meetings with members of management to discuss performance measures and identified changes to be completed. These are logged within Footprints as evident from the excerpt of log that was provided. Additionally, documents were supplied that verify communication to the end users in the forms of email, telephone, and "ask DDS" days.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

116. Are data quality management reports provided to the TRCC for regular review?

Meets Advisory Ideal

GA DDS provides the following reports to the TRCC: Driver Summary Report, DUI Data Report, Distracted Driver Report, Move Over Report, and the Reckless Driving Report. These reports are available on the DDS website and discussed as an agenda item at the TRCC/CODES meetings. The narrative provides that "abnormal" data elements are discussed which indicates the data quality is reviewed.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





Vehicle System Description

117. Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?

Meets Advisory Ideal

Georgia has named the Department of Revenue as having the centralized custodial responsibility of the identification and ownership of the vehicles records data.

Change Notes: Rating Unchanged.

118. Does the State or its agents validate every VIN with a verification software application?

Partially Meets Advisory Ideal

The State uses VINtelligence software to validate Vehicle Identification Numbers. It is not clear if every transaction has the VIN verified or only specific transactions.

Change Notes: Rating Unchanged.

119. Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?

Does Not Meet Advisory Ideal

According to the State response, no 2D standard barcoding is used on vehicle registration documents at this time. Utilization of a barcode on the vehicle registration could improve accuracy for the collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Change Notes: Rating Unchanged.

Vehicle Guidelines

120. Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?

Partially Meets Advisory Ideal

The State response indicates that the vehicle system does provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily. They did not describe the manner of the transmittal to NMVTIS.





Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

121. Does the vehicle system query NMVTIS before issuing new titles?

Partially Meets Advisory Ideal

The State response indicates that the vehicle system does query NMVTIS before issuing new titles, but provided no details regarding how the queries are accomplished.

Change Notes: Rating Unchanged.

122. Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?

Does Not Meet Advisory Ideal

The State response indicates that the State does incorporate title brands recommended by AAMVA and/or received via NMVTIS on the vehicle record, but provided no narrative information or documentation regarding what Georgia title brands are used.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

123. Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?

Does Not Meet Advisory Ideal

Georgia stated they participate in the PRISM program. However, they did not provide any PRISM processing instructions, a screen print, or submit any relevant information to support this response.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle

Data Dictionary

124. Does the vehicle system have a documented definition for each data field?

Does Not Meet Advisory Ideal

The State responded that the vehicle system does not have a documented definition for each data field.

Change Notes: Rating Unchanged.





125. Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?

Partially Meets Advisory Ideal

While there are data checks and validation rules within the vehicle system, the conventions for these edit checks or validation rules were not provided.

Change Notes: Rating Unchanged.

126. Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?

Does Not Meet Advisory Ideal

It was indicated by the State that the collection, reporting, and posting procedures for registration, title, and title brand information are formally documented on the Department of Revenue website and in the MVD Manual. There was not any information or documentation provided to support this response.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle

Procedures & Processes

127. Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?

Partially Meets Advisory Ideal

The State did indicate that there is a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems and provided a Title Flow (Non - ETR) flow diagram. The process flow did not include a vehicle registration transaction.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

128. Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?

Does Not Meet Advisory Ideal

The State utilizes NMVTIS to identify stolen vehicles; however, it does not appear that the vehicle system has the ability to flag stolen vehicles as reported by law enforcement authorities.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





129. If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?

Does Not Meet Advisory Ideal

The State reported that their existing vehicle system does not flag or identify vehicles reported as stolen to law enforcement authorities. However, the State has taken the opportunity to submit a request to change and add this feature in the near future.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

130. Does the State record and maintain the title brand history (previously applied to vehicles by other States)?

Partially Meets Advisory Ideal

The State provided a standard title process flow document. However, this document does not specifically address how Georgia records and maintains the title brand history previously applies to vehicles by other States.

Change Notes: Rating Unchanged.

131. Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?

Partially Meets Advisory Ideal

The steps from initial event for titling, to final entry into the statewide vehicle system are documented in the process flow diagram. However, the process flow document does not include the registration process and a narrative was not provided explaining these steps.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

132. Is the process flow annotated to show the time required to complete each step?

Does Not Meet Advisory Ideal

While the standard title process flow document reflects the steps for processing from initial event to final entry into the statewide vehicle system it does not include the timelines for each step. Inserting timelines for each step could identify potential bottleneck or inefficiencies in the process.

Change Notes: Rating Unchanged.

133. Does the process flow show alternative data flows and timelines?

Does Not Meet Advisory Ideal

It was reported by the State that the flow chart does not show alternative data flows and timelines. This could be beneficial in the event that a system is down and there would be





alternate processes available.

Change Notes: Rating Unchanged.

134. Does the process flow include processes for error correction and error handling?

Partially Meets Advisory Ideal

The standard title process flow document provides a step for NMVTIS error response. However, it does not notate how other errors are handled.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Vehicle Interfaces

135. Are the driver and vehicle files unified in one system?

Does Not Meet Advisory Ideal

The driver and vehicle files are not unified in one system. The driver and vehicle data are housed in the same system, but are separated based upon the input source.

Change Notes: Rating Unchanged.

136. Is personal information entered into the vehicle system using the same conventions used in the driver system?

Does Not Meet Advisory Ideal

The State reported that personal information entered into the vehicle system is not using the same conventions used in the driver system. Since both the driver and vehicle data is housed within the same data system as earlier described, it appears that an opportunity exists to consider harmonizing the conventions being used for both in the future that would meet the advisory ideal.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

137. When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?

Does Not Meet Advisory Ideal

The State indicated that vehicle records are not flagged for possible updating when discrepancies are identified during data entry in the crash data system.

Change Notes: Rating Unchanged.





Vehicle Quality Control

138. Is the vehicle system data processed in real-time?

Partially Meets Advisory Ideal

The State responded that the vehicle system data is processed in real-time. However, the standard title process flow document that was provided for Q127,128,130,131 and 134 does not clearly reflect this and it also does not reflect registration processes.

Change Notes: Rating Unchanged.

139. Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?

Does Not Meet Advisory Ideal

It was reported by the State that there are automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements. The response did not include the process by which automated edit checks and validation rules are used.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

140. Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?

Does Not Meet Advisory Ideal

The State reported that vehicle system staff are able to amend obvious errors and omissions for quality control purposes but with no supporting documentation or narrative description supporting this response, it is not possible to ascertain the quality or level of compliance of the advisory standard.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

141. Are there timeliness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal timeliness measures in place that are tailored to the needs of data managers and users. Timeliness performance measures are important to ensure that not only data is processed in accordance with statutory and administrative requirements, but also that expected individual measures are met as well.





Change Notes: Rating Unchanged.

142. Are there accuracy performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal accuracy performance measures in place that are tailored to the needs of data managers and users. Accuracy performance measures are important to ensure that both individual expectations for data entry are met but also to ensure that the accuracy of the data entered serves the citizens of Georgia.

Change Notes: Rating Unchanged.

143. Are there completeness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal completeness measures in place that are tailored to the needs of data managers and users. Completeness performance measures are important to ensure that both and individual and system level data being entered is complete in accordance with statutory and administrative guidelines.

Change Notes: Rating Unchanged.

144. Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal uniformity performance measures in place tailored to needs of data managers and users. These measures are important to ensure that at both an individual and system level that data being entered is uniform in accordance with statutory and administrative guidelines. Uniformity of data is essential for law enforcement, system integration, and record utilization across multiple usage scenarios.

Change Notes: Rating Unchanged.

145. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal integration performance measures in place tailored to data managers and users needs. Integration performance measures are important when evaluating the linkage mechanisms and connections of systems. Integration performance measures can be both internal and external focused and serve as a basis for measuring system connectivity, utilization, and overall integration.





Change Notes: Rating Unchanged.

146. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Georgia does not have formal accessibility performance measures tailored to the needs of data managers and users. Accessibility performance measures are important to ensure that users have access, timely responses, the performance needed to utilize that data needed to do their jobs.

Change Notes: Rating Unchanged.

147. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

Georgia does not have formal numeric goals-performance metrics for each performance measure. It is important to establish both the missing goals and their affiliated performance metrics for the future.

Change Notes: Rating Unchanged.

148. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Does Not Meet Advisory Ideal

The State reported that they do not use the detection of high frequency errors to generate updates to training and data collection manuals, update the validation rules, and prompt form revisions. This practice provides an excellent opportunity to improve system efficiency and performance.

Change Notes: Rating Unchanged.

149. Are sample-based audits conducted for vehicle reports and related database contents for that record?

Does Not Meet Advisory Ideal

The State reported that sample-based audits are not conducted on a regular basis. Random sample-based audits of raw data assists to ensure that all affiliated data integration, data entry, and business processes are functioning as designed and with specified administrative and legislative requirements. It is a critical step to ensure the overall health and operation of a system and should be strongly considered in the future.

Change Notes: Rating Unchanged.





150. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?

Does Not Meet Advisory Ideal

Georgia reported that the vehicle system does not conduct data periodic comparative and trend analyses on a scheduled basis. Performing regular annually or quarterly trend analyses can aide in focusing on possible traffic safety-related problem areas throughout the state so that proactive measures can be implemented promptly.

Change Notes: Rating Unchanged.

151. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Does Not Meet Advisory Ideal

The State reported that data quality feedback from key users is regularly communicated to data collectors and data managers but no documentation or description of how this communication is done and how frequently was provided. No detailed description of this process was provided to evaluate.

Change Notes: Rating Unchanged.

152. Are data quality management reports provided to the TRCC for regular review?

Partially Meets Advisory Ideal

It was reported that Vehicle System data quality reports are not disseminated back to the TRCC in Georgia. A strong TRCC can be beneficial to multiple facets of traffic safety within the state and open feedback of data quality is an important factor in the TRCC operation. For example, it is important for law enforcement to know that the data they are consuming is either highly reliable or potentially has issues in certain situations. In addition, engaging agencies within the TRCC can assist with mutual support for needed vehicle system enhancements.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Roadway System Description

153. Are all public roadways within the State located using a compatible location referencing system?

Meets Advisory Ideal

The State has a compatible linear referencing system for all public roads. All roads are defined with an ID.





Change Notes: Rating Unchanged.

154. Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?

Meets Advisory Ideal

The State roadway and traffic data elements share a common, and thus compatible, location reference system with a spatial component.

Change Notes: Rating Unchanged.

155. Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?

Meets Advisory Ideal

The State has an enterprise roadway information system for all public roads which ties the State's data together. The State provided a brief description of the system.

Change Notes: Rating Unchanged.

156. Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?

Meets Advisory Ideal

The State location reference system enables crashes to be located on the roadway system using their LRS.

Change Notes: Rating Unchanged.

157. Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?

Partially Meets Advisory Ideal

The State crash data is part of the total enterprise and used for safety and management. The State does mention analysis but uses future tense, e.g., "will be easier".

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Roadway Guidelines

158. Are all the MIRE Fundamental Data Elements collected for all public roads?

Partially Meets Advisory Ideal

The State does not collect all the MIRE FDEs but does collect many of them. They provide a





copy of their HSIP report which lists the elements and the percentage collected. The State is progressing towards meeting MIRE reporting guidelines.

Change Notes: Rating Unchanged.

159. Do all additional collected data elements for any public roads conform to the data elements included in MIRE?

Partially Meets Advisory Ideal

The State provided documentation illustrating efforts to achieve MIRE conformance by 2026. From the State HSIP final report and response to Question 158, the State is progressing toward MIRE conformance but the document does not indicate if it is collected for all public roads.

Change Notes: Rating Unchanged.

Roadway Data Dictionary

160. Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?

Partially Meets Advisory Ideal

The State provided documentation illustrating efforts towards MIRE conformance by 2026 and a data dictionary for their road data inventory. The State has provided their HSIP report which includes the MIRE FDEs and the percentage collected for state or local. From the State HSIP final report and responses to Questions 158 and 159, the State is progressing toward MIRE conformance.

Change Notes: Rating Unchanged.

161. Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?

Partially Meets Advisory Ideal

The State has provided the data dictionary but there are no indications if each element is collected for all public roads, state system or local roads.

Change Notes: Rating Unchanged.

162. Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?

Does Not Meet Advisory Ideal

The State accepts local data and migrates and edits the data to meet with State requirements. However, the local data are not required to meet State data dictionary standards when





submitted.

Change Notes: Rating Unchanged.

163. Is there guidance on how and when to update the data dictionary?

Partially Meets Advisory Ideal

The State updates the data dictionary as needed but has a process involving documentation, review, and approval before application to the database. They do not have an established timeline.

Change Notes: Rating Unchanged.

Roadway

Procedures & Processes

164. Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?

Meets Advisory Ideal

The State notes through narrative that changes to the road data system will be documented, reviewed and approved before application. The State has a response from the previous 2014 assessment that clarifies personnel involved.

Change Notes: Rating Unchanged.

165. Are the steps for updating roadway information documented to show the flow of information?

Partially Meets Advisory Ideal

The State responsive indicated that the steps for updating the database are documented but no documentation was provided and the State narrative response was extremely brief. However, the State response from the prior 2014 assessment provided documentation with a flow.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

166. Are the steps for archiving and accessing historical roadway inventory documented?

Partially Meets Advisory Ideal

The State has indicated that accessing the historical data is by just selecting the data range. They have also indicated that there are no processes in place to archive the information.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





167. Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?

Does Not Meet Advisory Ideal

The State does not have documentation related to the procedures used to collect, manage, and submit local data to the State road data inventory.

Change Notes: Rating Unchanged.

168. Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?

Does Not Meet Advisory Ideal

The State response was uncertain but, based on the response to the prior question (167), the State has no procedures related to local data.

Change Notes: Rating Unchanged.

169. Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?

Meets Advisory Ideal

The State provided their manual that documents the procedures for collecting roadway data elements.

Change Notes: Rating Unchanged.

Roadway Interfaces

170. Are the location coding methodologies for all State roadway information systems compatible?

Meets Advisory Ideal

The State uses compatible LRMs to collect all roadway information systems.

Change Notes: Rating Unchanged.

171. Are there interface linkages connecting the State's discrete roadway information systems?

Meets Advisory Ideal

The State uses a single interface and querying system to access road, traffic, and crash data. Filters allow selection of data by location.





Change Notes: Rating Unchanged.

172. Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?

Meets Advisory Ideal

The State uses compatible LRMs for all applicable systems.

Change Notes: Rating Unchanged.

173. Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?

Does Not Meet Advisory Ideal

The State indicated that the local road data system does not interface with the State enterprise system.

Change Notes: Rating Unchanged.

174. Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?

Meets Advisory Ideal

The State provides access to the road information data through a public download space. Access by local governments, MPOS or private citizen is provided by request.

Change Notes: Rating Unchanged.

Roadway Quality Control

175. Do Roadway system data managers regularly produce and analyze data quality reports?

Partially Meets Advisory Ideal

The State clarified that several checks and validations exist for ranges and data quality. The State also indicated that managers must accept the data before finalization. However, it is not clear if these checks and validations are regularly produced and analyzed for overall, consistent quality.

Change Notes: Rating Unchanged.





176. Is there a formal program of error/edit checking for data entered into the statewide roadway data system?

Meets Advisory Ideal

Per the prior 2014 assessment, the State has a well-established program for checking and editing errors. The State has updated this process to newer software.

Change Notes: Rating Unchanged.

177. Are there procedures for prioritizing and addressing detected errors?

Meets Advisory Ideal

The State has procedures for handling errors that, though not documented, are well-established and identify personnel responsible through each step of the process.

Change Notes: Rating Unchanged.

178. Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?

Meets Advisory Ideal

The State provides quality assurance and control information to data providers. The State also conducts training periodically to encourage uniform practices.

Change Notes: Rating Unchanged.

179. Are there timeliness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The State measures the time taken to update data from point of collection to the time when the production database is populated. However, measuring the time is not the same as setting a performance goal and assessing whether the goal has been met.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

180. Are there accuracy performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Although the State has indicated that they have accuracy performance measures, nothing is provided that show the performance measures.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





181. Are there completeness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State has not provided any actual performance measures nor any really description of actual performance measures.

Change Notes: Rating Unchanged.

182. Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

Though the State did indicate that quality checks exist and provided a document that should encourage uniformity, the State did not indicate the presence of uniformity performance measures.

Change Notes: Rating Unchanged.

183. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State has indicated that there are no established performance measures for accessibility.

Change Notes: Rating Unchanged.

184. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State indicated that no integration performance measures exist.

Change Notes: Rating Unchanged.

185. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

Though the State has a couple performance goal metrics, neither of those mentioned correlate to the Traffic Records Advisory performance measures.

Change Notes: New Question.

186. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

The State indicated that no data quality management reports are provided to the TRCC.





Change Notes: New Question.

Citation and Adjudication System Description

187. Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?

Partially Meets Advisory Ideal

The response indicates that citation and adjudication data is used by adjudicators to determine appropriate sanctions. There is an indication that local jurisdictions may also use the data for traffic safety initiatives, but there is no sample or example of that provided. It does not appear that any statewide analyses have been performed using citation and adjudication data. For traffic safety program planning purposes, no plan nor strategy is shared as to how the information might be migrated from local jurisdictions where it is currently kept to the State or between jurisdictions. A task force could be helpful in identifying pathways to share the information.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

188. Is there a statewide authority that assigns unique citation numbers?

Does Not Meet Advisory Ideal

The State does not have a statewide numbering system that provides a unique number for each citation. The state has "This has been reviewed to incorporate uniformity" but no explanation is given as to whether uniformity is required and what parts must be uniform such as numbering style, headings, warnings and instruction or other content.

Change Notes: Rating Unchanged.

189. Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?

Does Not Meet Advisory Ideal

Because of the lack of a unified court system, there is no statewide citation tracking in Georgia. The State would benefit by determining if there is some current infrastructure that could act as the backbone for a citation tracking system and determine if development would be feasible. Centralized citation tracking provides for an overall picture of the State's enforcement efforts, which allows for effective countermeasure development. It also provides for a clear picture of the adjudication of various types of violations throughout the State to ensure that violations are not being indiscriminately dismissed and can provide an overall picture of law enforcement





training and effectiveness based on disproportionate dismissal rates or high rates of determination by prosecutors not to file charges.

Change Notes: Rating Unchanged.

190. Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?

Does Not Meet Advisory Ideal

No response was provided to this question, other than that it should be posed to an alternative respondent.

Change Notes: Rating Unchanged.

191. Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?

Does Not Meet Advisory Ideal

Local courts do not have interoperable Case Management Systems; all are managed independently. In this situation, it is imperative that the driver history file be up-to-date and available to adjudicators. One way to address this issue would be to have a copy of all issued citations sent to the custodian of the driver history file, so that pending citations can be posted to the history (not the public record) during the period of pendency making them available to adjudicators and preventing repeat violations being treated as first offenses more than once. Alternatively, the State should develop an interoperable platform for record sharing.

Change Notes: Rating Unchanged.

192. Is there a statewide system that provides real-time information on individuals' driving and criminal histories?

Does Not Meet Advisory Ideal

Although the response indicates that this information is managed and provided as needed, no information was provided about who manages the system or how it is accessed.

Change Notes: Rating Unchanged.

193. Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?

Does Not Meet Advisory Ideal

The State has a Criminal Information Center according to the response, but no information was provided regarding who has access and who manages the system, nor how the information is gathered or distributed.

Change Notes: Rating Unchanged.





Citation and Adjudication Guidelines and Data Exchange

194. Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?

Does Not Meet Advisory Ideal

The Administrative Office of the Courts advises that serious traffic violations are reported pursuant to UCR guidelines; however, documentation of how DUI convictions and traffic-related felonies are reported according to UCR guidelines by detailing the system's adherence is not provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

195. Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?

Does Not Meet Advisory Ideal

The respondent indicates that the NIEM standards are familiar but the level of adherence to them is not known. Adherence should be documented to whatever standards are used.

Change Notes: Rating Unchanged.

196. Does the State use any National Center for State Courts (NCSC) guidelines for court records?

Does Not Meet Advisory Ideal

It is unknown if courts adhere to the guidelines for court records available from the National Center for State Courts. The State could benefit from a survey of the local jurisdictions record keeping practices.

Change Notes: Rating Unchanged.

Citation and Adjudication Data Dictionary

197. Does the statewide citation tracking system have a data dictionary?

Does Not Meet Advisory Ideal

There is no statewide citation tracking system; therefore, there is no data dictionary.

Change Notes: Rating Unchanged.





198. Do the courts' case management system data dictionaries provide a definition for each data field?

Does Not Meet Advisory Ideal

The systems that are developed by the State IT personnel do not have data dictionaries and no data dictionaries were provided for third-party systems. Data dictionaries have value not just to information technology professionals, but can help to ensure that the collectors and users of data have a full understanding of each data element, its source and its format. A sample from some of the vendors could assist the reviewer in determining the extent of consistency for the court information management systems.

Change Notes: Rating Unchanged.

199. Do the citation data dictionaries clearly define all data fields?

Does Not Meet Advisory Ideal

The response indicates that citation data dictionaries do not have clear definitions of each data element.

Change Notes: Rating Unchanged.

200. Do the courts' case management system data dictionaries clearly define all data fields?

Does Not Meet Advisory Ideal

The courts' case management systems data dictionaries do not define all data fields.

Change Notes: Rating Unchanged.

201. Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?

Does Not Meet Advisory Ideal

The response indicates that the data dictionaries for the citation system, are not up to date.

Change Notes: Rating Unchanged.

202. Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?

Does Not Meet Advisory Ideal

The citation data dictionary does not indicate which fields are populated through interface.

Change Notes: Rating Unchanged.





203. Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?

Does Not Meet Advisory Ideal

No data dictionaries were provided; thus, no information is available about what they contain.

Change Notes: Rating Unchanged.

Citation and Adjudication Procedures & Processes

204. Does the State track citations from point of issuance to posting on the driver file?

Does Not Meet Advisory Ideal

The response indicates that citations are managed by several entities, thus not tracked through the entire process. This is true in most states, with the citation/adjudication data being initiated by the State's department of public safety and local law enforcement agencies, sent to the Courts, at both the State and local levels, and passed to the Driver Services entity.

The Traffic Records Coordinating Committee is a valuable resource in coordinating efforts to collaborate and share data and integrate the various databases that contain traffic records / safety data.

Change Notes: Rating Unchanged.

205. Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?

Does Not Meet Advisory Ideal

The response is that the State does not distinguish between administrative handling of citations and court appearance, as that is a local matter. It is not clear whether State statute mandates court appearance for any specific charge(s).

Change Notes: Rating Unchanged.

206. Does the State have a system for tracking administrative driver penalties and sanctions?

Does Not Meet Advisory Ideal

The response indicates that another agency would have the correct answer to this question.

Change Notes: Rating Unchanged.

207. Does the State track the number and types of traffic citations for juvenile offenders?

Does Not Meet Advisory Ideal





The Administrative Office of Courts indicates that juvenile cases are noted in their caseload reports, and ad hoc reports can be generated with more specific data. No sample annual list of the numbers and types of citations issued to juvenile offenders has been provided.

Change Notes: Rating Unchanged.

208. Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?

Does Not Meet Advisory Ideal

The response indicates that deferrals and dismissals are tracked, but no further information or evidence is provided, as this is deemed to be a local matter. An example of how the largest court or several courts track deferrals and dismissals by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses would allow a more useful assessment.

Change Notes: Rating Unchanged.

209. Are there State and/or local criteria for deferring or dismissing traffic citations and charges?

Does Not Meet Advisory Ideal

No information is provided as to guidelines for deferring or dismissing charges as this is a local matter. It would benefit the State to have contact with and include in the Traffic Records Coordinating Committee a representative of the municipal courts, since it appears that the majority of traffic cases are adjudicated there. The local defense bar would be another source to advise as to what the criteria are.

Change Notes: Rating Unchanged.

210. Are the processes for retaining, archiving or purging citation records defined and documented?

Does Not Meet Advisory Ideal

The response indicates that the assigned respondent is not aware of the answer to this question.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

211. Are there security protocols governing data access, modification, and release in the adjudication system?

Does Not Meet Advisory Ideal

While the response indicates that there are local and uniform court rules for data access, no description or documentation was provided.





Change Notes: Rating Unchanged.

212. Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?

Does Not Meet Advisory Ideal

The response indicates that the question is better posed to another agency.

Change Notes: Rating Unchanged.

213. Does the DUI tracking system include BAC and any drug testing results?

Does Not Meet Advisory Ideal

The respondent was unsure of the contents of the DUI tracking system. It is impossible to speculate although there are indications that Georgia courts information systems might have more detail and accuracy than has been shared.

Change Notes: Rating Unchanged.

Citation and Adjudication Interfaces

214. Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?

Partially Meets Advisory Ideal

Department of Driver Services maintains a secure system that provides the courts the ability to submit convictions in a standard, uniform format electronically (HB 501 & 1253). This application is GECPS (Georgia Electronic Conviction Processing System). Each court must obtain the front-end software solution to properly record, accurately format, and electronically transmit citation data to DDS. However, no information is provided to describe how or if the interfaced information is used to help determine the applicable charges.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

215. Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?

Does Not Meet Advisory Ideal





While the State manages the requirement for a driver to have an ignition interlock installed on his / her vehicle without an interface between the citation system and the vehicle system. This lack of electronic interface results in there being no trigger to inform anyone that the system has not generated an interlock report.

Change Notes: Rating Unchanged.

216. Does the citation system interface with the crash system to document violations and charges related to the crash?

Does Not Meet Advisory Ideal

There are no links between the court citation databases and the crash file. A more efficient link might be the driver history file and the crash file which could, at a minimum, link the charge of which the at-fault driver was convicted.

Change Notes: Rating Unchanged.

217. Does the adjudication system interface with the driver system to post dispositions to the driver file?

Meets Advisory Ideal

The Courts provide conviction data to the driver file through the Georgia Electronic Citation Processing System.

Change Notes: New Question.

218. Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?

Does Not Meet Advisory Ideal

The respondent was unsure if this interface exists. While, in another answer, the state demonstrated data collection on interlock use, no information is available to show how the adjudication system interfaces with the vehicle system. The state did not provide the results of a sample query nor did it and describe how the interfaced information is used to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision).

Change Notes: Rating Unchanged.

219. Does the adjudication system interface with the crash system to document violations and charges related to the crash?

Does Not Meet Advisory Ideal

There is no interface between the crash and adjudication systems. The response indicates that this is due to the fact that the two systems are managed by different State agencies, a situation which exists in most States that interface the two systems. Interface can be accomplished with





one or two common data elements; for adjudication and crash, it might be personal information of the driver and precise location of the crash.

Change Notes: Rating Unchanged.

Citation and Adjudication Quality Control

220. Are there timeliness performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

The respondent was unaware of any timeliness performance measures for the citation system.

Change Notes: Rating Unchanged.

221. Are there accuracy performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

The respondent was unaware of any accuracy performance measures for the citation systems.

Change Notes: Rating Unchanged.

222. Are there completeness performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

The respondent was unaware of any completeness performance measures for the citation system.

Change Notes: Rating Unchanged.

223. Are there uniformity performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

No uniformity measures for the citation systems were cited.

Change Notes: Rating Unchanged.

224. Are there integration performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

The State does not have integration performance measures for the citation system.





Change Notes: Rating Unchanged.

225. Are there accessibility performance measures tailored to the needs of citation systems managers and data users?

Does Not Meet Advisory Ideal

Georgia has no statewide citation tracking system. There are no accessibility measures used. A representative system was not identified as a substitute or model.

Change Notes: Rating Unchanged.

226. Has the State established numeric goals-performance metrics-for each citation system performance measure?

Does Not Meet Advisory Ideal

Since no measures currently exist, no metrics or goals have been established.

Change Notes: New Question.

227. Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?

Does Not Meet Advisory Ideal

No performance measure for timeliness for the adjudication system is in place. One of the barriers to this effort is the fact that the court system is not unified. The response indicates that there is a statutorily mandated timeframe for submission of dispositions to the driver file. Unfortunately, having a mandate does not guarantee performance. The reason for measurement is to determine if the mandated time limit is being met, exceeded or not met. Even without a unified system, a measure of time from disposition to posting on the driver file could be developed for statewide use.

The Georgia Electronic Conviction Processing System team focuses on which courts needs to be contacted regarding non-compliance. In these cases, notification of non-compliance is sent to the court clerk and other court officials. There are also training materials that educate courts on the existence of the requirement, as well as the benefits of compliance.

Change Notes: Rating Unchanged.

228. Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?

Does Not Meet Advisory Ideal

While the State of Georgia is working to manage accurate submissions to courts, it has not developed a measure to be used by the courts for the various adjudication data systems. There are examples of accuracy measures listed in the Traffic records Program Assessment Advisory for the adjudication system. Without measures of performance, it is difficult to provide feedback to the various constituent courts.





Change Notes: Rating Unchanged.

229. Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?

Partially Meets Advisory Ideal

A spreadsheet with the number of errors found in citation records was provided. This did not, however, accompany an actual measure of accuracy. That is all that needs to be accomplished - describing the nature of the measure of accuracy. It would be as simple as: Percentage of citation records received without critical errors. The number of errors noted should be transitioned into an error rate so that it can be measured over time to determine improvement or degradation of data quality.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

230. Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?

Partially Meets Advisory Ideal

The Georgia Electronic Conviction Processing System has provided a level of uniformity to the State for reporting traffic convictions, but the actual level of uniformity has not been converted into a measure. There are sample measures listed in the Traffic Records Program Assessment Advisory. The example of a uniformity measure for adjudication is: Percentage of records received which use common statewide violation codes. It appears that that measure would be very high for the State of Georgia, yet the actual was not delineated in the responses. Such measures that can detect slight improvements or degradation in data quality should be developed to ensure that data quality remains constant once it is achieved.

Change Notes: New Question.

231. Are there integration performance measures tailored to the needs of adjudication systems managers and data users?

Does Not Meet Advisory Ideal

No integration performance measures have been developed for the adjudication files.

Change Notes: Rating Unchanged.

232. Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?

Does Not Meet Advisory Ideal

No accessibility measures have been developed for the adjudication files. The fact that Georgia has a "decentralized" court system and numerous vendors, systems and processes managing local matters does not preclude identifying a representative system within the State and





specifying the accessibility measures used, including the most current baseline and actual values for each.

Change Notes: New Question.

233. Has the State established numeric goals-performance metrics-for each adjudication system performance measure?

Does Not Meet Advisory Ideal

No measures nor any goals or metrics have been developed for adjudication data quality.

Change Notes: New Question.

234. Does the State have performance measures for its DUI Tracking system?

Does Not Meet Advisory Ideal

No performance measures were cited for the DUI tracking system.

Change Notes: Rating Unchanged.

235. Are sample-based audits conducted periodically for citations and related database content for that record?

Partially Meets Advisory Ideal

The State provided proof that the FMCSA audits periodically, but only provided the audit criteria, not any responses or results. There was no indication that the State conducts periodic audits of the entire database, including all drivers.

Change Notes: New Question.

236. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

No effort is made to provide data quality management reports to the TRCC for regular review by providing a sample quality management report.

Change Notes: New Question.

Injury Surveillance System (ISS)

237. Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?

Meets Advisory Ideal





The Georgia Department of Public Health (DPH) has access to all data components and submitted supporting evidence for the State's EMS (Biospatial Report), Emergency Department (Oasis dashboard), Hospital Discharge (Oasis dashboard), Trauma Registry (Trauma Injury Report), and Vital Records data (Oasis dashboard). The State's online OASIS system (Online Analytical Statistical Information System) enables public and professional access to summarized data from the hospital discharge, emergency department, and vital records data systems, as demonstrated by screenshots provided. The State also provided graphical summaries of motor vehicle crashes as reported in the EMS data and a copy of the Georgia Trauma Registry Injury Characteristics Report.

Change Notes: New Question.

238. Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?

Meets Advisory Ideal

The State indicated the use of several important data sources (Child Fatality Review, Youth Risk Behavior Survey, Observational Studies, Traumatic Brain/Spinal Cord Injury. The State identified several key staff involved with ancillary injury programs and provided evidence in the form of CFR, BSITFC, TBI, and Brain and Spinal Injury published data and on-line access to other data sets via the OASIS application.

Change Notes: Rating Unchanged.

239. Do the State's privacy laws allow for the use of protected health information to support data analysis activities?

Meets Advisory Ideal

The State's privacy laws do allow for the use of protected health information to support data analysis activities. The Georgia Department of Public Health houses the data systems or has complete copies of the injury surveillance data and that department also houses the CODES program. As a result, that program is able to access protected health information (PHI) as needed, per HIPPA regulations. The Departments of Community Health and Public Health both have MOUs with the Georgia Hospital Association which permit the use of PHI as needed for public health analyses. The State cited its statutory authority and provided copies of the MOUs. These conditions protect patient confidentiality while permitting certain levels of confidential access and use.

Change Notes: New Question.

ISS: Emergency Medical Services (EMS) Description

240. Is there a statewide EMS database?

Meets Advisory Ideal

Georgia's Office of EMS and Trauma maintains the state's EMS databases (data presently in





both NEMSIS v2.2 and v3.4 formats). As of 4/1/2018 all records are reported under the NEMSIS v3.4 format). Supporting evidence in the form of the 2019 Draft State Highway Safety Plan, which identified the extent of GEMSIS data implementation, was submitted.

Change Notes: Rating Unchanged.

241. Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

The GEMSIS Elite data is used to track the frequency, severity, and nature of injuries sustained in MVCs. The State forwards all NEMSIS 3.4 data to the National Collaborative for Biopreparedness (Biospatial). The Biospatial platform allows for the visualization of EMS data, and one of the dashboards is a Motor Vehicle Crash Dashboard. A screen-shot of their 2019 Biospatial MVC Dashboard (04-01-2018 - 03-31-2019) output was submitted as evidence. A consideration for the linkage of hospital based patient severity (Abbreviated Injury Score, Injury Severity Scale) be given to the incorporation of dashboard reports.

Change Notes: Rating Unchanged.

242. Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Partially Meets Advisory Ideal

EMS data is utilized for analysis and provided the examples of CODES and Trauma Commission use as evidence. Comparative analyses support the use of performance measures for program improvements, as shown in the State Highway Safety Plan and in analyses of EMS stroke response times and cardiac arrest outcomes. The latter analyses identified problems with EMS services and supported evaluations of EMS programs that may lead to improvements in care.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

**ISS: EMS
Guidelines**

243. Does the State have a NEMSIS-compliant statewide database?

Meets Advisory Ideal

The State utilizes a national vendor, ImageTrend Inc., to manage statewide data under NEMSIS V3.4 data format. While the State does not have specific requirements for NEMSIS record submission, they presently have rules for statewide submission and do participate in routine and full record submission to NEMSIS.

Change Notes: Rating Unchanged.





ISS: EMS
Data Dictionary

244. Does the EMS system have a formal data dictionary?

Meets Advisory Ideal

The State utilizes the NEMSIS data dictionary as its root documentation source and has published the submitted document, "The Georgia Specific Data Dictionary" for State additional specific data elements and definitions.

Change Notes: Rating Unchanged.

ISS: EMS
Procedures & Processes

245. Is there a single entity that collects and compiles data from the local EMS agencies?

Meets Advisory Ideal

The Georgia Office of EMS and Trauma serves as the single entity that collects and compiles statewide EMS data.

Change Notes: Rating Unchanged.

246. Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?

Meets Advisory Ideal

The State provides de-identified and aggregate data (non-confidential) through the Georgia Open Records Request process. Individual-level data (confidential) may be obtained by submitting a request through the Georgia Public Health Information Portal. The State provided a training manual and an FAQ document which help researchers and the public access their EMS data.

Change Notes: Rating Unchanged.

247. Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?

Meets Advisory Ideal

The process for statewide record submission consists of 25% of their EMS agencies creating a record directly in their statewide system (GEMSIS Elite) and the remainder through local, NEMSIS 3.4 compliant, vendor uploads to GEMSIS Elite through the standard NEMSIS Web-





Services standard.

Change Notes: Rating Unchanged.

248. Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?

Meets Advisory Ideal

The State utilizes the NEMSIS Schematron for the identification of rejected records from 3rd party vendors. Notification to respective vendor is done through the NEMSIS web-service. Each reporting agency is also expected to check the status of their imports; a sample was provided. Agencies can examine their submissions to see what errors were present. Each call, whether imported or entered directly into GEMSIS Elite is also given a validation score, which can be compared to a standard. If validation scores are poor or 3rd party vendor errors exist, agencies must re-submit data via the NEMSIS web-service.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

ISS: EMS Quality Control

249. Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?

Meets Advisory Ideal

The GEMSIS system, which is NEMSIS v3.4 compliant software, incorporates 426 incident/patient specific validations. An extensive list of these validation rules was submitted as evidence. If the average validation scores are below standard, then the agency is expected to update the record.

Change Notes: Rating Unchanged.

250. Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?

Meets Advisory Ideal

A record validation process is incorporated for all records submitted to GEMSIS Elite. If either a record fails in the schematron upon upload or resulting validation scores are poor (below 95 within their software scoring means) once loaded to the GEMSIS Elite system, agencies must re-submit data via the NEMSIS web-service.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.





251. Are there timeliness performance measures tailored to the needs of EMS system managers and data users?

Meets Advisory Ideal

The State has established an informal timeliness measure (time from incident date/hour and date/hour entered into GEMSIS Elite) for all records. The goal is to have records available within 24 hours of call completion. This is a goal that they are currently monitoring (as demonstrated in the submitted report, "2019 - 251 - Hours to call creation") and does permit baseline and performance measurement without mandatory compliance. Continued efforts to establish this as a mandatory goal under EMS compliance rules should to be sought with the help of the TRCC.

Change Notes: Rating Unchanged.

252. Are there accuracy performance measures tailored to the needs of EMS system managers and data users?

Meets Advisory Ideal

The State has an extensive list of validation rules which in themselves promotes data accuracy on the front end. The State has set an accuracy measure at 99%+ goal for geolocation and event time variables. Through the use of validation rules the State has maintained their 99% accuracy goal for the most recent 12 month period. A consideration for future EMS accuracy measurement development would be the application of this process to a greater number of significant variables (to include MVC related elements) and monitor with the help of the TRCC.

Change Notes: Rating Unchanged.

253. Are there completeness performance measures tailored to the needs of EMS system managers and data users?

Meets Advisory Ideal

The State has an extensive list of validation rules which promote record data completeness on the front end. 157 of those are required and address the goal of a completed record. Additionally, aggregate record validation scores by year/month were presented as evidence. This report does provide baseline and actual values for performance measurements. An additional point the State might consider is the establishment of periodic review of data completeness after entry. Like having a goal for improving the average validation scores from 96% to 97% over the next year. These records could be measured by service over time and improvement strategies implemented.

Change Notes: Rating Unchanged.

254. Are there uniformity performance measures tailored to the needs of EMS system managers and data users?

Meets Advisory Ideal

The State has an extensive list of validation rules which require records to meet NEMSIS data





standards. Additionally, validations are used for special surveillance populations (Stroke, Overdose) through specific definitions/instructions documentation. The State has identified a goal of 90% success rate at the posting records to NEMIS. Evidence provided for January and February 2019 data indicates their ability to monitor this performance measure at the service level.

Change Notes: Rating Unchanged.

255. Are there integration performance measures tailored to the needs of EMS system managers and data users?

Does Not Meet Advisory Ideal

The State makes a good point when it notes that the ability of its EMS reporting system to receive reports through third-party vendors and to integrate them into the standard format created by its ImageTrend vendor is a sort of data integration. However, this standard reflects the desirability of matching or linking records between the EMS system and another injury surveillance system or even another traffic safety-related data system. The State does not have this capacity at this time, although its CODES project did accomplish that at one time, before losing access to individual-level EMS records. Going forward, the State has the vision and the opportunity of using the Biospatial system to integrate EMS, trauma registry, and crash records.

Change Notes: Rating Unchanged.

256. Are there accessibility performance measures tailored to the needs of EMS system managers and data users?

Meets Advisory Ideal

The state identified their user population as any one of their 418 submitting EMS services using their Biospatial platform for self comparison to the State. Their present benchmark is 37 agencies (8.8%) , with a goal of 20% by next year. One additional consideration would be for the inclusion of other requester types (i.e. those who have responsibilities for emergency preparedness; those who work to improve outcomes for advisory groups - cardiac and stroke patients; and those who study/research and advise integrated health system planning efforts) as additional measurement outside the submitting agencies.

Change Notes: Rating Unchanged.

257. Has the State established numeric goals-performance metrics-for each EMS system performance measure?

Partially Meets Advisory Ideal

The State has implemented several important metrics to guide EMS data quality. These include a completed record posted within 24 hours of completed service (timeliness); and the use of the validation scoring feature within their database that requires a 95+ score for acceptance (considered for both accuracy/completeness). Additional consideration should be given to





performance measures and numeric goals for the data quality attributes of uniformity, integration, and accessibility.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

258. Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?

Meets Advisory Ideal

Regional and system managers periodically run validation reports for review of analytical results. Additionally, the Biospatial application permits quality of data reviews via performance measures output. Specific services are contacted when something is noted as an anomaly. The example of a specific agency's missing narratives identification and re-submission was presented as evidence.

Change Notes: Rating Unchanged.

259. Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?

Partially Meets Advisory Ideal

The State uses their Biospatial platform for EMS data review. Reports can be run based upon selected service feature(s), over time, and allows for the comparison against their jurisdiction, their state, or national respective feature(s). The State is presently working on implementing this reporting process under Version 3.4 and using in a quality control way (addressing unexplained differences).

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

260. Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?

Partially Meets Advisory Ideal

The State uses a combination of routine Oasis reports for state, regional, and service level comparison. If an anomaly is identified, discussion between managers ensues. Daily reports can also be created and emailed for more timely feedback if needed. Specific example of stroke and cardiac data forwarded to DPH Commissioner and the Office of EMS Director and Deputy Director to use in making policy decisions regarding the data submission requirements in our rules and regulations. Additional consideration in using feedback means is specific to overall data quality. The Assessment considers feedback to include the identification of errors in existing records as well as comments relating to frequently occurring errors.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





261. Are EMS data quality management reports produced regularly and made available to the State TRCC?

Partially Meets Advisory Ideal

The State presented the document titled "EMS Data Quality Report" to the State's TRCC in May. Most of the report consisted of summary measures of statewide EMS service quality. Only one section actually reported a data quality measure: the average validation score for each EMS agency in the state. The statewide average was 96 of a possible high of 100 and the average for individual agencies was typically higher than that. Presumably this report will be generated on some schedule for the TRCC, but that frequency was not described.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

**ISS: Emergency Department (ED)
System Description**

262. Is there a statewide emergency department (ED) database?

Meets Advisory Ideal

Emergency Department data is incorporated in their departmental data warehouse known as Oasis. Available years include 2002-2017 and consists of the Uniform Billing - 04 format. Supporting evidence of data access means (Oasis dashboard screen shot) and data schema (GDDS schema) were provided.

Change Notes: Rating Unchanged.

263. Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

Emergency Department data is used in various ways for multiple Injury Prevention projects (The Child Occupant Safety Project, Older Driver Task Force, The Injury Prevention Program, Young Adult Driver and Pedestrian fact sheets). The table entitled, "Distribution of AIS scores for sample of ED Visits that occurred in Georgia due to Motor Vehicle Crashes, 2018" was presented as supporting evidence.

Change Notes: Rating Unchanged.

264. Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Meets Advisory Ideal

Emergency Department data has been used in the evaluation of child occupant mini grant recipient prioritization and the allocation of resources for the older driver program.





Additionally, SQL code related to motorized scooter injuries review was submitted as evidence.

Change Notes: Rating Unchanged.

ISS: ED

Data Dictionary

265. Does the emergency department dataset have a formal data dictionary?

Meets Advisory Ideal

The State submitted the document entitled, "2019 ER Data Dictionary" which documents the GDDS (Hospital Discharge and ER Visit) variables and responses.

Change Notes: Rating Unchanged.

ISS: ED

Procedures & Processes

266. Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?

Meets Advisory Ideal

The Georgia Hospital Association (GHA) has a HIPAA-compliant business associate agreement with hospitals to collect ED data. GHA uses a third party to aggregate the data and releases the data to GA Departments of Community Health and Public Health.

Change Notes: Rating Unchanged.

267. Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?

Meets Advisory Ideal

Aggregate emergency department data is made available online to anyone through its interactive web portal Online Analytical Statistical Information System (OASIS). The aggregate data is available as tabular data, as maps, or as trend charts and pyramid charts with underlying data tables. Custom data requests can be made through the DPH Public Health Information Portal (PHIP).

Change Notes: Rating Unchanged.

ISS: Hospital Discharge (HD)

System Description





268. Is there a statewide hospital discharge database?

Meets Advisory Ideal

The Hospital Discharge data is incorporated within their departmental data warehouse known as OASIS. Available years include 2002-2017 and consists of the Uniform Billing - 04 format. An OASIS screen shot was provided which supported the availability of Hospital Discharge data. Additionally, the "Georgia Discharge Data System Schema was submitted for further substantiation.

Change Notes: Rating Unchanged.

269. Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

The Hospital Discharge data is used in various ways like Emergency Department data for multiple Injury Prevention projects (The Child Occupant Safety Project, Older Driver Task Force, The Injury Prevention Program, Young Adult Driver and Pedestrian fact sheets). The table entitled, "Distribution of AIS scores for sample of Hospital Discharges that occurred in Georgia due to Motor Vehicle Crashes, 2018" was presented as supporting evidence.

Change Notes: Rating Unchanged.

270. Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Meets Advisory Ideal

The State identified the use of Hospital Discharge for the injury review of specific body regions in older driver and child occupant populations. SQL code related to motorized scooter injuries review was submitted as evidence. The State also provided evidence of hospital discharge data use in the form of older driver program and child occupant safety project grant proposals resulting in resource allocation. Leading Injury Causes of Hospitalization and Death, 2013-2017 by Public Health District table and the map of the 2013-2017 Motor Vehicle Hospitalization Rates by Public Health District were also provided and these initiatives have been used for the DPH Statewide Injury Prevention Strategic Plan.

Change Notes: Rating Unchanged.

ISS: HD
Data Dictionary

271. Does the hospital discharge dataset have a formal data dictionary?

Meets Advisory Ideal

The State submitted the document entitled, "2019 Hospital Discharge Data Dictionary" which





documents the GDDS (Hospital Discharge and ER Visit) variables and responses.

Change Notes: Rating Unchanged.

ISS: HD

Procedures & Processes

272. Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?

Meets Advisory Ideal

The Georgia Hospital Association (GHA) has a HIPAA-compliant business associate agreement with hospitals to collect hospital discharge records.

Change Notes: Rating Unchanged.

273. Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?

Meets Advisory Ideal

Hospital Discharge aggregate data is made available online to anyone through its interactive web portal Online Analytical Statistical Information System (OASIS). The aggregate data is available as tabular data, as maps, or as trend charts and pyramid charts with underlying data tables. Custom data requests can be made at the DPH Public Health Information Portal (PHIP).

Change Notes: Rating Unchanged.

ISS: ED & HD

Guidelines

274. Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?

Meets Advisory Ideal

Both Emergency Department and Hospital Discharge data employ the means for Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) computation. The tables entitled, "Distribution of AIS scores for sample of ED Visits that occurred in Georgia due to Motor Vehicle Crashes, 2018" and "2019 274 HD 2017 AIS RISS Distribution" were presented as supporting evidence.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





ISS: ED & HD
Procedures & Processes

275. Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?

Meets Advisory Ideal

There are procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge records to the statewide repository. As supporting evidence, the State provided a VISIO chart (2019 Business Rules for GDDS Processing) detailing that process.

Change Notes: Rating Unchanged.

ISS: ED & HD
Quality Control

276. Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?

Meets Advisory Ideal

The process flow diagrams provided only address those respective process procedures (as found in the document entitled, "2019 Business Rules for GDDS Processing"). As evidence the State detailed how MetaRule 1.0 is how it validates fields for consistency with data provider's own metadata for the field (i.e. what % is recognizable and what % is translatable). The business rules detailed in the report have been implemented in their entirety. These rules were provided as examples and help validate diagnostic codes, identify motor vehicle crashes as the external cause, determine the nature of injury, check consistency between reported injuries and external causes.

Change Notes: Rating Unchanged.

277. Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?

Meets Advisory Ideal

The Georgia Hospital Association (GHA) supplies preliminary data to the State on a quarterly basis. The State processes this preliminary data and reports errors back to GHA. GHA has a standard process that notifies hospitals of errors. Hospitals then have until June 30th of the following year to correct their submitted records. A final data submission is made around September of the following year, which cannot be corrected. This final data submission is





processed and released to the State's data repository to be published.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

278. Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Meets Advisory Ideal

The State monitors the timeliness of Emergency Department and Hospital Discharge data submission through the production of trend reports (2019 Assessment Trends report) quarterly and annually. These reports ensure the 6 month post CY close reporting regulation is met. While this is not the exact definition of quality measure, the process serves to meet the timeliness goal that the State has set.

Change Notes: Rating Unchanged.

279. Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Meets Advisory Ideal

The State monitors the accuracy of data submission through the production of trend reports (2019 Assessment Trends report). The accuracy performance measure is defined by the percent of unrecognizable values equal to "0". The submitted report does permit baseline observation and a control chart means of review.

Change Notes: Rating Unchanged.

280. Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Meets Advisory Ideal

The State monitors the data submission completeness through the production of trend reports (2019 Assessment Trends report). The completeness performance measure is defined by of percentage of missing incoming values. The submitted report does permit baseline observation and a control chart means of review for completeness.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

281. Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Meets Advisory Ideal

The State monitors data uniformity through the production of trend reports (2019 Assessment Trends report). Uniformity is defined by a record meeting all conditions set forth by national standards (UB-04, hospital coding standards). The submitted report can be viewed as





establishing uniformity with baseline observations and the control chart providing means of adherence review.

Change Notes: Rating Unchanged.

282. Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Meets Advisory Ideal

The State's CODES project attempts to integrate crash reports with ED and hospital discharge records for injuries resulting from motor vehicle crashes. Project staff estimate that about 89% of injured persons are matched or linked from the crash record to an ED or hospital record. The State's baseline goal is to reach 90% linked. Individual record linking is also done based on a unique person identifier known as the 'longitudinal id,' which is constructed from identifying data. A linkage check using the longitudinal id, between hospital discharge records for those discharged dead due to motor vehicle crashes and death records due to motor vehicle crashes shows that 256 of 321 records successfully linked in 2017 data (a rate of successful data integration of about 80%). Data integration also is done at the 'ecological' level. Ecological linking involves standardizing the dimensions of all incoming data (primarily age, race, time, place of residence, sex). This allows quick data integration and the production of aggregate reports for analysis.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

283. Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?

Partially Meets Advisory Ideal

Accessibility to Emergency Department and Hospital Discharge data is not measure because it believes that anyone can access aggregate data through either the State's Online Analytical Statistical Information System portal or through a data request system. However, while aggregate data may be freely provided, the State did not address whether and how individual-level data sets may be requested by users for analyses. If the State tracked the number of requests for ER/Discharge data, the number facilitated, and measure that result over time against an established goal, a 'Meets' rating could have been attained.

Change Notes: Rating Unchanged.

284. Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?

Partially Meets Advisory Ideal

Within the report entitled, "2019 Assessment Trends report" graphs for each key data element are presented. This analysis compares reported trends against three standard deviations from the total population. This quality control approach attempts to reduce variation and keep





reported data within "reasonable expectations". However, no specific goals for performance measures were presented.

Change Notes: Rating Unchanged.

285. Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?

Meets Advisory Ideal

The State monitors a variety data quality aspects as demonstrated with the report entitled, "2019 Assessment Trends". These reports all play a role in monitoring and responding to data quality control features.

Change Notes: Rating Unchanged.

286. Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?

Meets Advisory Ideal

The State relies upon open communication channels between the Department of Health personnel (data users) and the Office of Health Indicators for Planning (data processors) and the Georgia Hospital Association (data owners) in addressing data related issues. Additionally, the State also offers all OASIS users the opportunity to provide feedback on each data query processed. OHIP has a contact at the Georgia Hospital Association, the Senior Director of Data Services, to whom OHIP reports data collection errors.

Change Notes: Rating Unchanged.

287. Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?

Partially Meets Advisory Ideal

The State occasionally submits data quality reports to the TRCC coordinator. A consideration regarding the production of specific data quality control reports for the motor vehicle crash population should be made. These reports could then be routinely presented to the TRCC body in non-confidential data format for review/feedback.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

ISS: Trauma Registry (TR)
System Description





288. Is there a statewide trauma registry database?

Meets Advisory Ideal

There exist a statewide trauma registry for all designated and some non-designated hospitals. Record submission is a voluntary process and not mandated for all hospitals. For the purposes of this question's rating a "Meets" is warranted. An important future consideration would be establishing plans to bring all hospitals under mandatory trauma registry reporting independent of their designation.

Change Notes: Rating Unchanged.

289. Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

The Trauma Registry does support the ISS in Motor Vehicle Crash population accountability. The report entitled, "Georgia Trauma Registry Injury Characteristics Report 2014-2016" supported this capability.

Change Notes: Rating Unchanged.

290. Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Meets Advisory Ideal

The Trauma Registry data is used by the Departments of Injury Prevention and Public Health. Reports were submitted as evidence that have been used by the Regional Trauma Advisory Councils (RTACS) for resource and funding allocation (via State Trauma Commission and other local injury prevention programs). The Trauma Registry data is loaded into the CDC data query programs WISQARS and OASIS. This allows regional programs easy access and they can pinpoint specific intersections where crash-related injuries occur. Designated trauma centers within each region are also required to participate in outreach and data driven injury prevention programs.

Change Notes: Rating Unchanged.

ISS: TR
Guidelines

291. Does the State's trauma registry database adhere to the National Trauma Data Standards?

Meets Advisory Ideal

A report detailing Trauma Registry variables by four specific source comparisons (v5 Highlighted Elements, NTDS Data Standard, State Requested and State Data Collection Priority Level) was provided supporting evidence. The use of NTDS standards permits a "meets" rating.





Change Notes: Rating Unchanged.

292. Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?

Meets Advisory Ideal

The State demonstrated their ability to report on motor vehicle crash AIS and ISS patient distributions with the report entitled "2019 Trauma MVC ISS".

Change Notes: Rating Unchanged.

ISS: TR

Data Dictionary

293. Does the trauma registry have a formal data dictionary?

Meets Advisory Ideal

The State uses the NTDB standards as their data dictionary and submitted the enclosed document entitled, "NATIONAL TRAUMA DATA STANDARD DATA DICTIONARY 2019 ADMISSIONS" as supporting evidence.

Change Notes: Rating Unchanged.

ISS: TR

Procedures & Processes

294. Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?

Meets Advisory Ideal

Aggregate data is made available to other entities and the report entitled, "2019 Trauma Service Survey " was provided. This report provided various aggregate summaries. More detailed requests (confidential and non-confidential) can be facilitated via a request through the Department of Public Health.

Change Notes: Rating Unchanged.

295. Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?

Meets Advisory Ideal

The State validates Trauma Registry data submissions onsite through validation written into the software for data submissions. This provides immediate feedback for quality assurance,





improvement, and re-submission.

Change Notes: Rating Unchanged.

ISS: TR
Quality Control

296. Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?

Meets Advisory Ideal

The Trauma Registry has extensive edit checks upon data entry (as documented in the submitted NTDS Data Dictionary) and documented validations (as found in the 2019 Trauma ITDX Data Validation document) which have been incorporated over time.

Change Notes: Rating Unchanged.

297. Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?

Partially Meets Advisory Ideal

The State's data submission timeliness standard is that records should be submitted to the registry within 60 days of being closed. The State requires trauma centers to report the number and percent of records that are closed within 60 days of discharge. Credit is given here for the State's demonstrated tracking and charting of that performance, by facility. However, the State did not offer evidence that it tracks the time between record closing and submission or, overall, the percent of records that are closed and reported within 120 days of discharge.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

298. Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?

Meets Advisory Ideal

Accuracy is addressed through a series of validation rules built into the front end of the Trauma Registry software. Additionally, a set of reports are generated at both the facility and state level for comparison of entered data. These reports have shown baseline and actual measures. Finally, a 5% chart review is conducted quarterly. The State also contends that all records meet the NTDB standard upon final state submission.

Change Notes: Rating Unchanged.





299. Are there completeness performance measures tailored to the needs of trauma registry managers and data users?

Meets Advisory Ideal

The registry data maintains a record completeness performance measure as indicated in the submitted graphs entitled, "Record Completion Rates". These graphs set baselines and document performance over time. This serves as a good demonstration of a record completeness as a performance measure.

Change Notes: Rating Unchanged.

300. Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?

Does Not Meet Advisory Ideal

The State may have misinterpreted 'uniformity' in this context, since the State's response focused on promoting uniform practices in abstracting the registry's fields from hospital charts using the inter-rater reliability (IRR) score process. In fact, we believe that the State's Trauma Registry does have uniform fields because their definitions are based on the National Trauma Data Standards. The State registry's data element list notes the elements that draw on the NTDS and ranks those as high priority. A uniformity goal might be 100% of records submitted to the NTDB are accepted. The subsequent performance measure would be the total number of records accepted over the total number of records submitted, by facility over time.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

301. Are there integration performance measures tailored to the needs of trauma registry managers and data users?

Partially Meets Advisory Ideal

The State identified 26,864 total trauma registry records in 2017, 2,895 of which contain "the complete EMS record." It was not fully specified how the EMS information was added to those registry records, but it appears that the vendor does have a partial linkage process between the registry and the statewide EMS database, possibly only for those EMS agencies which use the same vendor. Work is underway to fully develop that linkage process by the end of 2019. The numbers of records integrated in 2017 is the only performance measure of data integration for the trauma registry at this time. A more precise measure would compare the number of linked records to the number of trauma records involving EMS transport.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

302. Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?

Partially Meets Advisory Ideal





The Trauma Registry data is accessible to the extent that data users as defined as the trauma network are able to use the registry's data for analyses that inform policy development and program management, including performance improvements in trauma care. The State indicated that participating facilities have control over their own data and that aggregate data requests made by facilities for comparative purposes are met by the State. The assumption is that the only registry data users are trauma centers themselves. Within this context, the State indicates that 90% of requests are filled; the rest ask for information that is not collected or is for information on individual facilities. Requesters (researchers, advocacy groups, legislators) outside the network are not addressed in the response. They make up an important component of an accessibility performance measure.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

303. Has the State established numeric goals-performance metrics-for each trauma registry performance measure?

Does Not Meet Advisory Ideal

Within the document entitled, "2019 Trauma Program Review" thresholds, to include upper and lower control limits, were incorporated in each performance measure. This performance monitoring is exemplary in reporting format. However, there are no specific statements regarding the performance numeric goal associated with this measurement (i.e. our State will maintain an overall 90% triage rate directly from the scene of injury to designated trauma centers by CY 2020).

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

304. Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?

Meets Advisory Ideal

The State's trauma registry has several data quality mechanisms that work to ensure the system's data completeness, accuracy, and uniformity. The data entry system and software perform validation checks and edits that require accuracy and completeness before records are transmitted to central registries. Periodic chart reviews are required for designation as trauma centers and as audit indicators; centers must show the percentage of charts review annually. Hospitals also must follow a training process of Inter-Rater Reliability (IRR) testing, in which several coders abstract the same records and compare results. The manual for IRR testing was provided as evidence.

Change Notes: Rating Unchanged.





305. Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?

Meets Advisory Ideal

Quarterly feedback is conducted with each designated facility through the means of a standardized feedback form. Results are discussed at quarterly meetings with trauma registrars and trauma coordinators. Oversight groups also have a data sub-committee to evaluate registry data and improve error rate and software issues. Their feedback form was submitted as evidence. A point to consider would be a means to receive input on data quality from major data users, such as hospital quality improvement staff, trauma physicians, medical policy researchers or TRCC members.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

306. Are trauma registry data quality management reports produced regularly and made available to the State TRCC?

Meets Advisory Ideal

Trauma Registry data reports are produced for and shared with the TRCC. The report entitled, "2019 Trauma Registry Characteristics report" was submitted as evidence and meets the standard.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

**ISS: Vital Records (VR)
System Description**

307. Is there a statewide vital records database?

Meets Advisory Ideal

The OASIS system includes Vital Records data and analyses of subsets can be performed (such as MVC deaths).

Change Notes: Rating Unchanged.

308. Does the vital records data track the occurrence of motor vehicle fatalities in the State?

Meets Advisory Ideal

The State provided evidence that vital records data on motor vehicle-related deaths are used in reports, analyses, CDC indicators, and in the Online Analytical Statistical Information System (OASIS).

Change Notes: Rating Unchanged.





309. Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Meets Advisory Ideal

The Vital Records data is available and used in the support of program evaluation, resource allocation, and problem solving. Child mortality and injury profiling were referenced. Various reports were submitted (Leading Injury Causes of Hospitalization and Death, 2013-2017 by Public Health District table and the map of the 2013-2017 Motor Vehicle Death Rates by Public Health District) which are used for the DPH Statewide Injury Prevention Strategic Plan and support this response.

Change Notes: Rating Unchanged.

ISS: VR

Data Dictionary

310. Does the vital records system have a formal data dictionary?

Meets Advisory Ideal

The document entitled, "GAVERS Data dictionary for Death" was provided and contained the variable names and definitions pertaining to their Vital Records data set.

Change Notes: Rating Unchanged.

ISS: VR

Procedures & Processes

311. Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?

Meets Advisory Ideal

The OASIS contains Vital Records data from which non-confidential data analysis can be performed. Confidential data analysis requests can be made through the Department of Public Health.

Change Notes: Rating Unchanged.

ISS: VR

Quality Control





312. Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?

Meets Advisory Ideal

The process flow diagram entitled, "2019 General high-level view process VR draft" was submitted as evidence. Within this document, steps 18, 19, and 20 reference data quality steps before the final file is uploaded. All data elements must conform to the data dictionary standards, which are based upon national standards. Data tables from 1994 to 2017 were presented as evidence of complete and consistent attributes.

Change Notes: Rating Unchanged.

313. Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?

Meets Advisory Ideal

Data uniformity quality control efforts are achieved through front end data validations, chart reviews for accuracy, and completeness comparisons against the standards set forth in their data dictionary. The report, entitled "2019 Death Trends 2017DV v1" was presented as supporting evidence.

Change Notes: Rating Unchanged.

314. Are vital records data quality management reports produced regularly and made available to the State TRCC?

Does Not Meet Advisory Ideal

Presently, Vital Records analytical reports are produced and occasionally presented to the TRCC for review. A consideration for the inclusion of MVC specific deaths review routinely by the TRCC might help with identifying anomalies or better understand trends in that specific population.

Change Notes: Rating Unchanged.

Injury Surveillance Interfaces

315. Is there an interface among the EMS data and emergency department and hospital discharge data?

Meets Advisory Ideal

In the past, probabilistic linkage was successfully done through their CODES project and specific research efforts. It should be pointed out that this capability better serves the means of data integration. However, a "Meets" rating can be assigned based upon the added capability a





hospital has to enter patient outcomes to the corresponding EMS record.

Change Notes: Rating Unchanged.

316. Is there an interface between the EMS data and the trauma registry data?

Partially Meets Advisory Ideal

The State has achieved probabilistic linkages of EMS and Trauma Registry records after submission of completed records has occurred. At this present time there is no consistent and direct linkage variable between the two data sets to serve as an interface means. The ePCR number can serve as this linkage means, but is inconsistently available. It should be noted that the State has purchased a product that will in future provide the interface means between EMS and Trauma Registry records.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Data Use and Integration

317. Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?

Meets Advisory Ideal

The Georgia Department of Health provides access to traffic data and analytic resources for behavioral managers through multiple tools such as the Public Health Information Portal (PHIP), the Online Analytical Statistical Information System (OASIS), CODES and the research pages on the GOHS public website. All offer tools and assistance in mining the data to help identifying problems, setting priorities and providing program evaluation.

Change Notes: Rating Unchanged.

318. Does the State have a data governance process?

Partially Meets Advisory Ideal

The State has established and documented the membership of the CODES Board as comprised of critical traffic data stakeholders. This board includes the owners of the State data and is responsible for all decisions related to confidentiality, management and release of the linked data. Data staff at GOHS follow the guidelines set forth by the the CODES Board in how information is released, the prioritization of research topic areas, and analytical methods used in research. Although the CODES Board provides leadership and expertise, to meet the ideal, data governance should also include a formal set of documented processes, policies and procedures used to integrate the traffic data systems. These policies and procedures should address and document data definitions, content, and management of key traffic records data sources within the State. The standards would apply across platforms and systems and provide the foundation for data integration and comprehensive data quality management. Formal documentation of existing processes, policies and procedures promulgated by the CODES board





as part of their data governance role was not provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

319. Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?

Partially Meets Advisory Ideal

There is a strong working partnership between the TRCC and the CODES board in Georgia. The TRCC Coordinator is the chair of the CODES Board and this Board takes a leading role in overseeing and providing guidelines about the integration of traffic records and promotes the data governance of these records. Data governance, access and security policies regarding the data, however, are handled by the individual data owners and do not appear to leverage the TRCC in taking lead on these efforts.

Change Notes: Rating Unchanged.

320. Is driver data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

The State currently doesn't link driver and crash datasets. The State is actively working to have this type of linkage in the future. It appears this status has not changed since the last assessment in 2014.

Change Notes: Rating Unchanged.

321. Is vehicle data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Vehicle data is not integrated with crash data for analytical purposes. Key linking fields pertaining to the Vehicle file are available in the Crash file, but no integration efforts have been made.

Change Notes: Rating Unchanged.

322. Is roadway data integrated with crash data for specific analytical purposes?

Meets Advisory Ideal

Crash data is housed at the Georgia Department of Transportation. In addition to what is on the crash report, the data is integrated with roadway system for roadway names, segment IDs, roadway types and other DOT roadway information.

Change Notes: Rating Unchanged.





323. Is citation and adjudication data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

There is no integration of the Citation and Crash files to support any analytical purpose.

Change Notes: Rating Unchanged.

324. Is injury surveillance data integrated with crash data for specific analytical purposes?

Meets Advisory Ideal

The State integrates the crash and the injury surveillance data to compare the reported injury severity on the crash report and the MAIS score on the Emergency Department and Hospital discharge data.

Change Notes: Rating Unchanged.

325. Are there examples of data integration among crash and two or more of the other component systems?

Partially Meets Advisory Ideal

The State provides fact sheets which demonstrate the data integration between Crash Data and multiple components of the Injury Surveillance Data (Emergency and Discharge data from 2015 was used in the example). There is no evidence of an integration among the Crash file and two other traffic record component systems, but the effort with Crash and Injury Surveillance along with the effort related to the Roadway file warrant a "Partially Meets" rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

326. Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?

Does Not Meet Advisory Ideal

The State appears to be in the very early stage of establishing linkage between driver data and citation data and is encouraged to continue to pursue this activity. Creating these integrations will strengthen the effective analysis that could result from these combined datasets.

Change Notes: Rating Unchanged.

327. For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Partially Meets Advisory Ideal

The CODES board serves as a resource of skilled personnel that provide summary data to legislators and other decision makers. The OASIS web query tool is a user-friendly access tool





used by decision makers and the public to view and analyze crash data. Legislators and other decision makers can request data that includes integrated datasets, but the online OASIS does not yet support integrated datasets.

Change Notes: Rating Unchanged.

328. For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Partially Meets Advisory Ideal

The State is still working to incorporate linked data on the web site OASIS, a public accessible web site scheduled to include crash, emergency room, and hospital aggregate data. Public access to resource-skilled personnel is possible via a request that is then evaluated to see if the integrated data can be released, and if so, DPH makes the data available to the requestor.

Change Notes: Rating Unchanged.





Appendix B – Assessment Participants

State Highway Safety Office Representative(s)

Allen Poole
Governor's Office of Highway Safety

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State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act





HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board
ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification





STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

CMS	Case Management System
CMV	Commercial Motor Vehicle
DDS	Georgia Division of Driver Services
DIA	Digital Image Access Exchange
DL	Driver License
DOR	Georgia Department of Revenue
DPH	Georgia Department of Public Health
DUI	Driving Under the Influence
EDMS	Electronic Document Management System
ERMS	Electronic Records Management System
ERWIN	Data Modeling Software
FEIN	Federal Employer Identification Number
FTP	File Transfer Protocol
GBI	Georgia Bureau Investigation
GCIC	Georgia Crime Information Center
GDOT	Georgia Department of Transportation
GECPS	Georgia Electronic Conviction Processing System
GHA	Georgia Hospital Association
GOHS	Georgia Office of Highway Safety
GRA	Global Justice Reference Architecture
HDD	Hospital Discharge Data
HSM	AASHTO - Highway Safety Manual
IRP	Internal Registration Plan
LEA	law enforcement agency
LEL	Law Enforcement Liaison
LRM	Location Reference Methodology
LRS	Location Reference System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOU	memorandum of understanding
MVC	Motor Vehicle Crashes
MVR	Motor Vehicle Report
NCIPC	National Center for Injury Prevention and Control





NTDB	National Trauma Data Bank
OASIS	Online Analytical Statistical Information System
OCRA	Online Certification Reporting Application
OHSJP	Office of Highway Safety and Justice Programs
OIS	Office of Investigative Services
OWI	Operating While Impaired
PCI	Payment Card Industry Data Security Standard
PCR	Patient Care Report
PHIP	Public Health Information Portal
PRISM	Performance and Registration Information Systems Management
QA	Quality Assurance
QC	Quality Control
SAFETYNET	Federal Motor Carrier Safety Administration database management system that allows entry, access, and reporting of data from driver/vehicle inspection, crashes, compliance reviews, assignments, and complaints
SDLC	Software Development Lifecycle
SFTP	Secure File Transfer Protocol
SPF	Safety Performance Function
TRB	Transportation Research Board
TRSP	Traffic Records Strategic Plan
TSA	Transportation Security Administration
TSIP	Traffic Safety Improvement Plan
TSIS	Traffic Safety Information Systems
UCR	United Carrier Registration
UI	User Interface
USCIS	United States Citizenship and Immigration Services
UTT	Uniform Traffic Ticket
WISQARS	Web-based Injury Statistics Query and Reporting System



Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

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

State: Georgia

Fiscal Year: 2021

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

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above only if applying for this grant.]

All States:

[Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at 65-78, 136-156, 215-235 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at 63-64, 66-67, 70-72, 136-139, 152-153, 215-218 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at 140-146, 219-225 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), that include estimates of the total number of classes and 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.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s): _____.

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

Legal citations:

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

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

- The State's **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

 - The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
-

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at 238 (location).
- The name and title of the State's Traffic Records Coordinator is Mrs. Courtney Ruiz, Georgia Traffic Records Coordinator
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at 239-241 (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at 250-253, 254-263 (location);
 - List of all recommendations from most recent assessment at: 242-243 (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at 244-246, 250-253 (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at 247-249 (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at 254-263 (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on June 17, 2019 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F)) .**

*[Check the box above **only** if applying for this grant.]*

All States:

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

Mid-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

- The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).
Specifically –
 - HSP at _____
(location) describes the authority and basis for operation of the Statewide impaired driving task force;
 - HSP at _____ (location)
contains the list of names, titles and organizations of all task force members;
 - HSP at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.
- The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above *only* if applying for this grant and fill in all blanks.]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State’s driver’s license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

*[Check the box above **only** if applying for this grant.]*

*[Check at least 2 boxes below and fill in all blanks under those checked boxes **only**.]*

□ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Mr. Spencer Moore, Commissioner of Ga Department of Driver Services.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at 110-114, 272-276 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, 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.
- In the HSP at 67-70, 73, 76, 110-114, 272-276 (location), the countermeasure strategies and planned activities demonstrating 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, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

■ Impaired driving program:

- In the HSP at 115, 277 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at 63-78, 115-118, 277-281 (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

□ Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Use of fees collected from motorcyclists for motorcycle programs:

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at _____ (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

*[Check the box above **only** if applying for this grant.]*

[Fill in all applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

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

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

□ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in all blanks under the checked box **only**.]*

- In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

 - In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)
-

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

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

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



Signature Governor's Representative for Highway Safety



Date

Mr. Allen Poole

Printed name of Governor's Representative for Highway Safety