

Walton County Department Agenda Request

Department Name: **Walton County Sheriff's Office**

Department Head/Representative: **Kim McCord**

Meeting Date Request: **01/06/2026**

Has this topic been discussed at past meetings? **Yes**

If so, When? **10+ years ago (2010-2013)**

TOPIC: **Application for Georgia Governor's Office of Highway Safety Grant FY2027 (HEAT)**

Wording For Agenda: **Approval to Apply**

This Request: **Informational Purposes Only** **Needs Action by Commissioners* Yes**

*What action are you seeking from the Commissioners? **Acceptance**

Department Comments/Recommendation:

Additional Documentation Attached? **Copy of Grant Proposal**

Is review of this request or accompanying documentation by the County Attorney required? **No**

If so, has a copy of the documentation been forwarded to County Attorney? **N/A**

Date forwarded to County Attorney:

Has the County Attorney review been completed?

If this request involves the expenditure of county funds, please answer the following:

Approved in current budget?

Budget information attached?

Comments:

Purchasing Department Comments:

County Attorney Comments:

Chairman's Comments:

**“Innovative Grants”
Request for Proposals (RFP)
FFY2027 Initial Proposal**



**Georgia Governor's Office of Highway Safety
James H “Sloppy” Floyd Veterans Memorial Bldg.
2 Martin Luther King Jr. Drive SE. Suite 370, East Tower
Atlanta, GA 30334**

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Grants to Develop “Innovative” Highway Safety Programs to Save Lives in Georgia

GOHS Mission Statement

The mission of the Georgia Governor’s Office of Highway Safety is to educate the public on safe driving behaviors; to implement highway safety campaigns and programs that reduce crashes and eliminate injuries and fatalities on Georgia roadways.

Description of Highway Safety Problems

In 2023, 1,615 fatalities occurred in motor vehicle traffic crashes on Georgia roadways. Between 2019 and 2023, the number of suspected serious crash injuries increased by 12%, from 7,308 in 2019 to 8,171 in 2023. The number of traffic-related fatalities also increased by 8% from 1,492 fatalities in 2019 to 1,615 in 2023.

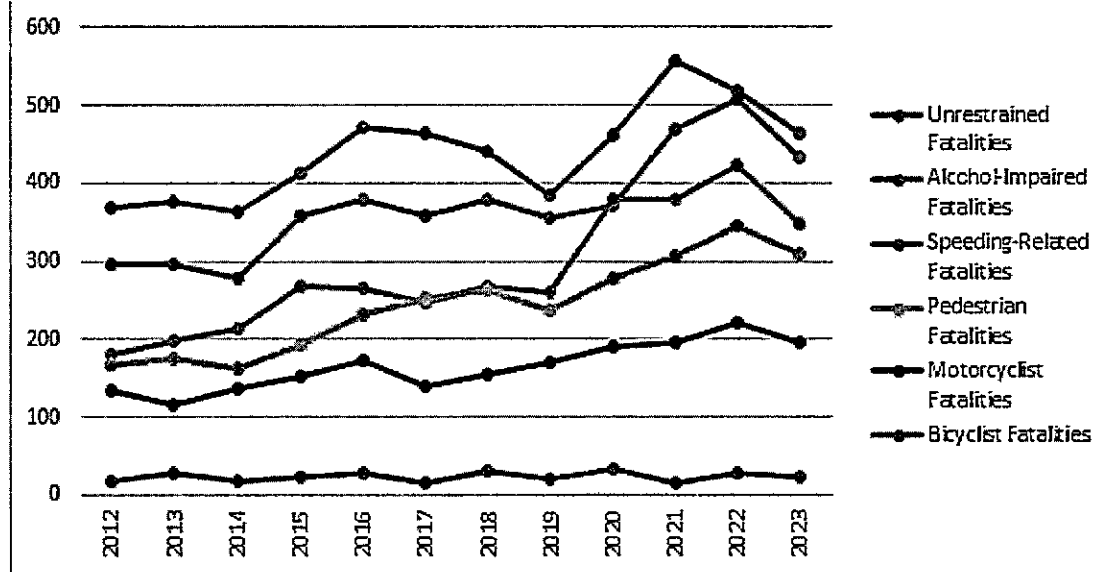
Recent motor vehicle traffic trends demonstrate a gradual return to pre-COVID norms. Between 2022 and 2023, traffic-related fatalities decreased by 10% and 6%, respectively; however, these numbers are still higher than pre-pandemic norms.

- **Unrestrained Fatalities:** In 2023, there were 1,615 traffic fatalities in Georgia, of which 1,001 (52%) were occupants of passenger vehicles (PV). Nearly half of the passenger vehicle occupants who were fatally injured were unrestrained (46%, 464 PV occupants), 42% (418) were restrained, and 12% (119) had unknown restraint use. Georgia’s observed seatbelt usage rate increased by 1.2% net-points from 2023, with an overall usage rate of 88.8% in 2024.
- **Impaired Driving Fatalities:** In Georgia, drivers are considered legally alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. In 2023, there were 433 fatalities that involved at least one alcohol-impaired driver—a 15% decrease from the 507 alcohol-impaired fatalities in 2022. These alcohol-impaired fatalities represented 27% of all traffic fatalities that occurred on Georgia roadways in 2023—compared to 30% nationwide. In 2023, 22% of all drivers in fatal crashes were suspected of drug involvement or had positive drug test results. Drug-related fatalities represented 14% of all traffic-related fatalities in 2023.
- **Speed-Related Fatalities:** Compared to the previous year, speeding-related fatal crashes decreased by 22%; however, there were no changes in serious injury speeding-related crashes and a 1% decrease in all speeding crashes in 2023. Twenty-two percent of all traffic fatalities (349

out of 1,615) were speeding-related in 2023, compared to 23% (422 out of 1,796) in 2022.

- **Pedestrian Fatalities:** In 2023, there were 310 pedestrians fatally injured in traffic crashes, a 10% decrease from the 345 pedestrian fatalities in 2022. In 2023, nearly three-quarters of pedestrian fatalities (72%) and nearly half (47%) of pedestrian injuries occurred on roadways with posted speed limits at or above 45 mph. Additionally, the number of pedestrian fatalities that occur in dark lighting conditions has more than doubled in the past decade (from 123 to 251).
- **Motorcyclist Fatalities:** In 2023, there were 196 motorcyclist fatalities that resulted from motor vehicle traffic crashes on Georgia roadways. Motorcycles consistently represent less than 1% of all registered vehicles and are involved in 1% of all motor vehicle crashes in Georgia. Motorcycle operators accounted for 6% of all licensed drivers but 12% of all driver fatalities. Motorcyclists are more vulnerable to severe injuries when they are involved in traffic-related crashes. Among persons fatally or seriously injured in a multi-vehicle motorcycle crash, 97% were riding on a motorcycle and 3% were occupants of other vehicles or non-motorists.
- **Bicyclist Fatalities:** There was an average of 24 bicyclist fatalities in traffic crashes each year between 2019 and 2023. In 2023, there were 23 bicyclist fatalities on Georgia roadways, a decrease from 29 bicyclist fatalities in 2022. The bicyclist crash rate is highest in urban counties outside the Atlanta region. Sixty percent of bicyclist crashes occur at intersections.
- **Older Drivers:** Fatal crashes involving drivers aged 65+ decreased by 1.4% (from 288 drivers in 2022 to 284 in 2023), and the rate of drivers 65+ years involved in fatal crashes per 100,000 population decreased by 3.8% (from 18.6 in 2022 to 17.9 in 2023). Over the decade, drivers 65+ years represented approximately 13% of all drivers involved in fatal crashes.
- **Young Drivers:** In 2023, the number of young drivers (ages 15 to 20 years) involved in fatal crashes decreased by 8% (from 191 drivers in 2022 to 176 drivers in 2023). During this same period, the rate of young drivers involved in fatal crashes per 100,000 population decreased by 10% (from 20.8 in 2022 to 18.8 in 2023). Young drivers represented 7.8% of all drivers involved in fatal crashes in 2023—2.3% were 15-to-17-year-olds, and 5.5% were 18-to-20-year-olds.

Georgia Traffic Fatalities by Traffic Safety Performance Measure (2012-2023)



Source: FARS 2012-2023

NOTE: For more state and local data, please visit the GOHS website at <https://www.gahighwaysafety.org/> and then to the Traffic Data at the top of the page.

Program Areas

Georgia Governor's Office of Highway Safety has been granted federal funds from the National Highway Traffic Safety Administration (NHTSA) under the Infrastructure Investment and Jobs Act (IIJA) to promote the development and implementation of innovative programs to address highway safety problems relating to speeding, impaired driving, pedestrian & bicycle safety, motorcycle safety, occupant protection, and other highway safety programs. Proposed programs must be data driven and based on proven countermeasures (see a list of best practices) at: GOHS Best Practices and must address one or more of the following issues:

Motorcycle Safety Education Program

- ◆ A program designed to promote public awareness and outreach programs to enhance driver's awareness of motorcyclists, such as Share-the-Road safety messages developed using Share-The-Road Model language available on the NHTSA website.
- ◆ A program designed to eliminate impaired related motorcyclist injuries and fatalities in identified high risk areas.

Occupant Protection Programs

- ◆ Education and training programs that increase safety belt usage and lead to increased use of properly installed child safety restraint systems. The program should be designed to reach areas with low safety belt and child safety seat usage, non-English speaking populations, low income, and underserved populations.

Teen Traffic Safety Programs

- ◆ Peer to peer education and prevention strategies in schools and communities designed to:
 1. Increase safety belt use
 2. Reduce speeding
 3. Reduce impaired and distracted driving
 4. Reduce underage drinking
- ◆ Programs designed to increase the public's awareness of the Teenage and Adult Drivers' Responsibility Act (TADRA) and safe and defensive driving techniques will also be considered.

Young Adult Traffic Safety Program

- ◆ A program designed to reduce the incidence of alcohol and/or drug -impaired driving or distracted driving by persons between the ages of 18 and 24, which must involve at least one of the following components: 1) participation of employers, 2) participation of colleges and universities, or 3) participation of hospitality industry.

Law Enforcement Programs

- ◆ A program designed to implement innovative highly visible and highly publicized law enforcement strategies to eliminate serious injuries and fatalities which occur on the roadways of Georgia. Priority programs could include occupant protection, speed, impaired driving, distracted driving, a combination of, or any other focus area as identified in the problem ID.

Administrative Judges and DUI Court Programs

- ◆ A program designed to train judges and prosecutors on highway safety issues, including but not limited to: Standardized field sobriety testing techniques, innovative sentencing techniques, update on new traffic laws and license sanctioning procedures, effective prosecution of DUI offenders, and incorporating treatment as appropriate into judicial sentencing for drivers between the ages of 21 and 34 who have been convicted of first time DUI/DWI.
- ◆ A program designed to remove repeated DUI offenders from Georgia's roadways through innovative prosecutorial/adjudication programs.

Population Based Safety Programs

This program is designed to strengthen community-wide awareness and promote informed, responsible road use in alignment with Georgia's safety belt and child restraint laws, as well as statewide impaired driving prevention, speed management, and pedestrian safety initiatives. Through targeted education, outreach efforts, and strategic partnerships - including but not limited to colleges and universities, military installations, and faith-based organizations - the program focuses on equipping individuals with the knowledge and resources necessary to develop safe driving behaviors. By empowering Georgians to make safer decisions on and around the state's roadways, the program aims to contribute directly to reducing motor vehicle crashes and eliminating serious injuries and fatalities across the state.

Non-Motorized Safety Grants

Non-motorized road user means a pedestrian; an individual using a nonmotorized mode of transportation, including a bicycle, a scooter, or a personal conveyance; and an individual using a low-speed or low-horsepower motorized vehicle, including an electric bicycle, electric scooter, personal mobility assistance device, personal transporter, or all-terrain vehicle.

- ◆ Education and enforcement programs should be designed to eliminate nonmotorized injuries and fatalities within high-risk counties. The development and implementation of programs should focus on the non-motorized road user and motorist to enhance knowledge and skills via outreach, community base, awareness etc.
- ◆ Programs should focus on the following:

1. Training of law enforcement officials relating to nonmotorized road user safety, State laws applicable to nonmotorized road user safety, and infrastructure designed to improve nonmotorized road user safety.
2. Enforcement mobilizations and campaigns designed to enforce state traffic laws applicable to nonmotorized road user safety.
3. Public Information and awareness programs designed to inform motorists and nonmotorized road users the importance of speed management to the safety of the nonmotorized road user, the value of safety equipment (lighting, conspicuity equipment, mirrors, helmets, etc.), and state or local laws regarding safety equipment.
4. Public Information and awareness programs designed to inform motorists and nonmotorized road users the state laws applicable to nonmotorized road user safety, including the responsibilities of motorists with respect to nonmotorized road users.

Older Drivers and Passengers

- ◆ The aging Georgia population is more susceptible to fatal injury than younger motor vehicle occupants. Programs targeting this age group should be skill-based programs for older drivers to enhance driving skills or educational programs that focus on relevant physical and cognitive changes of aging.

Roadside Safety Programs

- ◆ Programs designed to adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside

Unattended/Heatstroke Passengers Program

- ◆ Programs should be designed to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Evaluation and Survey Program

- ◆ **Evaluation Program** should be designed to evaluate GOHS grants and projects on a monthly and yearly basis. A database should be created and maintained to monitor monthly reporting and activity of grantees.

If you are interested in a **Students Against Destructive Decisions (SADD)** project for a high school, please contact Ms. Courtney Gaines at cgaines@gohs.ga.gov.

If you are interested in a **Young Adult Driver (YA)** program for a college or university, please contact Ms. Courtney Gaines at cgaines@gohs.ga.gov.

Program Parameters

For detailed information on completing the referenced program guidelines, applicants must complete each section in the grant management system. All proposals must include the following information:

1. **Problem Identification:** The problem ID statement is a detailed written narrative that must clearly define the highway safety issues in the community/jurisdiction. The statement must provide a concise description of the problem(s), where it is occurring, and the population affected, how and when the problem is occurring, etc. Include the 5 most recent consecutive years of crash data (2019-2023), including fatality and serious injury data, to establish the conditions and the extent of the problem(s). (Charts, graphs, and percentages are effective ways of displaying the required data). Refer to the GOHS website for state and county data and/or Attachment A for assistance.
2. **Program Assessment:** Identify “what” the community/jurisdiction is currently doing to address the problem(s) identified under the problem identification section. Review and note activities and results of past and current efforts, indicating what did or did not work. Assess resources to determine what is needed to address the problem(s) more effectively. Identify local laws, policies, safety advocate groups and organizations that may support/inhibit the success of the project.
3. **Project Objectives, Activities and Evaluation:** The objective(s) must indicate exactly what the project will accomplish to impact/correct the problem(s) identified in the Problem Identification section. Activities must clearly identify the steps needed to accomplish each objective. A comprehensive evaluation plan must be developed to explain how the outcomes will be measured for each proposed activity listed in this section. Must follow the **S.M.A.R.T. (Specific, Measurable, Attainable, Realistic, and Time Specific) model**. (See *Sample Objectives, Activities and Evaluation – Attachment B*)
4. **Milestone Chart:** This chart must provide a summary of the projected activities to be accomplished on a monthly basis. This section must reflect the activities described in the Project Objectives, Activities and Evaluation Section.
5. **Media Plan:** Describe the plan for announcing the award of this grant to the identified community. Identify the media outlets, including social media, available to your project. Discuss how the public will be informed of grant activities throughout the entire project period.
6. **Resource Requirements:** Statement must describe and explain the budget (resources) needed in order to accomplish the objectives listed above. Resources may include but not be limited to personnel, enforcement hours, equipment, supplies, travel, training needs and public information and educational materials. A brief description of how and by whom the resources will be used is also required.

7. **Self Sufficiency:** This statement must reflect a plan of action that explains how the activities of the project will be continued after federal funds are no longer available to implement this project. The self-sufficiency plan must identify potential sources of non-federal funds.
8. **Budget:** Each budget item(s) must be allowable, reflect a reasonable cost, and be necessary to carry out the objectives and activities of the project.
 - a. Personnel Services (salaries and fringes – non law enforcement and prosecutors)
 - b. Enforcement/Activity Hours (law enforcement and prosecutors only)
 - c. Regular Operating Expenses (single item less than \$1,000) – see NOTE below
 - d. Travel of Employees (employees of grantee)
 - e. Equipment Purchases (items \$1,000 or more)
 - f. Contractual Services
 - g. Per Diem and Fees (travel for non-employees of grantee)
 - h. Computer Charges and Computer Equipment
 - i. Telecommunications
 - j. Motor Vehicle Purchases

See Attachment C for Allowable and Non-Allowable Expenses.

9. **Grant Terms and Conditions:** Applicants are required to meet all applicable federal/state laws and requirements.
10. **Certifications and Signatures:** Applicants must agree to abide by the Grant Terms and Conditions within this section. Certification signatures must be electronically signed within the GOHS grant management system.

NOTE: Purchase price of an item includes shipping and taxes. EX: If an item costs \$900 plus \$150 for shipping and taxes then this item should be included in the equipment category because the total pushed it over the \$1000 point.

Eligibility Criteria

1. Potential grantees/partners within the State of Georgia include but is not limited to: local law enforcement agencies, county health departments, high schools (*private and public*), colleges and universities (*private and public*), citizen groups, civic organizations, churches and faith-based communities, , EMS, county or city governments, not-for-profit organizations (i.e. Safe Kids of Georgia, MADD, etc. and others).
2. For FFY 2027, GOHS grant proposals to a single grantee must not be submitted for less than \$10,000 or greater than \$400,000 for this fiscal year for the General Application (GA). The grants award for colleges and universities will be based on student population.
3. Law enforcement applications where enforcement is a component should include "enforcement hours" rather than salary and fringe benefits.
4. All paid positions will be evaluated on a case-by-case basis for grants whose budget exceeds \$100,000. (Job descriptions must be attached for each personnel position required.)
5. Potential grantee(s) must demonstrate its willingness and ability to accept and implement the planned programs by showing staffing, equipment, office space and other resources that will be dedicated to this effort.
6. Potential grantee(s) must report in the grant application whether or not its organization collects and is willing to disseminate critical data necessary to demonstrate the effectiveness of a **before and after** project impact. Programs planned, implemented and evaluated **must be "specific" and focused on the issues of saving lives on the roadways**. Evaluation tools must measure outcomes and the potential grantees **MUST** be able to show that crash data was decreased or increased as applicable in all emphasis areas at the end of the grant period. All exceptions must be documented and explained. Potential grantees will be required to collect and report to GOHS required data on highway safety programs that are supported by this grant to demonstrate the required change.
7. Planned programs should be necessary programs that will reach the goals stated. Programs that are "nice," or "feel good," or evaluated by anecdotal comments should not be proposed. All evaluation plans must be well documented in the application and approved by GOHS.
8. The cost for developing the proposal, including any travel costs associated with the application is the sole responsibility of the potential grantee. GOHS will not provide reimbursement for such costs.
9. GOHS will reimburse awarded grantees based on monthly approved/implemented project activities and expenditures through an Automated Clearing House (ACH) payment.
10. In accordance with the Federal Funding Accountability and Transparency Act (FFATA) recipients of Federal grants and contracts must submit information on sub-grant awards to GOHS prior to implementation. Please contact your agency Accounting Department to obtain the SAM.gov Unique Entity Identifier (UEI) Number and Federal Employment Identification Number (FEIN). These numbers will be needed in order to complete the agency information form. (Attachment H)

11. Non-profit organizations

- Must be willing to adhere by GOHS requirements for Non-Profit Organizations (See Attachment D).
- Must include letters of support/references from at least two of the following: local law enforcement, school systems, local safety advocate organizations and/or medical organizations. These must be dated within 2 years of date of application (for example for the 2027 application, letters must be dated 2024, 2025, or 2026).

12. Applications must receive an average final rating of 70% or above to be considered for funding. Applicants receiving an average final rating of 69% and below will not be funded by GOHS.

13. GOHS reserves the right to reject any and all proposals submitted in response to this request.

14. **Awarded grantee(s) must be willing to submit monthly activity reports concurrent with a monthly claim for reimbursement report utilizing the GA grants management system by the 20th of the following month. The claim for reimbursement must be submitted and approved in order to be reimbursed for activities/services rendered.**

15. Catalog of Federal Domestic Assistance (CFDA) number

- 20.600 – 402 (State and Community Highway Safety)
- 20.616 – 405 (National Priority Safety Programs)

GOHS is committed to providing equal access for all participants. Persons with disabilities who require an accommodation and persons with limited English proficiency who require language access services should contact Jared Bohlander at 404-656-6996 or jbohlander@gohs.ga.gov no later than December 29, 2025, to request a reasonable accommodation and/or language access services.

The Georgia Governor's Office of Highway Safety, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprise will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The Safe System Approach

The Governor's Office of Highway Safety recently updated their Mission Statement to show our dedication to eliminating serious injuries and fatalities on our roadways. We are encouraging applicants to incorporate the Safe System Approach within their proposed projects. What is the Safe System Approach? The Safe System Approach aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. It incorporates 5 elements which include Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care. For a brief overview of The Safe System Approach, please see Attachment G.

Also, please refer to the Best Practices page of the GOHS website for more information on the Safe System Approach and other best practices.

<https://www.gahighwaysafety.org/best-practices/>

Grant Period – FFY2027

Federal Fiscal Year – October 1, 2026, to September 30, 2027.

Grant Application Workshop

To be eligible for funding, all new applicants who wish to submit an application must have a representative present at ONE of the grant application workshops.

Current FFY2026 grantees applying for a new grant program (other than the renewal) must also attend ONE of the grant application workshops.

Registration links are on Page 16 of the RFP.

Once registered, you will receive notification of the workshop.

**The Agency Information Form should be completed and emailed to Mr. Jared Bohlander (jbohlander@gohs.ga.gov) prior to the workshop (or bring with you to the workshop).
(Attachment H)**

For FFY 2027, the workshops will be held in-person.
To register for the workshop, click on the appropriate link below for the workshop you plan to attend prior to January 6, 2026. You only need to attend one workshop. The same information will be presented at all four sessions.

January 6, 2026
10:00am
Chattahoochee Tech North Metro Campus
5198 Ross Road, Bldg. A, Room 121
Acworth, GA 30102
[Click here to register for the Acworth, GA workshop](#)

January 7, 2026
10:00am
Georgia Sheriff's Association
1000 Sheriffs Way
Madison, GA 30650
[Click here to register for the Madison, GA workshop](#)

January 13, 2026
10:00am
University of Georgia Conference Center
15 RDC Road
Tifton, GA 31794
[Click here to register for the Tifton, GA workshop](#)

January 14, 2026
10:00am
Oconee Fall line Technical Center
Dubose Porter Conference Center, YKK Hall
560 Pinehill Road,
Dublin, GA 31021
[Click here to register for the Dublin, GA workshop](#)

Grant Proposal Submission

Grant Applications must be submitted via the GOHS grant management system no later than 11:59 p.m. Thursday, March 5, 2026.

All questions must be addressed via email, letter or telephone to:
Captain Maurice Raines, GOHS Deputy Director
mraines@gohs.ga.gov

or

Governor's Office of Highway Safety
ATTN: Captain Maurice Raines
James H "Sloppy" Floyd Veterans Memorial Bldg.
2 Martin Luther King Jr. Drive SE. Suite 370, East Tower
Atlanta, GA 30334
Office: (404)-656-6996 Toll Free: (888)-420-0767

Application DUE DATE: March 5, 2026
Don't forget to click "submit."

NOTE: Current 2026 grantees are not required to attend the RFP Workshop if you plan to submit a **renewal** application for FFY2027. Please refer to your renewal letter for due dates as they are different.

If you plan to submit an application for a **new project**, you must attend one of the workshops listed in the RFP.