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| Grantee: | GA-2021-F.A.S.T. 405h FHX-093 |  | Grant Number: | GA-2021-F.A.S.T. 405h FHX-093 |
| Project Title: | Promoting Safe Bicycling in GA |  | Funding Source: | F.A.S.T. 405h FHX |
| Funded Amount: | $69,655.63 |  | Total Expended: | $49,698.66 |
| Project Description: | Through outreach and educational programs, Georgia Bikes will partner with local agencies, nonprofits and law enforcement to reduce bicyclist injuries and fatalities. | | | |
| State Targets: |  | | | |

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| Activity: Georgia Bikes will host 5 POST certified workshops and provide them with a bike safety education kit in FFY 2021.  The workshop will include bicycling laws for Georgia, rules of the road, common violations for bicyclists and motor vehicles, discussion of vulnerable road user, review crash data, bicycle friendly driver, and resources.Georgia Bikes will reach a minimum of (10) officers per workshop. | Because of COVID we were not able to schedule in-person law enforcement training until June. We quickly scheduled and offered four classes in Valdosta, Waycross, Carrollton, and Senoia. We were working to schedule a fifth class for Brunswick, but were asked to postpone until after the trial is over. Unless we see another wave of COVID that prevents in-person classes, we should have no problem scheduling the required number of classes in the 2022 grant period. |
| Activity: Georgia Bikes will maintain and update a website (georgiabikes.org), monthly newsletter and social media accounts (Facebook Page and Twitter) with timely, relevant news and best practices for bicycle safety initiatives throughout Georgia in FFY 2021. | In 2020 we expand our calendar of webinar and other virtual activities and programs in response to the pandemic. We have continued this through the 2021 grant period, regularly updating the offerings from organizations here in Georgia and around the country that are offering bicycle safety education programs and other beneficial programs online. We have used our social media platforms and other digital channels to build awareness of these programs and make Georgian's aware of the education programs that are available to them. |
| Activity:Georgia Bikes will print and distribute 11,200 safety and educational material to local government agencies, law enforcement agencies, bicycle safety/advocacy groups, local civic organizations, schools, community centers, bicycle shops, and the general public, etc. across the state (determined by UGA’s TSREG and bicycle safety statistics) in FFY 2021. | Our Bicyclist Pocket Guides and other materials are requested by local advocacy organizations, law enforcement agencies, municipalities, schools, universities, bike shops, and other institutions. Most often, these materials are distributed at events. Because of COVID, very few events were held between October 2020 and June 2021, so demand was down for most of the grant period. However, requests for our materials remained strong and has accelerated now that events are again happening. |
| Activity: Georgia Bikes will attend a national bicycle safety, educational, planning conference for staff development in FFY 2021. | Because major national conferences were offered virtually in 2020 and 2021, I was able to attend both the National Bike Summit and the Bike Walk Places Annual Conference. Virtual conferences also eliminated travel expenses. |
| Activity:Georgia Bikes will participate and provide support to local advocacy efforts across the state during National Bike Safety month, May FFY 2021. | Working in cooperation with GOHS, we supported Capital to Coast bike safety events during National Bike Month in Atlanta, Athens, Macon, Savannah and Brunswick. In addition, we provided bike safety materials and/or promotional support via our website and social platforms to events held in Americus, Brookhaven, Clarkston, Decatur, Richmond Hill, Newnan, Alpharetta, Rome, Dunwoody, Columbus, Peachtree City, and Springfield. |
| Activity:Georgia Bikes will be available to assist stakeholders in the development of bicycle safety plans and/ or providing bicycle safety classes, materials, and resources statewide as requested during FFY 2021. | We worked on safety plans around the state in cooperation with local advocacy organizations, municipalities, regional commissions, and other partner organizations including the Safe Routes to School Resource Center. We were most heavily involved in bicycle safety courses for children in Coastal Georgia, offering seven bike safety courses to 382 Glynn County and Savannah Chatham County Public School System students. We also facilitated bicycle safety discussions in Carrollton, Senioa, Savannah, Richmond Hill, Brunswick, and Valdosta. |
| Activity: Georgia Bikes will support local safety organizations monthly by assisting local leaders and safety advocates in the strategic development of bicycle safety goals and objectives during FFY 2021. | We worked on safety plans around the state in cooperation with local advocacy organizations, municipalities, regional commissions, and other partner organizations including the Safe Routes to School Resource Center. We were most heavily involved in bicycle safety courses for children in Coastal Georgia, offering seven bike safety courses to 382 Glynn County and Savannah Chatham County Public School System students. We also facilitated bicycle safety discussions in Carrollton, Senioa, Savannah, Richmond Hill, Brunswick, and Valdosta. |
| Georgia Bikes will participate in GOHS Pedestrian and Bicycle safety Task Team meetings a minimum of six times during the FFY 2021 grant period. | The safety education programs manager was actively involved with GOHS/GDOT pedestrian and bicycle safety task team meetings. In addition, the safety education programs manager also participated in a Distracted Driving Task Team meeting and monthly calls with GDOT safety officials. |
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| Grantee: | GA-2021-F.A.S.T. 402 RH-052 |  | Grant Number: | GA-2021-F.A.S.T. 402 RH-052 |
| Project Title: | First Responders Training and Mobile Truck Exhibit |  | Funding Source: | F.A.S.T. 402 RH |
| Funded Amount: | $30,484.00 |  | Total Expended: | $21,680.00 |
| Project Description: | Georgia Operation Lifesaver will provide training and education to both the "First Responders" and "general public" about safety around trains, railroad tracks and right a ways, and special railroad collisions/ police reporting. | | | |
| State Targets: |  | | | |

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| Georgia Operation Lifesaver will schedule the "OL Mobile Truck" at four (4) or more Community-based events across Georgia during FFY-2021. GOL plans to reach  a minimum of (50) individuals per event.  If scheduling will not permit the Truck to be utilized, a Tabletop Exhibit will always be provided with appropriate rail safety handouts materials. | In spite of the COVID pandemic, we were able to fulfill all requests for railroad safety information. The OL Mobile Exhibit Truck (with graphics on both sides of the exhibit trailer) provided a continual "Billboard effect." |
| Georgia Operation Lifesaver  will hold quarterly membership meetings during FFY-2021. The meetings will cover  upcoming activities and events scheduled within the grant cycle. | While we were unable to schedule our usual "in-person quarterly meetings" due to COVID, we did provide our membership with updated reports and quarterly Georgia DOT statistical reports. Also we kept members informed when we received directives from our national OLI headquarters, as well as special OL national events such as "Rail Safety Week" and other items of interest. |
| Georgia Operation Lifesaver will conduct a minimum of five (5) Grade Crossing Incident Management classes by reaching a minimum of 100 First Responders in FFY-2021.. First class will be scheduled in October or November 2020 and others will be scheduled thereafter according to requests received from law enforcement and emergency responders. Course attendees are also generally involved with several TEN programs including "Click-it or Ticket" and DUI enforcement campaigns. | Unable to provide the scheduled minimum of five (5) classes due to the pandemic and the fact that our Railroad Instructors were not allowed by their employer railroads to do any in-person training classes. However, many First Responders were given our Operation Lifesaver RISC (Rail Investigation and Safety Course) information and handout materials through our 3 Railroad Certified Instructors and/or through our State Coordinator. In addition, this course is certified by Georgia POST thanks to the assistance we received from the GOHS and we have received over 15 requests from various LEOs for information and expect to be able to resume in-person classes when the pandemic allows. |
| Georgia Operation Lifesaver will monitor all Georgia legislation (4) times during the General Assembly regarding proposed changes to our Statutes involving railroad issues and communicate with the Georgia Department of Driver Services should any changes occur that involve Georgia Driver's Licenses so they can be added to the next Driver's Manuals during FFY-2021. Any necessary changes will be reported in our MARs to GOHS. | We were able to virtually and electronically monitor the Georgia Legislature effectively. No new laws or statutes were added or changed during the year. Therefore, no additional changes were necessary for the Georgia Driver's Manual. |
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| Grantee: | GA-2021-F.A.S.T. 405b M1\*OP-006 |  | Grant Number: | GA-2021-F.A.S.T. 405b M1\*OP-006 |
| Project Title: | Georgia Highway Safety Programs Evaluation |  | Funding Source: | F.A.S.T. 405b M1\*OP |
| Funded Amount: | $223,477.14 |  | Total Expended: | $141,539.90 |
| Project Description: | The Traffic Safety Research and Evaluation Group at the University of Georgia will evaluate the effectiveness of highway safety programs in Georgia. | | | |
| State Targets: |  | | | |

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| Activity 1: TSREG staff will attend a minimum of 10 GOHS task team meetings (at least 5 in person) and will submit at least 2 proposals to the team(s) for spoken, recorded or printed presentations related to the task team’s purpose. This activity will be reported in MARs and in the milestone chart, and copies of any accepted presentations will be attached to the September MAR. | We had a vacant position for the duration of the FY 2021 grant, which prevented us from attending ten meetings. The Data and Program Specialist attended extra meetings that included the data task team, where participants discussed the design of traffic safety fact sheets; these meetings were not included in the overall count, because they may not have technically covered all of the standard task team items. |
| Activity 2: Provide publicity and support for GOHS mobilizations by informing the public of GOHS mobilizations through attending events, posting on social media such as Facebook, and  distributing related educational materials. This activity will be completed during GOHS   mobilization months (November-December 2020; May-July 2021; September 2021) and reported in the appropriate MARs and in the milestone chart. | We missed mobilization support in May 2021. Afterward, the Research Assistant made a schedule of annual mobilizations to ensure TSREG participates in each one. |
| Activity 3: Inform Task Team leaders and grant planners of TSREG’s availability for data support. TSREG will send an email to the leader of each GOHS task team and the planner for each executed external grant, informing them of data support available on request. This task will be performed no later than 12/16/20 and will be reported in the MAR and in the milestone chart. | TSREG notified grantees of our availability for data support via email on February 9, 2021, and received requests for support from three grantees (see Activity 4). |
| Activity 4: Provide data support to GOHS, its grantees and other traffic safety stakeholders as requested. This may include phone discussions, email, links to online resources, data analysis in the form of charts, spreadsheets, etc., and/or brief white papers, based on the requestor’s needs. A Technical Assistance Report summarizing all data and analysis requests answered during the grant year will be provided to GOHS no later than September 30, 2021. This activity will be reported in the MARs and in the milestone chart, and a copy of the report will be attached to the September MAR. | We provided the Carroll County Sheriff's Department with 2019 Carroll County crash data, Georgia Bikes with statewide 2020 and 2021 bike and pedestrian crash and injury data, and Atlanta Bikes with bike and pedestrian crash and injury data in the Atlanta area. The data for Atlanta Bikes were used to help them create an injury and fatality baseline for the Atlanta area, so they could make more informed injury and fatality prevention targets. |
| Activity 5: Submit MARs and communicate and/or meet with GOHS regularly regarding evaluation of grantees and progress of other projects. This task will be performed monthly and reported in the MARs and in the milestone chart. | TSREG submitted all progress reports for the 2021 fiscal year. Some issues with accounting caused delays in our reporting, and we have since taken steps to ensure those issues don't happen in the future. |
| Activity 6: Inform GOHS of late reporting by grantees. Beginning in December 2020, a list of  grants with monthly reports >30 days late will be sent to GOHS no later than the last day of each month. This activity will be reported in MARs and on the milestone chart. | The Data and Program Specialist missed reporting of late grantees at the end of the grant year. He has since put this reporting on a schedule and built a spreadsheet of late MARs to improve reporting in the future. |
| Activity 7: Continue Year 2 of Evaluation of Tiny Towne program: TSREG staff will meet with Tiny Towne owner  to establish evaluation goals; will recruit participants and control group; will design pre- and post-surveys and obtain IRB approval; and will identify sources and procedures for acquiring crash data for future participants and controls once they reach driving age. Pre- and post-surveys will be administered to all subjects.  Progress will be reported in Dec.-Sept. MARs; survey results will be delivered to Tiny Towne and copies attached to MARs. | In spite of complications surrounding COVID-19, we were able to complete the FY 2021 Tiny Towne evaluation and report the findings to GOHS. The Tiny Towne evaluation report was sent to GOHS on September 29, 2021. We have discussed ways to increase survey responses for future evaluations, and we are optimistic that attendance will improve as business activities return to normal. |
| Activity 8: Build and maintain a database of all FFY 2021 grants. Work on the database will begin by November 2, 2020 and all executed grants will be entered into the database no later than December 31, 2021. This activity will be reported in the MARs and the milestone chart. | We completed building the FY 2021 database by December 20 and maintained it throughout the grant year. This helped TSREG organize and evaluate grant activities for our reporting to GOHS. |
| Activity 9: Collect, input into the established database, and monitor data on all FFY 2021 grants, including monthly reporting, expenditures and outcomes. This activity will begin in November 2020 and will be completed monthly and reported in both the MARs and the milestone charts. | TSREG maintained the grant database throughout the grant year, and used it to build grant scores and evaluate grants. |
| Activity 10: Assemble and analyze data on all grant programs for FFY 2020 and produce the Annual Report for NHTSA incorporating descriptions of all grants , their activities, funding, expenditures, objectives met and unmet, and GOHS paid media activity. Deliver report to GOHS not later than Dec. 15, 2020. This activity will be reported in the MAR and in the milestone chart, and a copy of the report will be attached to the September MAR. | We worked with the GOHS Compliance Manager and the Evaluator to complete the Annual Report. TSREG's participation lasted until December 22, 2020. In spite of the difficulties introduced by COVID-19, we were able to gather a lot of pictures and highlights of grant activities to include in the report. |
| Activity 11: Produce a FFY 2019 Final Evaluation assessing FFY 2019 grants’ performance, including grant reporting timeliness and quality, expenditures, milestones, objectives, and outcomes. Deliver report to GOHS not later than 1/29/21. This activity will be reported in the MAR and in the milestone chart, and a copy of the report will be attached to the September MAR. | We delivered the FFY 2019 Final Evaluation to GOHS on January 29, 2021. |
| Activity 12: Submit the FFY 2020 Scoring and Grading Report to GOHS not later than 3/8/21. This report will score all grants based on percentage of objectives and milestones met, expenditures, and report quality and timeliness. Changes and trends in scores will be analyzed, and reasons for “D” scores will be explained. This activity will be reported in the MAR and in the milestone chart,  and a copy of the report will be attached to the September MAR. | We submitted the FFY 2020 Scoring and Grading Report to GOHS on March 8, 2021. |
| Activity 13: Submit the FFY 2020 Preliminary Evaluation to GOHS no later than 4/2/21. This report will evaluate grants’ performance on the basis of the Scoring and Grading Report plus available enforcement, crash and fatality data. This activity will be reported in the MAR and the milestone chart and a copy of the report will be attached to the September MAR. | We submitted the FFY 2020 Preliminary Evaluation to GOHS on April 20, 2021. |

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| Activity 14: Submit the FFY 2021 Preliminary Performance Report to GOHS no later than 4/16/21. This report will evaluate grantees’ early performance based on data from the 4th quarter of FFY 2020 and the 1st quarter of FFY 2021. This activity will be reported in the MAR and the milestone chart and a copy of the report will be attached to the September MAR. | We submitted the FFY 2021 Preliminary Performance Report to GOHS on April 20, 2021. |
| Activity 15: Submit FFY 2020 Second Quarter Performance Report to GOHS no later than 6/15/20. This report will evaluate grantees’ performance in the 2nd quarter based on milestones met, expenditures, and report timeliness and quality. This activity will be reported in the MAR and the milestone chart and a copy of the report will be attached to the September MAR. | We submitted the FFY 2020 Second Quarter Performance Report to GOHS on June 15, 2021. |
| Activity 16:  Submit FFY 2020 Revised Evaluation to GOHS no later than 8/20/21, revising the FFY 2020 Preliminary Evaluation in light of 2020 fatalities data. This activity will be reported in the MAR and the milestone chart and a copy of the report will be attached to the September MAR. | We submitted the FFY 2020 Revised Evaluation to GOHS on August 20, 2021. |
| Activity 17: TSREG Director of Survey Operations will conduct a minimum of 400 on-site safety  belt observations,  in accordance with NHTSA criteria, at 20 randomly selected observation sites in 20 Georgia counties (400 on-site observations). Observations of distracted driving behaviors will be made concurrently with seat belt observations. Survey will be completed by August 31, 2021. | The Director of Survey Operations completed the safety belt and distracted driving observations on schedule. |

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| Activity 18: Director of Survey Operations will enter, clean, & analyze data from study of seat belt use & distracted driving behavior in Ga., weighting data per NHTSA criteria, to produce a Ga. Statewide Safety Belt Report, with driver & passenger belt use and child safety seat usage by region (Urban/Rural/MSA), gender, race, & vehicle type, and submit the report to GOHS no later than 9/30/21. He will also prepare the State Belt Use Survey Reporting Form to be submitted to NHTSA not later than 9/30/21. This will be reported in the MARs & milestone chart; copy of report attached to Sept. MAR. | The Director of Survey Operations completed his analysis of statewide seat belt use and distracted driving, and reported the results to GOHS on September 29, 2021. At the request of GOHS, he made some modifications to the report and resubmitted. |
| Activity 19: Director of Survey Operations will conduct a separate survey of child safety seat use in Ga., weighting data per NHTSA criteria, with child safety seat usage by region (Urban/Rural/MSA), gender, race, & vehicle type. These observations will be incorporated into the Ga. Statewide Safety Belt Report. This activity will be reported in the MARs & milestone chart. | The Director of Survey Operations completed the statewide child safety seat survey and reported the results to GOHS on September 29, 2021. |
| Activity 20: Submit FFY 2020 Third Quarter Performance Report to GOHS no later than 9/4/20. This report will evaluate grantees’ performance in the 2nd quarter based on milestones met, expenditures, and report timeliness and quality. This activity will be reported in the MAR and the milestone chart and a copy of the report will be attached to the September MAR. | We submitted the FFY 2020 Third Quarter Performance Report to GOHS on September 14, 2021. |
| Activity 21: Receive GDOT daily fatality reports and record data for analysis using the latest version of SPSS, supplemented as needed by data from GEARS, news media or other sources. This task will be performed throughout the grant year and reported in each month’s MAR and in the milestone chart. | The Research Assistant maintained statewide fatality data in a timely manner, and assisted grantees with requests for fatality data. |

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| Activity 22: Produce the Preliminary 2020 Fatalities Report, based on GDOT daily fatality reports and supplemented by GEARS, media reports, and other data sources. The Fatalities Report will be submitted to GOHS no later than September 30, 2021. This will be included in the appropriate MARs and in the milestone chart. | The Research Assistant submitted the Preliminary 2020 Fatalities Report to GOHS on September 30, 2021. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-045 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-045 |
| Project Title: | "Eyes on the Road" Glynn County HEAT Program |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $148,012.80 |  | Total Expended: | $142,984.65 |
| Project Description: | A unit to enforce aggressive traffic laws, educate the public about roadway safety, and decrease the rate of traffic injuries and fatalities. | | | |
| State Targets: |  | | | |

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| Resources will be selected and assigned to the HEAT Unit, as well as trained for appropriate tasks.  The requested equipment will be purchased in accordance with HEAT procurement policies Ongoing training must be highway safety related and only SFST, Lidar, and Radar trained personnel will be eligible for the federally funded enforcement grant activity hours. Resources that do not hold certifications in ARIDE will work toward obtaining an ARIDE certification within a calendar year of being assigned to the grant. | Glynn County Police Department is continuing to implement the HEAT unit as an important part to keep the citizen of Glynn County safe. There are three officers assigned to HEAT, who are attending and continue to attend various training opportunities throughout the year. |
| HEAT unit will be dedicated to enforcing the laws that govern distracted driving/cell phone use on the roadways of Glynn County through saturated patrol in areas identified by data to be those where distracted/cell phone related crashes, injuries, and fatalities occur.  A minimum of 200 cell phone use while driving contacts will be initiated each month by The Unit.  Total projected contacts at 200 per month x 12 months  = 2400 | The Glynn County HEAT unit surpassed the projected activity for distracted driving/cell phone use. |
| The Glynn County Police Department will participate in at least eight monthly regional traffic enforcement network meetings and initiatives during the grant year | The Glynn County HEAT officers attended multiple regional traffic enforcement network meetings, i.e. CATEN |
| Conduct a minimum of 2 educational events a month to the public during the grant period.  Mention of the Hands Free will be included in every event. 2 events per month x 12 = total 24 for the life of the grant. | Even with the ongoing pandemic the HEAT unit was able to reach out to the community during the grant period, i.e. during the county & planning commission meetings by handing out pamphlets on traffic safety; -during Trunk or Treat by talking to the public about traffic safety; - at Brunswick High School by talking to the students about texting and driving and distracted driving; -at the HEAT Outreach event & Safety Fair by showing how to properly install child car seats. |
| The Glynn County Police Deparrtment GOHS/NHTSA highway safety campaigns including CIOT Drive Sober or Get pulled Over, CIOT Border to Border, Operation Southern Shielf, and 100 Days of Summer HEAT, and other GOHS/NHTSA campaigns during the grant period | Throughout the grant period the Glynn County HEAT unit participated in the following campaigns: - Click It of Ticket, Drive Sober or Get Pulled Over, Hands Across Border, Operation Zero Tolerance, Operation Thunder |
| Conduct a minimum of two seatbelt surveys during the grant period.  At least one survey will be conducted at the beginning and one at the end of the grant period. | The Glynn County HEAT officers conducted two surveys during the grant period. |
| A minimum of one HEAT member will participate in at least one wave during each Thunder mobilization. projected number of operations during the life of the grant | During the first half of the grant period the Glynn County HEAT unit had multiple officers leaving. The officers are determine to participate in any upcoming mobilizations. |
| The HEAT activities will include enforcing the laws that govern speed on the roadways of Glynn County through saturated patrol in areas identified by data to be those where speed related crashes, injuries, and fatalities occur.  A minimum of 150 speeding contacts will be initiated each month. Members HEAT members will be LIDAR and RADAR certified. Activity hours will be filled by resources that hold the appropriate certifications on traffic equipment. Additionally, crash data will be used as a hot spot locator to target enforcement in high problem areas. | Even with personnel changes the Glynn County HEAT officers were able to make contact with an increased number of drivers. |
| HEAT activities will include enforcing the impaired driving laws on the roadways of Glynn County  through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur.  A minimum of 20 DUI contacts will be initiated each month by the Unit.  All resources will hold the appropriate certifications with regard to DUI SFST training and maintain those certifications through refresher and update classes. | During the grant period the HEAT team reached 330 drivers. |
| HEAT activities will include enforcing the occupant protection laws on the roadways of Glynn County through saturated patrol and checkpoints in areas identified by data to be those where non-restraint related crashes, injuries, and fatalities occur.  The Unit will initiate a minimum of 50 occupant protection contacts each month.  The HEAT Unit will maintain at least one CPST on the taskforce. | The officers of the HEAT unit increased their patrols and set up road checks in areas citizens had complained about speeding, making contaict with 1163 drivers. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-040 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-040 |
| Project Title: | HEAT Hall County |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $66,471.89 |  | Total Expended: | $61,708.81 |
| Project Description: | The Hall County Sheriff's Office for the 2021 fiscal year is seeking a HEAT Grant from the Governor's Office of Hwy Safety. Hall County is experiencing an alarming increase in fatalities over the past few years. | | | |
| State Targets: |  | | | |

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| Activity: Selections will be made and assigned to the HEAT Unit, as well as trained for appropriate tasks. Ongoing training must be highway safety related and only SFST, Lidar, and RADAR  trained personnel will be eligible for the federally funded enforcement grant activity hours. Resources that do not hold certifications in ARIDE will work toward obtaining an ARIDE certification within a calendar year of being assigned to the grant. | The Hall County/Gainesville HEAT Unit was maintained for the complete 12 months of the year. All personnel had all required certifications including SFST, LIDAR, RADAR, ARIDE and DRE. In addition, all personnel maintained those certifications during the grant year. All equipment which was originally purchased by the grant was still in use and used for the enforcement, education, and awareness in all goals, objectives, and activities. |
| Activity: Dedication will show through enforcing the impaired driving laws on the roadways of Hall County through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur.  A minimum of 21 DUI contacts will be initiated each month by the Unit.  Training will be kept up to date with regard to DUI SFST training through refresher and update classes. | The Hall County/Gainesville HEAT Unit showed extreme dedication through enforcing the impaired driving laws on the roadways of Hall County through saturated patrols and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities were occurring. Personnel in the Hall County/Gainesville HEAT Unit also kept up to date their training in DUI, SFST, ARIDE, and DRE. The goal was 21 DUI contacts per month, the Hall County/Gainesville HEAT Unit averaged more than 41 contacts per month. All members of the Hall County/Gainesville HEAT Unit were recognized by MADD at the Golden Shield Awards for their achievement and accomplishments in Impaired Driving Enforcement. |
| Activity:  Dedication will show by enforcing the occupant protection laws on the roadways of Hall County through saturated patrols and checkpoints in areas identified by data to be those where non-restraint related crashes, injuries, and fatalities occur.  The Unit will initiate a minimum of 40 occupant protection contacts each month.  The HEAT Unit will maintain at least one CPST on the taskforce. | The Hall County/Gainesville HEAT Unit showed dedication by enforcing the occupant protection laws on the roadways of Hall County through saturated patrols and checkpoints in areas identified by data to be those where non-restraint related crashes, injuries, and fatalities occur. The HEAT Unit maintained at least one CPST on the taskforce. The HEAT Unit exceeded it's expectation of 40 occupant protection contacts per month by accomplishing over 59 contacts per month. In addition, at least on member of the unit attended a monthly SAFEKIDS carseat event at the Hall County Health Department. |
| Activity:  The HEAT Unit will work with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least two times each month. | The Hall County/Gainesville HEAT Unit worked with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least two times each month during the year. Although the COVID pandemic was still ongoing, the Hall County/Gainesville HEAT Unit still averaged almost 3 events per month working with other jurisdictions instead of just 2. |
| Activity:   Attendance will be made at the monthly Traffic Enforcement Network Meeting.HEAT Unit will participate in CIOT OZT 100 days of Summer HEAT and other GOHS and NHTSA campaigns. | Attendance was made at all of the GOHS NETEN monthly Traffic Enforcement Network Meetings.The Hall County/Gainesville HEAT Unit will participated in all CIOT, OZT, 100 days of Summer HEAT and other GOHS and NHTSA campaigns. In addition, all reporting was done on the GOHS website of the activities. |
| Activity:  Conduct a minimum of one educational event a month to the public during the grant period.  Mention of the Move-over law will be included in every event. | The Hall County/Gainesville HEAT Unit conducted a minimum of one educational event a month to the public during the grant period. In all of these educational events mention was made of the Move-over law and was included in every event. Although the Unit had two scheduled per month during the year, a couple were cancelled due to Covid. |
| The Hall County Sheriff's Office HEAT Unit will conduct a minimum of two seatbelt surveys in their jurisdiction during the FY 2021 grant period.  All motor vehicles will be included in the count, including pick-up trucks. | The Hall County/Gainesville HEAT Unit conducted a minimum of two seatbelt surveys in their jurisdiction during the FY 2021 grant period. All motor vehicles were included in the count, including pick-up trucks. The Unit tried to conduct at least one Seatbelt Survey per month in high crash areas to determine the need for occupant safety enforcement in these areas. |
| Activity:   Participation will be made in at least one wave during each Thunder mobilization. | The Hall County/Gainesville HEAT Unit participated in all 3 GOHS sponsored Thunder Task Force mobilizations during the FY 2021 grant period. |
| Dedication will be made to enforcing the laws that govern speed on the roadways of Hall County through saturated patrol in areas identified by data to be those where speed related crashes, injuries, and fatalities occur.  A minimum of 150 speeding contacts will be initiated each month. Enforcement hours will be filled by resources that hold the appropriate certifications on traffic enforcement equipment. | The Hall County/Gainesville HEAT Unit was very dedicated to enforcing the laws that govern speed on the roadways of Hall County through saturated patrol in areas identified by data to be those where speed related crashes, injuries, and fatalities occur. All three personnel in the Unit held both a LIDAR and RADAR certification. Through data it was determined that a large portion of Hall County crashes were a result of increased speed. As a result the Unit more than doubled its goal of 150 speeding contacts per month. The Unit issued over 331 citations per month. Warnings or contacts were not included in these numbers. Deputy Cooksey of the Unit was recognized by the Hall County Sheriff's Office as the top Speed Enforcement Officer of the department. In addition, Deputy Cooksey was recognized by the GOHS NETEN network as the top Speed Enforcement Officer for the network. |
| Attendance will be made at the GOHS conference during the FY 2021 grant period. | All three members of the Hall County/Gainesville HEAT Unit attended the GOHS conference during the FY 2021 grant period. |
| The grantee will participate in GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | The Hall County/Gainesville HEAT Unit participated in all GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. In addition, the unit reported all activity on the GOHS monthly reporting website. |
| The grantee will participate in monthly regional traffic enforcement network meetings and initiatives during the grant year. | The Hall County/Gainesville HEAT Unit participated in all monthly regional traffic enforcement network meetings and initiatives during the grant year. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-038 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-038 |
| Project Title: | HEAT Henry County Police Department |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $174,557.20 |  | Total Expended: | $169,173.61 |
| Project Description: | A unit comprised to enforce aggressive traffic laws, educate the public about roadway safety, and decrease the rate of traffic injuries and fatalities. | | | |
| State Targets: |  | | | |

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| The HEAT Unit will be dedicated to enforcing the impaired driving laws on the roadways of Henry County through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur. During the FY 2020-2021 grant term, the HEAT Unit will initiate a minimum of 30 DUI contacts each month. | The HEAT Unit exceeded its annual milestone in actual number of DUIs by 62 contacts during the grant period. In October 2020, Officer Garcia completed the first phase of Drug Recognition Expert School (DRE), and Officer Wascom completed Advanced Roadside Impaired Driving Enforcement training. Also, The HEAT Unit participated in HCPD's Police Citizen Encounter class where members were able to engage the audience in extra education surrounding DUI stops and evaluations that are conducted by the police department. This class was covered and broadcasted by Fox 5 News.In November 2020, Officer Garcia obtained his DRE certification, and Officer Fields successfully completed and obtained his intoxilyzer 9000 Operator Certification. Also during this month, the HEAT Unit assisted the Training Division with Standardized Field Sobriety Training (SFST) class at the Henry County Police Department.In February 2021, The HEAT Unit spent time during an evening watch roll call covering information on DUI enforcement and the arrest process due to the police department's high number of young officers with a lack of knowledge in this area.In March and April 2021, Officer K. Palmer instructed SFST class at the HCPD and taught during the DRE class held at the Georgia Public Safety Training Center (GPSTC) . Officer K. Palmer taught SFST class at the Eatonton Police Department in April 2021..In June 2021, Officer Palmer conducted ARIDE training at the HCPD. This two-day class was open to all police departments.In August 2021, HEAT Sgt. Holisky and Officer Garcia were accepted into the first class for the Law Enforcement Phlebotomy Program that will train officers to perform blood draws following a suspected DUI detainment. |
| The HEAT Unit will be dedicated to enforcing the occupant protection laws on the roadways ofHenry County through saturated patrol and checkpoints in areas identified by data to be thosewhere non-restraint related crashes, injuries, and fatalities occur. During the FY 2020-2021 grantterm, the HEAT Unit will initiate a minimum of 50 Occupant Protection contacts each month. | The HEAT Unit surpassed its annual milestone of Safety Belt Usage by 45 contacts during the grant period. Many planned activities were limited due to COVID-19; however, the HEAT Unit continued to find different ways to meet monthly milestones while working around this issue. Multiple events took place during the year that involved visits to schools, senior centers, enforcement details that focused on seatbelt awareness and education.On May 31, 2021, the unit conducted a multi-jurisdictional seatbelt enforcement detail with the Hampton Police Department, and multiple seatbelt citations were issued. In July 2021, Officer Garcia completed a Child Safety Seat Check and provided information to parents about the proper installation and removal of the safety seat.In September 2021, the HEAT Unit held a seatbelt safety event at Ola Elementary School. |
| Conduct a minimum of two seatbelt surveys during the grant period. At least one survey will be conducted at the beginning and one at the end of the grant period. | The HEAT Unit exceeded the annual milestone for conducting a minimum of two seatbelt surveys during the grant period. The overall seatbelt usage rate for the project was 98.5%On December 15, 2020, the HEAT Unit conducted a seat belt survey near the intersection of Airline Road and Kellytown Road in McDonough, GA. No enforcement actions were taken on any vehicles during this survey, and 99% of drivers and passengers were in compliance with OCGA 40-8-76.On Wednesday, February 3, 2021, a seat belt survey was conducted near the intersection of Airline Road and McGarity Road in McDonough, GA. No enforcement actions were taken on any vehicles during this survey, and 98% of drivers and passengers were properly restrained.On Thursday, June 17, 2021, a seatbelt survey was conducted near the intersection of Jodeco Road and Tunis Road in McDonough, GA. No enforcement actions were taken on any vehicles during this survey, and 99% of the vehicle occupants were properly restrained.On Saturday, September 25, 2021, the HEAT Unit conducted a seatbelt survey near the intersection of N. Henry Blvd. and McCain Creek Trail in Stockbridge, Georgia. No enforcement actions were taken on any vehicles during this survey, and 98% of drivers and passengers were in compliance with OCGA 40-8-76. |
| The Henry County HEAT Unit will be dedicated to enforcing the laws that govern speed on the roadways of Henry County through saturated patrol in areas identified by data to be those where speed related crashes, injuries, and fatalities occur. A minimum of 150 speeding contacts will be initiated each month by The Unit. Enforcement hours will be filled by resources that hold the appropriate certifications on traffic enforcement equipment. | The HEAT Unit surpassed the yearly milestone in speed-related crashed, injuries, and fatalities by 236 contacts during the grant period. In May 2021, a photograph of Officer Palmer's LIDAR, displaying a vehicle's speed at 117mph, was shared on multiple social media pages to educate motorists of the danger of high speeds inform them that speed enforcement was being conducted.In August 2021, Sgt. Holisky and Corporal Palmer conducted a multi-jurisdictional speed enforcement detail with Georgia State Patrol on Highway 19/41 in Hampton, Georgia. Multiple speeding citations and contacts were made during this detail. |
| At least one enforcement resource from the HEAT Unit will attend the monthly Traffic Enforcement Network Meeting. The HEAT Unit will participate in all CIOT, OZT, 100 Days of Summer HEAT, and other GOHS/NHTSA campaigns. HEAT members will collaborate with their counterparts in other HEAT Units and/or other GOHS sanctioned programs/activities. | Despite missing two MATEN meetings due to COVID-19 concerns in October and a gas shortage issue in May, the HEAT Unit exceeded its annual milestone for projected activity during the grant period. The HCPD hosed the April MATEN meeting at the Harper Event Center in McDonough where the speaker covered the topic of Child Safety Seats. |
| A minimum of one HEAT Unit enforcement resource per wave will participate in three (3) Thunder mobilizations. | The HEAT Unit did not meet its annual milestone to participate in three (3) GOHS-sponsored Rolling Thunder mobilizations during the grant period. A Rolling thunder mobilization was held in Hinesville, Georgia in December 2020. The HCPD HEAT members did not receive an email invite for this event. This topic was brought up during the mandatory grant training on November 5, 2020; however, it was stated that the Hinesville operation was filled. HEAT Units were told that if they did not attend the Hinesville Rolling Thunder, their unit probably would not meet the three (3) required events for the grant since one of the three remaining was also by invite only. Unfortunately, the HCPD HEAT Unit did not receive a notification/invite to the Rolling Thunder Operation held in Savannah, Georgia. These circumstances prevented the unit from meeting annual milestone. |
| The HEAT Unit will work with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least two (2) times each month. | The HEAT Unit worked with neighboring jurisdictions a total of 29 times throughout the year to exceed the annual milestone. During the grant period, the HCPD HEAT Unit worked roadblock details and other traffic operations with multiple jurisdictions, including Hampton Police Department, Locust Grove Police Department, Henry County Sheriff's Office, Clayton County, Georgia State Patrol, Atlanta Police Department, Atlanta Metropolitan Police Department, Dekalb County Police, Lithonia Police Department, Fairburn Police, South Fulton Police Department, and others. |
| The HEAT Unit will participate in a minimum of one (1) pedestrian safety educational event per month, during the FY2020-2021 grant term. Each education event will consist of a HEAT enforcement resource making a presentation to motorists and pedestrians about State Law and best practices to accommodate pedestrians pertaining to their safety. At least 2 presentations will be made specifically to elder groups, and at least 2 other presentations will be made specifically to school-aged pedestrians. The remaining 8 presentations can be mixed ages and/or a mix of motorists/pedestrians. | The HEAT Unit met the annual milestone for pedestrian safety educational activities during the grant term. In October 2020, Officer Fields participated in a video promoting pedestrian and seatbelt safety awareness. This video was posted on the police department's Facebook page.In December, 2020, Officer Garcia conducted a pedestrian safety education event near a crosswalk on Eagles Landing Parkway where he made contact with multiple pedestrians.In January 2021, HEAT Unit members conducted two educational event at Community Christian School in Stockbridge and concentrated their education on Pedestrian and Seatbelt Safety.In March and April 2021, HEAT Officers made contact with pedestrians on North Henry Blvd. in Stockbridge, Georgia and distributed pamphlets while stressing the importance of using crosswalks when crossing this busy stretch of road.In July 2021, the HEAT Unit attended the Henry County Bi-Centennial Event held at J.P. Mosely Park where they spoke to attendees and provided educational material on pedestrian safety.In August 2021, Officers attended a career day for local schools in Henry County where they passed out pedestrian safety materials.In September, the unit conducted Pedestrian Safety Education at Ola Elementary School. |
| The HEAT Unit will participate in a minimum of 1 DUI/speed/safety restraint educational event per month, during the FY2020-2021 grant term. Each education event will consist of a HEAT enforcement resource making a presentation to motorists about State Law and best practices pertaining to their safety. At least 2 presentations will be made specifically to elder groups, and at least 1 other presentation will be made specifically to young drivers aged 16-25. The remaining 9 presentations can be mixed ages. | The HCPD HEAT Unit exceeded the annual milestone for DUI/Speed/Safety Restraint education with a total of 19 events during the grant term. During Henry's Night Out, an annual community event held in October which draws large crowds, HEAT officers met with citizens and educated them on their primary functions and distributed traffic safety-related educational materials. Officer Palmer and Officer Garcia visited the Locust Grove Senior Center where they spoke to residents about Seatbelt Awareness and Pedestrian Safety. in September 2021, the HEAT Unit attended the 2021 Ford Driving Skills Event held at Atlanta Motor Speedway where they provided education on Speed, Seatbelt, and DUI Awareness to young drivers. |
| The Henry County Police Department will vet qualifications of potential enforcement resources to form a HEAT Unit dedicated to the enforcement of aggressive traffic laws, education of the public about roadway safety, and efforts to decrease the rate of traffic injuries and fatalities on Georgia roadways. During the FY 2020-2021 grant term, the Henry County Police Department will maintain a HEAT Unit every month. | At the beginning of the grant term, the HEAT Unit was established with three (3) Officers and one (1) Sergeant. Despite personnel changes and HEAT member absences due to COVID-19 illnesses, the unit was able to remain active and meet its milestones. Several personnel changes took place throughout the grant period, including the resignation of Officer Wascom and Officer Fields. The Unit was able to continue daily activities as the HEAT Sergeant stepped in to work enforcement hours until vacancies were filled. In January 2021, Officer K. Palmer was assigned to the HEAT Unit due to the resignation of Officer Wascom. Officer Palmer brings to the unit previous experience as a HEAT Officer as well as certification as a DRE Instructor. Officer Palmer and Officer Garcia were recently promoted to Corporal and remain a members of the HEAT Unit. Officer James Rhindress was assigned to the HEAT Unit in August, following the resignation of Officer Fields. The HCPD HEAT Unit is currently complete and operational. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-100 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-100 |
| Project Title: | Irwin County - High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $6,880.00 |  | Total Expended: | $5,195.18 |
| Project Description: | Irwin County has established an enforcement effort focusing on the dangers and consequences of driving impaired (DUI), driving with suspended licensed, driving with no insurance, distracted driving, and driving without proper safety restraints while reducing the number of crash related injuries and fatalities through education and check points using high visibility enforcement efforts. | | | |
| State Targets: |  | | | |

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| The grantee will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | Irwin SO participation in the network activities and campaigns in our region has created safer roads for the citizens of Irwin County to travel. |
| Irwin County Sheriff's Office agrees to enter enforcement data in the GOHS online reporting system 8 times during GOHS Highway Safety Campaigns during the grant year. | Irwin County SO entered all enforcement data in the GOHS online reporting system in a timely manner. |
| The grantee will participate in 8 monthly regional traffic enforcement network meetings and initiatives during the grant year. | Irwin SO attended all enforcement meetings during the grant period and made numerous contacts with other agencies. |
| Irwin County Sheriff's Office agrees to conduct two road checks per month during the grant year to identify impaired drivers. | Irwin SO was able to conduct all road checks but one due to the increase of Covid-19 resulting in staffing issues. |
| Irwin County Sheriff's Office agrees to conduct three (3) impaired driving contacts per month during the grant year. | Irwin SO created safer conditions for the citizens of Irwin County by remaining alert and vigilant during the grant period exceeding the number of required impaired driving contacts. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-188 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-188 |
| Project Title: | Jeff Davis County High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $25,031.00 |  | Total Expended: | $14,403.63 |
| Project Description: | The Jeff Davis County Sheriff's Office (JDSO) will increase its citizens’ awareness of the dangers and consequences of speeding and driving impaired in Jeff Davis County during the grant period through enforcing traffic laws with high visibility enforcement efforts. JDSO will use a variety of speed detection devices and safety equipment to identify speeding violators and impaired drivers in an effort to reduce the number of traffic crashes and injuries during the grant period. | | | |
| State Targets: |  | | | |

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| Jeff Davis SO agrees to make 30 speed contacts per month during the grant year. | Jeff Davis SO exceeded their speed contacts during the grant period by staying alert and vigilant creating safer roads for their citizens to travel. |
| Jeff Davis SO agrees to make 13 impaired driving contacts per month during the grant year. | Jeff Davis SO worked traffic enforcement to keep the roadways safe for their citizens by exceeding the projected activity. |
| Jeff Davis SO agrees to participate in 8 regional traffic enforcement network meetings and initiatives during the grant year. | Jeff Davis SO was not able to attend network meetings due to cancellation of the meetings and rise of Covid-19 in the area. |
| The grantee will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | Jeff Davis was not able to participate in all activities due to the rise of Covid-19 which caused staffing issues. |
| Jeff Davis SO agrees to enter enforcement data in the GOHS online reporting system 8 times during GOHS Highway Safety Campaigns during the grant year. | Jeff Davis entered all enforcement data in the GOHS online reporting system in a timely manner. |
| Jeff Davis Sheriff's Office agrees to conduct two road checks per month during the grant period in an effort to reduce the number of impaired driving crashes, injuries, and fatalities. | Jeff Davis SO was able to conduct two road checks per month to help reduce impaired drivers which helps to reduce crashed, injuries, and fatalities. |
| Jeff Davis Sheriff's Office will disseminate traffic-safety related educational materials on impaired driving to high school aged drivers through various media outlets including but not limited to print and social media during the highest crash related months in November, January, March, and September. | Jeff Davis SO was not able to meet the projected activity due to the increase of Covid-19 cases. |
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| Grantee: | GA-2021-F.A.S.T. 405h FHX-044 |  | Grant Number: | GA-2021-F.A.S.T. 405h FHX-044 |
| Project Title: | Pedestrian "On The Move" |  | Funding Source: | F.A.S.T. 405h FHX |
| Funded Amount: | $23,400.00 |  | Total Expended: | $14,884.06 |
| Project Description: | The number of pedestrian fatalities in Macon-Bibb County has contributed to the municipality currently ranked among the highest pedestrian fatality rate among Georgia's twenty largest counties. Pedestrian "On The Move" will serve as an informational, educational, and training project for all sub-groups throughout the county, with a major focus on the role and responsibilities of pedestrians as they "move" from one location to another, with an emphasis on driver and passenger behaviors. | | | |
| State Targets: |  | | | |

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| The Macon-Bibb County Commissioners (Pedestrian Safety Review Board) will distribute 3,000 reflective armbands over the course of the grant year during the following activities: The Pedestrian "On The Move" informational, educational, & training sessions, Pedestrian Awareness Day, and during other community outreach activites. During the distribution, members of the PSRB will educate each attendee on the purpose of wearing the safety reflective armband, how to properly wear the armband, & demonstrate the visibility outcome when wearing the safety reflective armband. | COVID-19 Restrictions |
| The Macon-Bibb County Commissioners (Pedestrian Safety Review Board) in partnership with the Bibb County Sheriff's Office and BCSD Campus Police, will facilitate placement of 60 officers during the community outreach activities for maximum visibility during FFY21. Representatives of the Pedestrian Safety Review Board (PSRB) in partnership with these law enforcement agencies will help monitor the "behaviors' of motorists and pedestrians during these activities.The representatives of the PSRB will distribute educational materials to those motorist and pedestrians cited by the officers. | COVID-19 Restrictions |
| Macon-Bibb County Commissioners (Pedestrian Safety Review Board) will host a "Pedestrian Awareness Community Day" during National Hunger & Homeless Awareness Month in partnership with the Macon Coalition to End Homelessness during FFY21. During this community outreach event, a pedestrian safety training session will be held for the homeless population in attendance along with distribution of educational materials and reflective armbands. The Pedestrian Safety Review Board plans to reach a minimum of 300 attendees during this event. | COVID-19 Restrictions |
| The Macon-Bibb County Pedestrian Safety Review Board (PSRB) will attend five meetings of local community-related organizations during FFY21. The PSRB will reach a minimum of 10 participants per meeting to discuss the current pedestrian fatality issue, provide safety educational tips and materials, and encourage volunteerism from the membership of each organization by monitoring behaviors of pedestrians, and spreading the safety message &  tips in-person, in the organization's newsletter, and during the organization's & PSRB sponsored-events. We will meet with a minimum of 50 participants. | COVID-19 Restrictions |
| The Macon-Bibb County Commissioners (PSRB) will continue to promote pedestrian safety, educate their peers, teachers, neighbors & the community on pedestrian safety practices, in an effort to create a more vibrant, livable, pedestrian-friendly zone & neighborhoods, through the use of a variety of school & community educational outreach activities during FFY21 for the students enrolled in the Southwest High School Zone & the Northeast High School Zones. We expect to reach at least 3,205 citizens during these outreach opportunities. | COVID-19 Local School District Restrictions |
| The Macon-Bibb County Commissioners (Pedestrian Safety Review Board) will host two Pedestrian "On The Move" informational, educational & training sessions. Macon-Bibb County Commissioners (PSRB) will reach a minimum of 150 individuals per session with a total of 300 people. The members of the Macon-Bibb County Commissioners (PSRB) will address the current pedestrian safety issue in Macon-Bibb County and promote pedestrian safety, provide pedestrian safety education, practices, and materials for the attendees during each session. | The PSRB was able to achieve this milestone by participating in outdoor On the Move educational activities. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-156 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-156 |
| Project Title: | Montgomery County High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $26,827.00 |  | Total Expended: | $19,808.29 |
| Project Description: | Montgomery County Sheriff's Office (MCSO) has established an enforcement effort focusing on alcohol and drug impaired driving and speeding utilizing 900 enforcement activity hours annually and high visibility enforcement efforts to decrease the number of crashes and crash related injuries. | | | |
| State Targets: |  | | | |

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| Montgomery County Sheriff's Office agrees top make 4 impaired driving contacts per month during the grant year. | Due to staffing shortage and Covid-19, MCSO just missed the projected activity by one contact. The department was hit pretty hard with several staff contracting covid. |
| Montgomery County Sheriff's Office will make a minimum of 95 speed related contacts per month during the grant year. | MCSO exceeded speed related contacts. MCSO deputies made it a priority to reduce speeding in the county to help protect the citizens when traveling on the roadways. |
| The grantee agrees to participate in 10 regional traffic enforcement network meetings and initiatives during the grant year. | MCSO attended all meetings but one due to staff shortage and the rise of Covid-19 in the department. |
| The grantee will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | Due to the rise of Covid-19 in the department causing a lot of staffing shortage and shortage of deputies that needed to be hired on the road, the deputies were not allowed to participate in the campaigns due to having to handle emergency calls. |
| Montgomery County Sheriff's Office agrees to enter enforcement data in the GOHS online reporting system during 8 GOHS Highway Safety Campaigns during the grant year. | MCSO reported data when they were able to participate in the campaigns. They were really hit hard with covid and was short deputies. They just could not get deputies hired to help at the time. |
| Montgomery County Sheriff's Office agrees to conduct two road checks per month during the grant year to identify impaired drivers. | The Sheriff would not allow deputies to conduct road checks when covid hit the department and due to the shortage of deputies on the road. They just did not have enough staff to be able to do road checks and handle calls at the same time. |
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| Grantee: | GA-2021-F.A.S.T. 405d Impaired Lo-042 |  | Grant Number: | GA-2021-F.A.S.T. 405d Impaired Lo-042 |
| Project Title: | Mothers Against Drunk Driving Georgia |  | Funding Source: | F.A.S.T. 405d Impaired Lo |
| Funded Amount: | $156,624.51 |  | Total Expended: | $110,334.65 |
| Project Description: | MADD Georgia works to end drunk driving, fight drugged driving, serve victims of these violent crimes and prevent underage drinking. We do 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. | | | |
| State Targets: |  | | | |

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| 1.1.1  MADD Program Specialists will partner with GOHS or other agencies for two (2) press events focused on Designated Driver messaging during peak fatality season. | MADD was a part of four press events this grant cycle, one in November, two in December, and one in February. MADD was the host of the Tie One on Safety Campaign press event held in Bethlehem, Georgia in November right before the start of the Thanksgiving Holiday. MADD Georgia Program Specialist Kali Robinson organized this event. MADD was joined by prevention partners the Governor’s Office of Highway Safety, Barrow County Sherriff’s Office, Georgia State Post 32 Troopers out of Athens, and Bethlehem Church members to educate the public on the dangers of driving under the influence during the holiday season. During the holiday season, from November 1 through December 31, MADD asks the community if their holiday celebrations include alcohol, to make sure they have a sober designated driver to get their loved one’s home safely. This message is a simple reminder that even during COVID-19, families may be hosting social gatherings. This socially distant press event was the first major in-person MADD gathering since the pandemic stuck in March of 2021. All police officers, troopers, and victim families in attendance received MADD red ribbon magnets for their vehicles.The two TOOFS events in December included a radio interview in Savannah and the First Step Radio Show that is broadcasted on Augusta area radio and via Facebook. These interviews help put the word out on using a designated driver through the TOOFS campaign season. A 4th press event was hosted by GOHS where Kali Robinson spoke on the dangers of drunk driving during the Super Bowl weekend. |
| 1.2.1.  MADD Program Specialists will identify community partners and develop action plans for implementing eight (8) Pre-Prom presentations or informational tables during the grant year to educate 1600 students on the dangers of underage drinking during prom season. The presentations will be based on MADD's Power of You(th) curriculum. Schools that ask for MADD informational tables instead of presentations to promote prom safety will also have their roots in the Power of You(th) curriculum. | Efforts to provide educational Pre-Prom events were impacted for the 2nd year by the pandemic and the ongoing restrictions at high schools. Unlike how schools closed in March of 2020 with Pre-Prom events on the calendar, 2021 did not result in any schools confirming in-person speaking engagements or prevention display tables. Thus, the student goal was 1,600 was not met. |
| 1.2.2   MADD Program Specialists will coordinate with host agencies to register participants and provide materials for 12 in-person or online Power of Parents workshops in order to educate 600 parents on the dangers of driving under the influence of alcohol or drugs and underage drinking. | Due to the COVID-19 pandemic and subsequent closing of schools and businesses in March of 2020, MADD continued to deliver Power of Parents workshops online. MADD was able to reach 75% of the projected life-saving goal. MADD educated 228 parents or 38% of the 600-parent attendance goal number. Eight of the nine presentations were online with most parents and guardians educated during two Parent University online training conducted by Program Specialist Theresa De Wild. Even partner agency yearly staples such as the Atlanta Falcons Mom’s football clinics did not occur this grant cycle due to the ongoing pandemic. |
| 1.2.3 MADD Program Specialists will coordinate with host agencies to register participants and provide educational materials for the 14 Power or You(th) presentations in order to educate 1,400 students on the dangers of underage drinking. | MADD was able to meet the Power of YOU(th) (POY) goal by 93% this grant cycle. The participant goal of 1,400 reached 15% success with 211 students educated. Out of the 211, 127 youth and children were educated in-person and 84 virtually. POY messaging was heard by 45 parents who attended the mix of in-person and online sessions. The ongoing effects of the pandemic as well as ongoing guest restrictions at school campuses led to many challenges offering the MADD Power of YOU(th) program this grant cycle which is usually met and exceeded by program staff. |
| 1.2.4 The two MADD Program Specialists will coordinate five (5) Power or Parents or Power of You(th)  train-the-trainer presentations with host agencies to register participants and provide training and materials to 24 community partners and/or volunteers.  These individuals will then be equipped to deliver these life-saving prevention programs. | Training others in the life-saving mission of MADD was extremely limited during the ongoing pandemic. MADD hosted one online Power of Parents / Power of You(th) Facilitator Training this grant cycle which educated one person. The ongoing pandemic and turnover in program staff led to this goal being met at only 20% this grant cycle. The ongoing effects of the pandemic as well as ongoing guest restrictions at school campuses led to many challenges offering this training this grant cycle which is usually met by program staff. |
| 1.3.1 MADD Program Specialists will coordinate with Traffic Enforcement Network Coordinators for approval to attend 16 TEN meetings for the purpose of providing support to 450 law enforcement in attendance. | With the slow reopening of the state and the willingness of law enforcement to resume in-person network meetings, MADD was on track to meet this goal by 106%. MADD exceeded the attendance goal by 132% by supporting 596 law enforcement out of the goal of 450. At least five additional network meetings that MADD Program Staff were planning to attend were canceled due to pandemic-related issues during this grant cycle. MADD attended meetings in the ECTEN and CRETN networks as well as two in CATEN, five in MATEN, and 8 in SETEN. We remain grateful that our strong, collegial relationships with law enforcement agencies in Georgia allowed us to be select guest at these limited capacity events. |
| 1.3.2 The MADD Program Specialists will coordinate with law enforcement officials to attend four (4) high visibility law enforcement traffic mobilizations sponsored by GOHS. | MADD was able to support 367 law enforcement at the mobilizations and exceed the objective goal by 225%. MADD excelled in this category due to law enforcement and GOHS inviting MADD to mobilization events such as the December Drive Sober or Get Pulled Over Campaign, March's Operation Rolling Thunder, the June Campaign for Drive Sober or Get Pulled Over, and September’s Hands Across the Border. |
| 6.1.1 MADD Program Specialists will assist in planning and implementing the statewide law enforcement recognition event. | MADD was super excited to celebrate the achievements of law enforcement from their tireless work at the start of the pandemic in 2020 at the largest in-person MADD Georgia gathering since 2019. The annual MADD Golden Shield Statewide Law Enforcement Recognition (LER) Awards moved to September this grant year due to the impact the COVID-19 pandemic was still having in the Spring. The in-person event was a socially distant CDC guideline-infused award presentation held in downtown Atlanta. MADD was pleased to offer the award ceremony at the venue that was canceled in 2020 due to the pandemic. The Chick-fil-A College Hall of Fame provided a unique experience to the 400 attendees who were in attendance. MADD was delighted to give out eighteen crystal awards, 371 certificates, 297 MADD DUI lapel pins awards, and 58 DRE lapel pins awards. Agencies that could not attend had their awards and certificates and lapel pins awards individually mailed to them. |
| 6.1.2 MADD Program Specialists will implement or assist local volunteers for two (2) local area Law Enforcement Recognition events held at different locations throughout Georgia, separate from the Golden Shield Honors. | Due to the ongoing pandemic, MADD's two localized events did not occur in this grant cycle. MADD chose to place the focus placed on the state event over the localized ones as the statewide awards were almost moved virtually for the 2nd year due to the surge in COVID-19 over the summer. MADD postponed the statewide virtual Law Enforcement Recognition Event (LER) to September to give more time for law enforcement across the state to apply for the Golden Shield awards. Program Specialist De Wild did a photo op and re-presented the awards to the Pooler Police Department officers who were unable to attend the Golden Shield Awards. Due to illness, Ms. De Wild was also unable to attend the statewide LER so being able to present the state awards to the officers she works closely with was meaningful as MADD was unable to host a local Savannah LER this grant cycle. |
| 1.1.3 MADD Program Specialists will attend the GOHS Task Team meetings a minimum of 8 times during the grant year. This can be accomplished either by attendance or via conference call. | MADD exceeded this goal at 125%. MADD attended three GOHS task team leader meetings, one Impaired Driving Task Force meeting, three 55+ Driver Safety Task Team, and three Young Adult Driver Task Force meetings between October 2020 and April 2021. |
| 1.1.4  The MADD Program Specialists will coordinate with event agencies to secure participation in 23 community events. | The goal was 91% achieved despite the activity number increasing from 20 to 23 in July in the 4th quarter of the grant cycle. The attendee goal reached 705 of the 8,000-person goal. The COVID-19 pandemic resulted in a limited number of in-person community events for the 2nd year in a row. MADD held 12 of the 21 events in-person with the other 9 held virtually. The largest virtual prevention event was the MADD Campaign to Eliminate Drunk Driving speech before the Power of Parents workshop at the online Parents University where 112 virtual watchers got the messaging. The largest in-person socially distant MADD event was the Walk Like MADD in Savannah, where 81 attendees received MADD prevention messaging. The highlight for the grant year was MADD having an exhibit table at the in-person GOHS Conference in August, where MADD was able to interact with 250 attendees over three days. |
| 1.1.5 MADD Program Specialists will contribute to prevention agency partners such as Traffic Incident Management (TIME), Cobb Community Alliance to Prevent Substance Abuse (CCAPSA), Savannah Substance Abuse Prevention (SSAP) Coalition, etc. by attending 18 meetings (in-person, phone, web)  for the purpose of providing informational support or literature to those in attendance. | Thanks to the ongoing COVID-19 pandemic, there was an increase in the number of prevention agency partner meetings held virtually. MADD exceeded this goal at 300%. Only five of the 54 meetings were in person. MADD attended 1 AAA meeting, 1 Barrow County Family Connection meeting, six Beyond the Bell meetings, two CAPS/SAPP meetings, six Drug-Free Kennesaw meetings, 1 Effingham Family Connection meeting, 1 GOHS meeting, six IPRCE meetings, one Newton County Drug-Free meetings, 1 Parent University Meeting, 1 Shepard Center Meeting, 19 Savannah Prevention Coalition related meetings, 1 Tattnall EMS CEDD meeting, seven TIME meetings, and three Transportation Safety Task Force meetings. |
| 1.3.3 The Program Specialists will work to coordinate volunteer court monitoring efforts each month during the 2020-2021 grant period. | MADD was able to meet the goal at 66%. The majority of the court monitoring goal was accomplished virtually since the in-person court was suspended the majority of the grant year and then held online on a limited basis. The Program Specialist worked on recruiting volunteers from Kennesaw State which was a task when the court was closed most of the grant cycle. Program Specialists viewed virtual court in Henry, Fulton, and Effingham County. DUI cases could not be adequately tracked for reporting in MADD’s court monitoring system as the online virtual courts operate differently than regular courts and are not always consistent between judges within the same county. |

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| Grantee: | GA-2021-F.A.S.T. 402 PT-127 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-127 |
| Project Title: | HEAT Newton County SO |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $60,509.12 |  | Total Expended: | $54,326.59 |
| Project Description: | The Newton County Sheriff's Office seeks funding to continue aiding in decreasing motor vehicle traffic accidents, injuries and fatalities on the roadways of Newton County. We are requesting funding to sustain the current unit to aid in increasing our capacity to effectively carry out traffic enforcement. The HEAT Unit will continue to educate the citizens of Newton County by hosting education events. In addition, the unit will continue it's efforts to combat aggressive drivers. | | | |
| State Targets: |  | | | |

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| The HEAT Unit will be dedicated to enforcing the impaired driving laws on the roadways of Newton County though saturated patrol and checkpoints in the area identified by date to those areas where DUI related crashes, injuries, and fatalities occur.  A minimum of 15 DUI contacts will be initiated each month by the Unit.  All resources will be up to date with regards to DUI SFST training. | The Unit was able to meet our projected activity goals for DUI contacts by relying on the data obtained from our criminal analyst and saturating the identified high-traffic areas. |
| HEAT Unit will be dedicated to enforcing the occupant protections laws on the roadways of Newton County through saturated patrol and checkpoints in areas identified by data to be those where non-restraint related crashes, injuries, and fatalities occur.  The HEAT Unit will conduct 3 seat belt surveys during the grand period. The HEAT Unit will maintain at least one CPST on the taskforce. | Enforcing seat belt usage has always been a top priority for the Unit. It was critical that the unit be positioned in a high-traffic area to complete the survey quarterly. |
| HEAT Unit will be dedicated to enforcing the laws that govern speed on the roadways of Newton County through saturated patrol in areas identified by data to be those where speed related crashes, injuries, and fatalities occur.  A minimum of 85 speeding contacts will be initiated each month by The Unit. | With Interstate 20 being one of the main transit routes in the county, saturating the interstate was important for the the unit to combating speed violations. In addition, the team relied on data obtained from our criminal analyst to determine where most speed citations were issued and again that area would be the focus area for the following month. |
| The HEAT Unit will work with other jurisdictions within the area though checkpoints, saturated patrols, and other traffic operations at least two times each month. | Through monthly GOHS meetings and network meetings, the Unit was able to develop working relationships with neighboring jurisdiction and target violators. Working with other agencies within Newton County. The Unit had the pleasure of working alongside GSP. |
| Conduct a minimum of 2 educational events a month to the public during the grant period.  Mention of the Move-over law will be included in every event. | In light of the COVID 19 pandemic, the Unit had to get creative and use our social media platforms for educational events. We developed "Tips Tuesday." Each Tuesday out of the month, the unit would select a traffic related topic to focus on and educate the citizens, this allowed the community to comment with any questions. In addition to Tips Tuesday, we did a few educational videos and press release. Featured videos and press releases were typically around major holidays/events such as: Super Bowl, New Years, and Labor Day. |
| Selections will be made and assigned to the HEAT Unit, as well as trained for appropriate tasks. Ongoing training must be highway safety related and only SFST, Lidar, and RADAR  trained personnel will be eligible for the federally funded enforcement grant activity hours. Resources that do not hold certifications in ARIDE will work toward obtaining an ARIDE certification within a calendar year of being assigned to the grant. | Deputies assigned to the Unit were dedicated to making the roadways of Newton County safe. |
| The Newton County Sheriff's Office will initiate 15 Hands-free contact per month during the grant period. | Distracted Driving is a major contributing factor in traffic accidents. Upon the passing of the Georgia Hands-Free Law, the Unit became committed to enforcing the hands-free law. Aggressively targeting violators impacted our success in meeting the projected activity goal. |
| The grantee will participate in GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | The Unit attended all GOHS required events. |
| A member of the HEAT Unit will participate in at least one wave during each Thunder mobilization. | The Unit attend all Thunder Mobilization Events. |
| The HEAT Unit will initiate a minimum of 85 occupant protection contacts each month during the grant period. | The Unit saturated the roadways of Newton County enforcing/targeting violators. Aggressively targeting child safety seat violations was a huge contributing. On a routine traffic stop, Deputy Archie pulled over a mom who had 6 children, and none of the children were in car seats. Partnering with our local hospital, we were able to obtain car seats for the children requiring seats and safely transport the mother and here children. Deputy Archie took the time to educate the mother on the importance of always having the kids in a car seat. |
| The grantee will participate in monthly regional traffic enforcement network meetings and initiatives during the grant year. | The Unit attended all mandatory network meetings. |
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| Grantee: | GA-2021-F.A.S.T. 402 TSP-123 |  | Grant Number: | GA-2021-F.A.S.T. 402 TSP-123 |
| Project Title: | Teen Distracted Driving Prevention |  | Funding Source: | F.A.S.T. 402 TSP |
| Funded Amount: | $140,000.00 |  | Total Expended: | $0 |
| Project Description: | The PEERS Augment Reality Distracted Driving Education Simulation (ARDDES) is an experiential training program that will tour 40 high schools and community events in Georgia to increase awareness about the dangers of distracted driving. ARDDES uses a state-of-the-art driving simulation experience, 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. | | | |
| State Targets: |  | | | |

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| PEERS will identify schools that have the greatest need. At the event, students participate in a 1-hour training. As students are in the simulator, they are taken through a virtual driving scene where they encounter stop lights, oncoming traffic, pedestrians crossing the street, and people on bicycles. During the experience students are instructed to mimic distracted driving behaviors (i.e. phone call, text message, etc.). While the students await their turn in the simulator, they watch their peers driving experience on external monitors in real time. |  |
| PEERS will identify schools that have the greatest need. At the event, students participate in a 1-hour training. As students are in the simulator, they are taken through a virtual driving scene where they encounter stop lights, oncoming traffic, pedestrians crossing the street, and people on bicycles.  While the students await their turn in the simulator, they watch their peers driving experience on external monitors in real time.State Farm has agreed to provide to match funding of $30,000 at no cost to the State of Georgia. |  |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-057 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-057 |
| Project Title: | Speed Related Crashes from Following too closely |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $46,166.24 |  | Total Expended: | $44,028.66 |
| Project Description: | To reduce the number of crashes from vehicles following too closely by speeding and traveling too fast for conditions thereby reducing the number of injuries in crashes by strict enforcement of speeding and following too closely violations on roadways with high crash data. | | | |
| State Targets: |  | | | |

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| The Pooler Police Department will enforce the speed laws on the roadways in Pooler. The department will initiate 450 speeding contacts a month during the grant period. | Yes -The Pooler Police Department was hit by COVID several times during the year. Multiple events were cancelled and several officers went out on leave. Also, as a result of the declining moral in Law Enforcement, it has been a struggle to keep officers motivated in being proactive and a struggle in hiring qualified officers. The traffic unit was cut in half during the year due to losing officers to other division and/or leaving the department. Traffic unit supervisors were able to get the patrol division to step up this year and help achieve the goal for the 5400 speeding contacts. It was an accomplishment to achieve the goal given these facts. In achieving the goal, multiple speed enforcement operations were conducted on I-16 and I-95 in and near the construction zone. The department has received numerous complaints of speeders in the construction zone so being able to establish a proactive effort to quell complaints is a plus. The construction zone crews have appreciated our efforts over the past year, and I have had the chance to meet with them a couple of times to explain our goals to slow drivers down and prevent crashes in their work zone. The end of 2020 and the beginning of 2021 appeared as if the crash and fatality rate was going to skyrocket as we experienced a plethora of crashes, injury crashes, and a rise in fatalities for a three month span. But, the media blitz in February and the increased proactive speed enforcement campaign actually stopped the rise in crashes that we were having. Year to Date crash numbers have shown a slight increase in the years past but not a dramatic increase as we were expecting. Given that this area is a heavy construction zone with lane closures and crews working constantly, its an achievement that crashes are not higher. |
| The Pooler Police Department will conduct one educational Highway Safety educational event each quarter during the grant year. This is to include but not be limited to: DUI Simulator public events, Car Safety Seat Checkups, civic organizations, safety events (displays), schools, and or training classes for businesses. | Yes-We went above and beyond to promote the DUI simulator, to attend school functions, and to perform car seat checks. We were able to meet with people in Chatham County, Bryan County, and Effingham County in various events. The ability to be able to "spread our wings" and reach people outside of the city limits is an accomplishment. This year, we were able to schedule more events with the DUI simulator than we ever have. Even though some of those events were cancelled because of COVID or because of civil unrest, the fact that outside groups are aware that we operate a DUI simulator and are requesting its presence at events is an accomplishment. This year, we were able to attend a career day at Pooler Elementary school. Officer Heintzman was able to talk about car seat safety and other traffic things to children. We were surprised that the school system was going to let us in because of COVID, but once we received the invitation, we made the best of it. One big accomplishment is the spreading of information to drivers and citizens. This year, because of COVID, we had to think outside the box to be able to get information out to people about distracted driving and wearing seatbelts. We were able to use school zones and meet with drivers in the school zone to distribute GOHS flyers and pamphlets. We also did this in our busy intersections as we handed out GOHS traffic safety material to drivers. These operations were received well by drivers and people appeared to appreciate the interaction |
| The Pooler Police Department will participate in 8 GOHS and NHTSA Highway Safety Campaigns including CIOT, CIOT Border to Border, OZT, Operation Southern Shield, Hands Across the Border, Drive Sober or Get Pulled Over, and 100 Days of Summer HEAT and enter the data in a timely manner in the GOHS online reporting system. | Yes-The Pooler PD adjusted traffic unit schedules to work enforcement during campaigns and other officers were made aware of the campaigns. GOHS seatbelt pamphlets were handed out during click it or ticket. Officers created more visibility during 100 days of summer heat by staying on the interstate more. The traffic unit was also able to get over time approved so that patrol officers could come in and get paid extra to work with the traffic unit during operation southern shield. The traffic safety campaigns were also publicized on our Facebook page with NHTSA and GOHS ads. Hundreds of contacts were made just by social media posting. |
| The Pooler Police Department will participate in 10 regional Traffic Enforcement meetings and initiatives. | yesAll traffic network meetings and network activities were attended by Pooler PD. The traffic unit attended road checks and distracted driving events in Chatham County, Bryan County, Effingham County, Evans County, and Bulloch County.The traffic unit even made efforts to attend rolling thunder in Liberty County and Fulton County. The SETEN network special activities around Christmas and Saint Patrick's Day were also attended by by Pooler PD. Pooler PD even provided equipment to SETEN including cones, signs, and the special operations command vehicle that has a mobile intox to other agencies for road checks and enforcement activities. The Pooler PD traffic unit was able to gain interest from patrol officers to become involved this year in GOHS as the patrol division was pushed to participate in GOHS activities. The Pooler PD also hosted the annual St. Patrick's Day SETEN meeting and road check to apprehend DUI drivers. |
| The Pooler Police Department will focus on Aggressive Driving by initiating 25 contacts per month for following too closely/ too fast for conditions by utilizing the grant awarded LIDARS to calculate the distance between vehicles and their speed and thereby use the recommended 3 second distance rule between vehicles for enforcement purposes. | yesThe Traffic Unit was able to host several operations for following too closely with the new LIDAR's purchased. We were able to publicize to the media that following too closely was dangerous and even had the media out with us during an operation to show them how close drivers were following each other. Being that following too closely is one of the major contributing factors in our crashes, it was an accomplishment to be able to tell citizens and the community that we are actively trying to enforce that bad driving behavior. We are now working with judges and prosecutors to get them to understand following too closely and the dangers that it causes and how we enforce it. |
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| Grantee: | GA-2021-F.A.S.T. 405d Impaired Lo-118 |  | Grant Number: | GA-2021-F.A.S.T. 405d Impaired Lo-118 |
| Project Title: | Traffic Safety Adjudication Program |  | Funding Source: | F.A.S.T. 405d Impaired Lo |
| Funded Amount: | $475,000.00 |  | Total Expended: | $438,048.13 |
| Project Description: | 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. | | | |
| State Targets: |  | | | |

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| Present 12 2-day JOINT LAW ENFORCEMENT/PROSECUTOR DUI TRAINING COURSES. This 12-hour course will focus on all aspects of DUI investigation and prosecution. Material will be spread out over 2 days for maximum effect, but will allow attendees who are only able to attend one day to benefit. Announcements for applications to these trainings will be posted on PAC's website and e-mailed to LE agencies and prosecutors through the TENs and other PAC listservs. PAC’s TSRPs and TSRI will present all sessions of the course. PAC, GOHS, NHTSA, and NDAA traffic safety publications will be distributed. | The Traffic Safety Team met these goals, presenting 12 2-day trainings, held at the dates and locations listed. These trainings were attended by 218 law enforcement officers and 109 prosecutors, and given an average overall rating of 4.79 / 5.00October 21-22, Dalton, Whitfield County January 4-5, Morrow, Clayton CountyFebruary 18-19, Gainesville, Hall CountyMarch 1-2, Atlanta, Fulton CountyMarch 22-23, Tifton, Tift CountyApril 20-21, Newnan, Coweta CountyJune 7-8, Tybee Island, Chatham CountyJune 14-15, Peachtree City, Fayette CountyJune 24-25, Lagrange, Troup CountyJun 28-29, Waycross, Ware CountyJuly 29-30, Augusta, Richmond CountySeptember 16-17, Canton, Cherokee County |
| Present two 1-day ARIDE (Advance Roadside Impaired Driving Enforcement) for Prosecutors courses. This 6-hour course will instruct prosecutors on the knowledge provided to LE during ARIDE training, which includes the use of SFSTs and introduces officers to tools designed to focus on drug impairment. Prosecutors who take this course will fully understand the scope of knowledge taught during ARIDE and will leave better prepared to use LE training to best effect in the courtroom. This course will be presented twice during the year. Traffic safety publications will be distributed at each training. | The Traffic Safety Team met this goal, presenting ARIDE: A Guide for Prosecutors in person at Morrow, GA, on June 1, 2021, to 22 prosecutors, and virtually on September 29, 2021 to 16 prosecutors, who learned the unique value that an ARIDE-trained officer can bring to impaired driving cases, and how to utilize that training in the courtroom. The Morrow training was rated 4.75 / 5.00 by attendees, and the virtual training received ratings of 5.00 / 5.00. |
| Present a one-day course on direct examination of expert (DRE) testimony and cross of defense experts.  Attendees will learn how to frame and present expert testimony to explain the complex issues involved in impaired driving cases to fact finders unfamiliar with the investigation tools used.  Attendees will also learn about common tactics presented by defense experts, and learn tools to cross examine experts used by defense attorneys.  This course will be presented during the grant year in Morrow, GA. | The Traffic Safety Team met this goal, presenting Expert Witness Testimony in Impaired Driving Cases at the PAC Office in Morrow, GA, on August 6, 2021, to a total of 17 attendees, who learned how to qualify and examine a Drug Recognition Expert in an impaired driving case, and how to approach expert witnesses offered by the defense. This training was rated 5.00 / 5.00. |
| Present the FROM STOP TO STATE COURT course to 30 prosecutors/LEOs in September 2021. This course provides detailed instruction and will lead practical exercises and demonstrations (including an alcohol workshop) covering all facets of a DUI investigation, arrest, motions, and trial. A smaller class size is necessary for this program due to the nature of the training model for this course, which relies on in-depth, focused instruction followed by student participation in practical exercises. However, attendees will develop skills and knowledge they can take back and share with their agencies. | The Traffic Safety Team met this goal, presenting From Stop to State Court to 31 law enforcement officers and prosecutors in Young Harris, GA, where experienced law enforcement officers and prosecutors guided students through classroom instruction, practical exercises, and simulated courtroom experience to better understand all phases of an impaired driving investigation and prosecution. This course was rated 4.85 / 5.00 by attendees. |
| The Traffic Safety Team will create and record two podcasts as part of PAC’s Podcast Program. Podcasts will focus on topics of current interest and discussion in the field of traffic safety, and will include subject matter experts to provide listeners with updated, accurate information about the reality of impaired driving investigation and prosecution. | The Traffic Safety Team was unable to meet this goal, as COVID restrictions rendered a larger, organization-wide podcast project unfeasible. Responses suggested a lack of reception to this newer form of outreach. Podcasting may be revisited in future grant years, but only as a part of a larger goal of offering training in general through various media. |
| The Traffic Safety Team will create and present two webinars during the grant year on current traffic safety issues. Webinar topics will complement, but not substitute for, currently existing training offered in person. CLE credit will be offered to participating prosecutors. | The Traffic Safety Team exceeded this goal, presenting the following webinars during the grant year:October 27 – DUI Case Law – 1 hour, 185 attendees, rated 9.55 / 10.00November 2 – From Over the Counter: Prescription Drugs that Impair – 1 hour, 93 attendees, rated 9.52 / 10.00February 8 – The Georgia DUI – 1 hour, 202 attendees, rated 9.70 / 10.00February 10 – Implied Consent – 1 hour, 206 attendees, rated 9.86 / 10.00The Traffic Safety Team will continue to utilize online training, even as we return to full time in-person training to ensure that prosecutors and law enforcement statewide have access to the best and most current information available. |
| The Traffic Safety Team will develop and present a one-day course on the use of the Intoxilyzer 9000 for prosecutors that will explain the operation of the instrument, the proper way to admit breath testing evidence, and how to respond to common defense attacks on breath testing evidence. This course will increase confidence both in the reliability of alcohol breath testing and equip prosecutors and law enforcement to better explain and defend these results in court. | The Traffic Safety Team met this goal, presenting "Intoxilyzer 9000 for Prosecutors and Law Enforcement" virtually to 24 registrants, who learned about the science and engineering behind breath testing in Georgia, and how to admit breath tests in impaired driving cases. |
| The TSRPs will monitor and respond as necessary to the TSRP Forum and Listserv (both maintained on Yahoo!). | The Traffic Safety Team met this goal, monitoring the TSRP Forum and Listserv, now on Groups.io (moved from Yahoo), where they utilized the expertise of their fellow TSRPs and offered information on advice for the benefit of prosecutors and law enforcement nationwide. |
| The TSRI will monitor and respond as necessary to DRE and DRE Instructor listservs | The Traffic Safety Team met this goal, monitoring the DRE Forum and Listserv, where they utilized the expertise of fellow DRE's and offered information on advice for the benefit of prosecutors and law enforcement nationwide. |
| The TST will advise contacts, including, but not limited to, GOHS, the DAAG, the GASG, the GA Institute for Continuing Legal Ed., and GA law schools of their availability to present traffic-safety related training in person and via webinar or other remote methods. The TST will respond to inquiries from stakeholders regarding training on traffic safety issues. On a quarterly basis during the year, the TST will advise contacts at the above organizations of their availability to present training. Schedules permitting, the TST will accept invitations to present training on an as-needed basis. | The Traffic Safety Team exceeded this goal, responding to requests from traffic safety stakeholders and presenting additional training, including:January 6 - TSRI Grier assisted with Standardized Field Sobriety Instruction at GPSTCFebruary 4 – TSRI Grier assisted with Standardized Field Sobriety Instruction at GPSTCFebruary 12 – STSRP Crosby presented a two hour block on Courtroom Presentation during DRE Recertification Training at GPSTCMarch 16 – TSRI Grier assisted with DRE School at GPSTC March 24 – TSRI Grier assisted with DRE School at GPSTCMarch 24 – STSRP Crosby presented a one hour block on DUI Case Law to the Georgia Association of Solicitors-General in Athens, GAMarch 26, 2021 - STSRP Crosby assisted with DRE Recertification training at the Georgia Public Safety Training Center in Forsyth, Georgia.April 4-7, 2021, TSRI Grier assisted with a Standardized Field Sobriety certification class at the Henry County Police Department in McDonough, GA.May 27, 2021, STSRP Crosby assisted with DUI Case Preparation at the Georgia Public Safety Training Center, providing instruction and practical exercises for officers regarding testifying about their training, experience, and field sobriety evaluations in impaired driving cases.June 30, 2021, TSRI Grier assisted with candidate interviews for the 57th Drug Recognition Expert Class at the Georgia Public Safety Training Center. July 27, 2021, TSRI Grier assisted with instruction for the 57th Drug Recognition Expert School at the Georgia Public Safety Training Center.August 4, 2021, TSRI Grier assisted with instruction for the 57th Drug Recognition Expert School at the Georgia Public Safety Training Center.September 10, 2021, STSRP Crosby assisted with DRE Recertifications at the Georgia Public Safety Training Center in Forsyth, GA. |
| The Traffic Safety Team will assist trainers at the Georgia Public Safety Training Center in Forsyth, GA by presenting blocks of training on courtroom presentation to cadets during Trooper Schools, typically presented at least twice during a year. | The Traffic Safety Team met this goal, presenting two day blocks of training on Motor Vehicle Law to the 110th Georgia State Trooper School on March 29-30, and the 111th Georgia State Trooper School on September 20-21. |
| By designation of the Executive Director of PAC, the TSRPs and TSRI will serve on both the Impaired Driving Task Force and the Strategic Highway Safety Plan Leadership meetings, which meet (approximately) semi-monthly. The TSRI will serve as the head of the Impaired Driving Task Team. When possible, the Traffic Safety Team will attend meetings of other task forces with missions relevant to traffic safety enforcement. | The Traffic Safety Team did not meet this goal, but did attend five scheduled meetings of these bodies during the grant year, held on the following dates:October 21 – SHSP / TRCCDecember 9 – Virtual SHSP SummitMarch 10 – Impaired Driving Task TeamApril 22 – SHSPJuly 22 – SHSPThe Traffic Safety Team remains committed to assisting fellow traffic safety stakeholders statewide by participating in these committees and task teams. |
| Present the LETHAL WEAPON course to 75 prosecutors/law enforcement officers in March 2021. This course provides instruction on crash reconstruction methodology, an on-scene crash demonstration, the presentation of reconstruction evidence, crash data recorders, expert witnesses, crash toxicology, and a vehicular homicide case law update. | The Traffic Safety Team substantively met this goal when we presented Lethal Weapon at the Georgia Public Safety Training Center in Forsyth, GA. STSRPs Crosby and Samuels joined with TSRI Grier, as well as experienced crash investigators at GPSTC to present classroom instruction coupled with the chance to observe a motor vehicle crash and review the data generated. 55 law enforcement officers and prosecutors registered for this course, which received a rating of 4.83 / 5.00 from attendees.Registration may have been depressed due to not only the ongoing pandemic, but increased court schedules from potential attendees in circuits that were returning to in-person trials, which has left those jurisdictions with limited time for training. |

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| The TSRPs and TSRI, with PAC assistance, will present a (minimum) four-hour traffic safety training track to 200 or more traffic prosecutors at the PAC 2021 Summer Conference in Jekyll Island, Georgia; speakers will discuss current traffic safety topics of statewide importance. TSRPs and TSRI will be available for the duration of the course to answer attendee questions. | The Traffic Safety Team substantively met this goal. On July 18-21, 2021, STSRP Crosby, STSRP Samuels, and TSRI Grier assisted the Prosecuting Attorneys’ Council in presenting its annual Summer Conference in Jekyll Island, GA. On July 19, 2021, the Governor’s Office of Highway Safety Track was presented, with five hours of instruction. STSRP Crosby spoke on DUI case law, and there were presentations on Standardized Field Sobriety, Jury Selection, and Georgia’s new street racing law. Approximately 180 people indicated they would attend this track, and ratings for all speakers were 4.60 / 5.00.Due to the pandemic, registration was limited from what had been accepted in past years, and addressing court backlogs caused by the pandemic may have depressed registration among jurisdictions that were beginning to resume trials and in person hearings. Despite these challenges, the Highway Safety Track was an extremely popular choice for those able to attend. |
| The TSRPs and TSRI will respond via telephone and e-mail to inquiries regarding specific legal, scientific, strategic and appellate issues from prosecutors handling traffic cases in the Municipal, Recorders, Probate, State and Superior Courts of Georgia. Perform on a monthly basis. | The Traffic Safety Team met this goal, responding to numerous emails and calls from prosecutors statewide throughout the year, and assisted on a wide variety of traffic safety issues. |
| Upon request of local prosecutors or law enforcement, TSRI will provide case review of impaired driving prosecutions. TSRI will review reports and video evidence, consult with prosecutors and law enforcement about strengths and weaknesses of cases, and when necessary, appear in court to testify as an expert witness about matters within the scope of the TSRI’s training and experience. It is estimated that this will occur bi-monthly during the grant year. | Georgia’s TSRI provided case review for local officers and law enforcement on no fewer than 9 occasions, exceeding the goal for this year. A challenge that regularly occurs is that restrictions on the TSRI’s ability to offer expert testimony in court mean that should the TSRI identify a challenge that could benefit from an expert witness, he then must locate and loop in another DRE, rather than using his own training and experience to assist with the case. Nevertheless, the TSRI has been a valuable resource for prosecutors and law enforcement statewide since the addition of this position to the program. |
| Upon invitation by GOHS, the TSRI will attend statewide traffic safety mobilizations throughout the year, including, but not limited to, 100 Days of Summer HEAT, Border to Border, Op. Zero Tolerance, Op. Southern Shield, Hands Across the Border, Drive Sober or Get Pulled Over, or other statewide mobilizations that occur during the year. The TSRI will participate in mobilizations, including assisting with traffic safety investigations conducted by other officers and conducting his own investigations when required. It is estimated that this will occur 3 times during the year. | The Traffic Safety Team was unable to meet this goal – preparations were made several times to attend various mobilizations, but due to pandemic issues and previously scheduled training sessions causing some cancellations, the TSRI was unable to attend the required amount of mobilizations |

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| The TSRPs and TSRI will respond via telephone and e-mail to inquiries regarding specific legal and procedural issues from Georgia police officers engaged in traffic enforcement. Perform on a monthly basis. | The Traffic Safety Team met this goal, serving as an information resource for law enforcement statewide. Both TSRPs and the TSRI regularly receive requests for information about traffic safety issues from law enforcement, and respond as needed to requests. |
| The TSRI, in concert with TSRPs, will utilize PAC trainings, the GATEN network, prosecutor listservs, traffic network meetings, the PAC website and Facebook page, PAC Weekly Bulletins, and other means to inform prosecutors and law enforcement of the nature and function of the DRE program, and to encourage local agencies to identify and send qualified officers to DRE training. The TSRI will maintain contact with DRE Coordinators to ensure messaging is accurate. Perform on a monthly basis or as often as needed. | The Traffic Safety Team met this goal, including a discussion and endorsement of the DRE program as part of every Joint Law Enforcement Prosecutor Training. In addition, the team discusses program with interested officers at every training, and offers encouragement and support to officers identified as prospective candidates for the DRE program. |
| Attend a minimum of 6 GATEN meetings per year, and, upon the request of GATEN coordinators, provide training on specified traffic safety topics and, when asked to do so, observe roadblock operations conducted after network meetings. | The Traffic Safety Team met this goal, attending the following GATEN meetings during the grant year:October 29 – Western Regional Traffic Enforcement NetworkJanuary 13 – Metro Atlanta Traffic Enforcement NetworkJune 11 – Central Regional Traffic Enforcement NetworkSeptember 9 – Quad Network – (ATTEN, NETEN, PATEN, MNTEN)September 17 – Central Regional Traffic Enforcement NetworkSeptember 30 – Western Regional Traffic Enforcement NetworkThe Traffic Safety Team offers one-two hour blocks of training when requested at these events, and also attends these meetings to promote PAC Impaired Driving Training and the DRE program. |
| PAC, GOHS, NHTSA and NDAA traffic safety publications (training materials, CaseLaw Update, NHTSA/GOHS/NDAA collateral, etc.) will be distributed via website, listserv and at all trainings and conferences. | GOHS handouts are printed out and included with every training put on by the Traffic Safety Team where written handouts are provided, including all JLEP trainings and major conferences. |

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| Grantee: | GA-2021-402 CP-009 |  | Grant Number: | GA-2021-402 CP-009 |
| Project Title: | Road Safety for Drivers 55+ (GA's older driver safety project) |  | Funding Source: | 402 CP |
| Funded Amount: | $181,269.56 |  | Total Expended: | $98,839.58 |
| Project Description: | 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. | | | |
| State Targets: |  | | | |

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| Activity 1: Grantee will provide information, education, data, and technical support to the Governor’s office of Highway Safety, Division of Aging Services (DAS), AARP, GDOT, Area Agencies on Aging (AAAS), Georgia citizens, and other partners on a monthly basis during the grant year. | We continue to be an available resource to GOHS Task Teams. As time and workload permits, we participate in GOHS Task Team Leaders, CODES, Occupant Protection, and Young Drivers. We are actively seeking to participate in Distracted Driving, Pedestrians, and Motorcycle Task Teams. We were asked by the Regional Trauma Committee to produce social media messaging for safety belt usage as part of their involvement with Safe Kids. This task has been postponed until May of 2022 due to the Covid. After we hosted a series of presentations on aging and driving, we were approached by a Georgia State Representative who asked for more information on Yellow Dot and CarFit. DPH’s Government Relations Department along with Injury Prevention’s leadership responded. Also due to our series, we were contacted by professionals in Florida, Michigan (Aging Driver Program), Minnesota (South Central Toward Zero Deaths), Texas, Ohio (University Hospitals Geauga EMS Office), and others in Georgia (Georgia Gear, IPRCE, Savannah Chatham County Public Schools, Georgia Cares). We have supported the dissemination of material to partners on the 55+ Task Team and CDC Eldercare Support Group, registrants of Raging Aging Pop-Up Symposium, the UGA Traffic Safety Group. |
| Activity 10: Grantee will conduct an 12th cycle of the Older Driver Road Design Workshop which will include: identifying and securing workshop date and location; recruiting workshop participants; and, preparing workshop agenda, materials, and evaluation tools. | During the last grant cycle, due to Covid, we were forced to find alternatives to our projects. Working closely with FHWA, a virtual workshop was created. For this cycle, we successfully hosted the workshop on September 23, 2021, as part of a series of coordinated, virtual presentations. The presentation was recorded and will be hosted on the websites of two of our partners, IPRCE and Georgia Gear. Because of 55DSP’s addition to the NHTSA workshop of using teaching aids (such as neck braces and vision distorting glasses), attendees are exposed to a practical experience of real-time simulation of aging limitations. Also, having attended Mark Doctor’s workshop, Introducing the Safe System Approach and Traffic Safety Culture, we feel that this information would benefit our partners.This workshop is a perfect outreach opportunity for the 55+ driver safety program, as the instructor, Mark Doctor, works closely with the team to discuss highway safety, vision zero principles, and the integration of safety for vulnerable populations into planning discussions for roadway design. Helping the engineering profession to understand their work as a critical environmental safety intervention that are a pillar to the four E’s really helps them understand the broader scope of the work. |
| Activity 11: Grantee will conduct research on and disseminate, on a monthly basis, any older driver procedural and/or system changes as well as policy changes that partner agencies could implement without legislative mandates. | Our monthly SafetyLit Report (concise links to recent news, research, and other content relevant to aging drivers) continues, but with a revamp of its layout to enhance readability and usefulness. Information for this section is being accumulated on a continuous basis from Google News and Alerts, ScienceDirect, CDC, SafetyLit Foundation, National Institute on Aging, MIT AgeLab, AAA, AARP, NHTSA, The John A. Hartford Foundation, Injury Prevention Research Center at Emory, Region IV Public Health Training Center, Rural Road Safety Center, Smart Cities Dive, Association of State and Territorial Health Officials, United Nations Road Safety Fund, Responder Safety Learning Network, Aging Road User Programs: Interstate Collaboration, and other organizations and agencies allied to driver safety.Due to a request from a Georgia State Representative, we supported DPH’s Government Relations and Injury Prevention departments’ response. We also assisted with the review of drafts for CODES quick facts and older driver data products. Also, we assisted professionals from other states in some of their inquiries. |
| Activity 2: Grantee will schedule at least 6 meetings of the ODTF during the grant year and will remain the SHSP task force leader. The meeting will include creating the agenda and distribution of meeting materials and notes. At least two of these meetings will feature a guest speaker. Meetings are scheduled for every other month. | The 55TT was utilized to assist with the drafts of the older driver fact sheet products. The Task Team also lent assistance to GOHS in formulating the aging driver component of Georgia’s SHSP. Our speakers included Bob Dallas who spoke on transportation equity and a review of any legislative actions, and members of the CODES Task Team who spoke on the updated data for older drivers, as well as guiding us through the process of reviewing their older driver data products. A new procedural and responsibility internal structure was introduced to the Task Team. Going forward, this will be used to involve and engage members as well as increase productivity with projects such as CarFit and Yellow Dot. |
| Activity 3: In November, update ODTF membership log to reflect current/active members. Throughout the grant year, recruit at least four agencies/stakeholders to ODTF. This will be accomplished through networking at every meeting/event/conference the program attends throughout the grant year (as described in other objectives). By September 30, 2021, the program will update the membership log to reflect changes in membership and share the updated report with GOHS as a product. | To more closely align the work of the 55 Task Team with the Georgia SHSP and IPP’s Strategic Plan, a reorganization of the TT structure is being undertaken. Councils, relating to the E’s of traffic safety, and Crews, within each Council, will focus on (and further the impact of) various projects. We hope that the new structure will entice more participation from current and future members. New members included leaders from Alzheimer’s Association (Georgia Chapter), new GOHS staff, a consultant from AECOM (under contract with GDOT), and a representative from AARP. |
| Activity 5: At least seven events/presentations to older adults, caregivers, faith-based organizations, and/or families on how to address driving/mobility challenges and must be conducted in rural counties with high rates of crash related ER visits, and hospitalizations for the target population. In addition, we aim to reach three faith-based organizations, and at least 150 older adults through these presentations. finally we will participate in two large group events (7 community presentations as described + 3 faith-based organization events/presentations+2 large group events = 12 events) | We were able to create and present the Raging Aging Pop-Up Symposium. The Symposium consisted of Changes as We Age: Staying Safe on the Road, Presenter: Elizabeth Head, MPH; Balancing the Physical & Cognitive Changes that Impact Safe Driving & Mobility, Presenter: Elizabeth Head, MPH; Equity In Transportation; How Do We Get There?, Presenter: Bob Dallas, Esq.; Guidelines for Older Driver Safety for State & Local Roadways Designed for Engineers, Municipal Planners, & Transportation Professionals, Presenter: Mark A. Doctor, PE, Senior Safety & Design Engineer, Federal Highway Administration Office of Technical Services; “Georgia Division of Aging Services: Programs for Caregivers.”, Presenter David Watkins, Aging Services Coordinator/Caregiver Specialist, Georgia Department of Human Services, Division of Aging Services, Livable Communities; Recognizing Dementia in Drivers for Law Enforcement, Presenter: Kim Franklin, MHA, Program Manager, Alzheimer’s Association, Georgia Chapter. From these presentations we were able to identify over 80 new and potential contacts. |
| Activity 6: Grantee will attend a minimum of five other SHSP task team meetings (e.g., YADTT). This will be to develop collaborative strategies to reduce fatalities among older drivers within each task team as well as invite member of other task teams to attend the ODTF meetings. | We attend and participate on several GOHS Task Teams: CODES, Young Drivers, TIME, and Occupant Protection. We also attend the GOHS Task Team Leaders meetings. In addition we attend the Atlanta Regional Commission’s Regional Safety Taskforce meetings, the national Aging Road User Coalition, the Transportation Research Board’s committees (Friend of the Committee for Older Drivers Subcommittee ACH60(2), Vehicle User Education, Training, & Licensing Committee, Transportation & Public Health Committee AME70), the Center for Social Gerontology, the Injury Prevention Research Center at Emory, GIPAC-IPRCE, Region 5 Regional Trauma Advisory Committee’s Transportation Sub-Committee, CDC’s Eldercare Support Group. |
| Activity 7: Grantee will work with partners to conduct six Carfit events during the grant year. this will include: ID/Secure site, ID/recruit volunteers, technicians, and participants; conducting at least two educational outreach sessions prior to each event (6 total); distributing educational materials to attendees and providing an optional survey for Carfit Participants.  Grantee will also work with National partners to train at least one additional Carfit Instructor for the state. | As with the rest of the world, we are struggling with the limitations of the Covid crisis to our vulnerable population. The national CarFit organization (sponsored by AAA, AARP, and AOTA) cancelled all in-person events. As of the date of this report, we still do not know if or when we will be allowed to return to in-person events. There is a meeting scheduled on November 17, 2021, where the CarFit organization will discuss their future plans. However, while not a specific activity for the grant, we have been planning to organize the diverse CarFit sponsors into regions to take advantage of bulk purchasing, marketing, and growth. |
| Activity 4: Grantee, will test a curriculum specific to the concerns and risks for the 55-64 driver population. We will conduct a minimum of ten events (e.g., presentations) as part of the 55+ driver safety and mobility outreach. During these events, driver self-assessment, driver safety, driving cessation conversations, and mobility materials will be discussed and distributed. At least half of these presentations will be done in rural counties that show a high rate of crash related ER visits and hospitalizations, and target faith-based organizations where possible. | Again, Covid has impacted many of our partners. Since we work with a vulnerable population, our partners took extraordinary efforts to protect their clients, members, and staff. Along with 55DSP, we worked hard to manage multiple issues outside of educational programming. Additional required activities included: extended disinfecting, spacing considerations, PPE, and enacting contacting tracing and other protective protocols. These activities impacted the time for planning and implementing activities. Variants of the virus created additional delays; heightening awareness and some reinstatement of protocols. If there is good news in this situation, it has given us the opportunity to work within a virtual environment. Inadvertently, this has given 55DSP the opportunity to interact with other professionals we would never be able to meet otherwise. For example, we attended the World Health Organization’s conference of road safety based in Europe; we connected with professionals in other states, as well as some groups in Georgia that normally could not travel to Atlanta for networking. In our planning, we are including this topic in our creation of regional districts to better disseminate and present our offerings. Another challenge we faced throughout the majority of the grant period was the transfer of the program’s management to the current Program Consultant and the hiring of a new program consultant. The time-consuming process (interviewing, onboarding, internal systems updating) interfered with our progress. The search for a new program consultant was lengthy due to a dearth of applicants. Unfortunately, when a candidate was selected and hired, she ultimately left after less than a month, forcing the entire process to be restarted. The program is pleased with the selection of the new program consultant who, in a short time, has worked diligently to get up to speed on the work and introduce good ideas. |
| Activity 8: Grantee will attend at least seven presentations, lectures, training events, conferences, or health fairs, etc., about aging, older driver safety and/or mobility in order to learn more about updates in the field and make contacts that could educate Georgia partners on older driver safety and mobility. | If there was a benefit to the shutdown due to Covid, one was giving us the opportunity to attend more educational sessions, topic presentations, and other organizations’ meetings. We are members the Aging Road Users Coalition consisting of representatives from aging driver programs across the country. We attended our FHWA partner, Mark Doctor’s workshop Introducing the Safe System Approach and Traffic Safety Culture. We are looking at adding his presentation to our offerings. Other workshops included: The Museum Summit on Creative Aging, Traffic Crashes As Seen On TV: An Opportunity to Reshape the Dialogue Around Road User Injury, SE & SW Injury Prevention Network Conference, MARTA and AARP Livable Communities Webinar, Transportation Research Board Annual Meeting as a Friend of the Committee for Older Drivers Subcommittee ACH60(2), Vehicle User Education, Training, & Licensing Committee, Transportation & Public Health Committee AME70; Rural Older Adult Memory (ROAM) 2021: Perspectives on Medical Fitness to Drive and Licensing Policies, The New Frontier: Driving Automation and Older Adults, Alternative Transportation for Older Adults. |
| Activity 9: Grantee will test a webinar to assist with the training of health care providers, including but not limited to physicians, nurses, and other health care professionals, a minimum of four, on how to address older driver safety and mobility. Grantee, led by 30-hour associate, will also host two feedback sessions or surveys on liability and distribute educational materials to these professionals. A summary/recommendation report will be developed to inform future training adjustments. | This was unmet simply because this demographic, as medical professionals, clinicians, and others managing with the health of our market, were engrossed in the changes, demands, and uncertainness due to the Covid virus. This remains in draft form and was to be a project for the new Program Consultant whose expertise in building rapport with clinical and medical professionals will not be available to us due to her leaving after less than a month. We were able to work with the staff at DDS whose responsibility is the Medical Review Board to create a panel on this topic for the GOHS Conference but were unable to fully implement due to new travel restrictions. We will use this deck a s a prelude to involve these professionals in a dialog. |
| Activity 13: On a quarterly basis, the grantee will participate in CODES and other data groups. The program will identify data sources and measures to better address service gaps and refine areas of need. This includes interpreting data provided by CODES, documenting changes in frequency of 55+ driver MVC injuries and fatalities, and providing program recommendations based on CODES group data analysis. The grantee will disseminate surveillance data and trends to 55+ driver task force, SHSP, the GOHS website, and other partners by September 30, 2021. | We attended CODES meetings and shared our expertise in the creation of the older driver data products. These have been distributed to our partners and have been made a part of our presentations and workshops. |
| Activity 12: The grantee, program consultant, and trained volunteers will host recruitment and training meetings/events 20 times throughout the grant period. These events will train community partners to implement yellow dot. communities that successfully set-up initial meetings and train their EMS and/or Fire department personnel on the program (using EMS online training) will be awarded 1,000 YD packets (if supplies available). Through training and events the grantee will also recruit at least three more partners interested in implementing yellow dot by the end of the grant period. | Again, the culprit here is the Covid virus and associated variants. Our YD partners have either shut down or curtailed operations due their working with this vulnerable population. On the other hand, once we were able to “get the word out” via Raging Aging Pop-Up Symposium and word-of-mouth activity, we have seen a small uptick in interest in starting up (and in some cases, resuming) a program. Because of our symposium, we have had three requests for starting up a program in Georgia, among them: Augusta University, Georgia Mountains Health, Lakewood Christian Manor (and two requests from other states). We are also factoring in the current and prospective YD locations within our plan to organize the state into manageable regions for two 55DSP staff members. |

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| Grantee: | GA-2021-F.A.S.T. 405c M3DA-005 |  | Grant Number: | GA-2021-F.A.S.T. 405c M3DA-005 |
| Project Title: | 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 |  | Funding Source: | F.A.S.T. 405c M3DA |
| Funded Amount: | $202,406.07 |  | Total Expended: | $180,354.11 |
| Project Description: | OASIS, DPH's query system, provides online access to data visualizations. Data requests and services to partners are supported using the departmental datawarehouse with stewardship of the latest Hospital Discharge, ER Visit, Death and MV Crash data(as authorized by GDOT). Value-additions included data quality controls and geography variables. Updates will include new NHTSA performance measures eg. injury severity estimations from diagnosis codes and population changes due to Census 2020. | | | |
| State Targets: |  | | | |

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| Create new tools/enhance existing tools that help to visualize data.This will also facilitate the quick creation of new 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.Use the tools above to create cross-system data quality reports. | Processed vital records(mortality), hospital discharge and er visit(2020 and quarterly), population estimates, published OASIS and made available as needed to CODES for linking.Also included the processing of injury severity data. |
| Offer technical assistance to traffic safety partners to use data from linked data sources.Present interface training at various user group/industry/association meetings.Assist the Office of Injury Prevention(with CODES data) and theRegional Members of the Trauma Commission (as needed).Collaborate with members of the Injury Prevention Community (including Emory Center of Injury Control, Safe Kids of Georgia etc).Improve accessibility to the interface by promoting linking to the OASIS website on GDOT/GOHS supported websites. | Fulfilled all data requests made by CODES team for linking.Also supported the data subgroup with feedback, data verification on fact sheets.Trainings on OASIS are regularly offered |
| Rebuild data repository and geography layers to implement the effect of the 2020 census, including redrawing of census tracts and block groups. | US Census has not yet published the final results of the 2020 census down to the detailed level. When published we will rebuild our repository to conform all data to the 2020 census. This is expected to occur during the next grant cycle. |
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| Grantee: | GA-2021-F.A.S.T. 405c M3DA-046 |  | Grant Number: | GA-2021-F.A.S.T. 405c M3DA-046 |
| Project Title: | Support for CODES Crash Data Linkage |  | Funding Source: | F.A.S.T. 405c M3DA |
| Funded Amount: | $108,088.00 |  | Total Expended: | $98,727.40 |
| Project Description: | The CODES project brings together multiple agencies to identify opportunities for crash prevention by linking and analyzing crash, vehicle and behavioral characteristics to medical and financial data. | | | |
| State Targets: |  | | | |

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| Identify and reach out to new possible CODES members. Convene the CODES Board and CODES data workgroup meetings at least 6 times by end of grant period.   Additional data work group meetings will be conducted as needed. | The CODES Board met 6 times and the CODES data workgroup met 20 times with additional active participation from the fact sheet group that met at least 3 times a month during the grant cycle. During the CODES Board meeting there were regular participation from the data owners of Crash, EMS, Trauma, Hospital (ED and In-patient), Death, and License drivers. This included the agencies of GDOT, DPH, and DDS plus GOHS and NHTSA. There was participation from data users from Emory and members from UGA's Traffic Safety Research and Evaluation Group. There was also new participation from DOR for vehicle and some participation from AOC for adjudication data. DOR and DDS gave a joint presentation on their new system DRIVES during the July meeting. |
| CODES staff will conduct 4 validity checks on the 2019 crash data using other sources of data including fatal daily reports, vital records, and FARS by the end of the grant period to improve the completeness and accuracy of the traffic records data as well as the accuracy of the analysis. CODES staff will generate and provide the information to GDOT and the CODES data group. | CODES performed validity and quality checks on the 2019 crash data using fatal daily reports, child fatality review data, vital records, and FARS. They produced a final version of the 2019 crash data that was used for the Georgia Traffic Safety Facts and provided GDOT and the CODES data group the analytical guide and discussed the data cleaning that was used. CODES staff also validated the crash data for the Georgia Driver Education Commission (GDEC) integration with DDS License and Conviction data for Young Drivers. |
| CODES staff will prepare, perform probabilistic linking using linking software, or standardize linked data on a monthly basis. CODES staff will prepare the 3 data sets (Crash, EMS, and hospital - Hospital includes Emergency Room visits and those admitted to the hospital) and then standardize the 3 datasets for 2015-2019. CODES staff will use the linking software to conduct a triple match in the Georgia CODES linkage process and produce a 5 year linked dataset for use by highway safety partners by the end of the grant period. | CODES staff have integrated Crash, EMS, and Hospital (Emergency Room visits and Hospitalizations) for 2017-2019 using the linking software LinkSolv and the triple match method and produced a 3 year linked dataset. CODES staff have also integrated the Crash, GDEC, DDS license and conviction data for 2017-2019. |
| CODES staff will provide support to SHSP task teams on developing and implementing data strategies throughout the grant period. CODES staff will develop, generate and/or updating fact sheets and/or reports in motor vehicle emphasis areas by using the traffic record data and linked datasets. CODES board will approve the fact sheets. Create analysis plans to guide the development of each product, and generate each product based on its plan and format. Work with Data group to produce products. | CODES staff participated and provided support for the following SHSP task teams: Young Adult Driver, 55+ Drivers, Motorcycle, Distracted Driving, Occupant Protection, Pedestrian, and Bike task team meetings during this grant period. CODES staff also provided updates during the Task Team leaders meetings. Georgia Traffic Safety Facts (GTSF) which includes both Detailed Facts and Quick Facts on each topic area were developed by the fact sheet working group and the CODES data group. The SHSP task team were also part of the review process with their corresponding topic area. These GTSF were reviewed and approved by the CODES board and CODES data group and then distributed by the members and SHSP task teams. A Distracted Driver Brochure was also developed by CODES staff and the Distracted Driver task team. The GTSF combine information from all traffic records information systems (Crash, Driver, Vehicle, Roadway, Citation/Adjudication, Injury Surveillance — includes EMS, Trauma Registry, Hospital Discharges, Emergency Room Visits, and Vital Records) to paint a comprehensive picture of traffic safety issues in Georgia. The GTSF Quick Facts are a one-page front and back document for public consumption that not only includes data, but also prevention measures and resources. |
| CODES staff will identify at least one other data source that could be used in traffic records integration that could increase the quality of the data generated by the linking process starting in January of the grant year.  Discuss with the data owner to secure the necessary commitment of the data source to be used in the linking process.  Data set will need personal identifiers to be included only for linking process. | CODES staff had received license/conviction data and the Georgia Driver's Education Commission (GDEC) scholarship applicant data to integrate with 2017-2019 crash data for young adult drivers aged 15-23. A MOU data sharing agreement with Governor’s Office of Highway Safety (GOHS), Department of Driver Services (DDS) and Department of Public Health (DPH) was signed and executed. This integrated data was used in the research investigation on the impact of the driver's education program among GDEC scholarship recipient for the Georgia Driver's Education Commission. Identified using registration data to be used in the linkage focusing on motorcycles. A MOU data sharing agreement with Department of Driver Revenue (DOR) and Department of Public Health (DPH) was signed and executed. We will be receiving the registration data that will include personal identifiers in November. |
| CODES staff will direct link the 2019  Child Fatality Review data with the crash data and conduct at least 1 validity check on mutual variables.  CODES staff will work with CFR and GDOT to produce a comprehensive list of fatalities. | CODES staff used the 2019 Child Fatality Review (CFR) data to verify the 2019 Crash data. Direct linkages were conducted for those fatal occupants under 18. CODES staff used date of crash, date of birth, age, and name. Of the expected 73 deaths reported in CFR, 64 were found in the crash data. |
| CODES staff will work with DDS to obtain license and citation data and establish a MOA to validate the crash data.  The MOA will be provided between DDS and DPH.  Validity checks on 3 variables will be conducted on the 2019 crash data using the DDS license and citation data. CODES staff will also work with DDS to obtain complete row level license data and conviction data for drivers involved in a crash. | A MOU data sharing agreement with Department of Driver Services (DDS), Governor’s Office of Highway Safety (GOHS), and Department of Public Health (DPH) was signed and executed. CODES staff received row level license and conviction data for drivers aged 15-23 identified as involved in a crash between 2017-2019. This data was integrated with Georgia Driver's Education Commission (GDEC) scholarship applicant data and the 2017-2019 crash data for young adult drivers aged 15-23. This integrated data was used in the research investigation on the impact of the driver's education program among GDEC scholarship recipient for the Georgia Driver's Education Commission. The findings were presented in March during the GDEC quarterly meeting. Validity checks were conducted on the linking variables including finding duplicates in the crash data. These were reported during the CODES Board meetings. |
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| Grantee: | GA-2021-F.A.S.T. 405c M3DA-033 |  | Grant Number: | GA-2021-F.A.S.T. 405c M3DA-033 |
| Project Title: | DPH - OEMS GEMSIS Elite |  | Funding Source: | F.A.S.T. 405c M3DA |
| Funded Amount: | $214,944.00 |  | Total Expended: | $148,669.08 |
| Project Description: | 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 (release expected in 2019 with expected transition in 2021/2022), maintain GEMSIS Datamart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data. | | | |
| State Targets: |  | | | |

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| Contract with ImageTrend to host GEMSIS 24/7 and provide 24/7 customer support to OEMS and ambulance services.Contract with ImageTrend to provide free access to the EliteField data reporting platform for any licensee of OEMS.Contract with ImageTrend to maintain a secure data connection for the datamart.Maintain contract with Biospatial to allow for advanced data visualizations for EMS and Trauma data, specifically for crash data, to examine the "time-to-care" metric.Contract with to purchase armbands for deterministic data linkages.All activities will occur in FY2021. | Yes-Due to public health’s response to the COVID-19 pandemic the Office of EMS and Trauma team has focused even more on the timeliness of data submissions to GEMSIS Elite and worked closely with EMS agencies to address latency in their data submissions. Enforcing agencies to take charge of data accuracy and validity. We sent email communication regarding data non-compliance to EMS Agencies to alleviate this issue. The Office of EMS and Trauma also scheduled multiple webinars and one-on-one trainings with agency data managers to provide assistance with data management. We also updated validation rules to streamline the documentation process and improve completeness. These rules where updated as needed throughout 2021 FY. Also, because of the overwhelming nature of the COVID-19 pandemic, we were able to complete the bid process and initiate a contract for armbands necessary for the time to care metrics for FY 2021. However, the final product is still under review and waiting for processing. We are working to get this completed during the FFY2022 timeframe. |
| At least one representative from the grant team will attend the Impaired Driving Task Force Task Team Meetings at least 6 times during the FY 2021 grant year. This can be accomplished either by attendance or via conference call. | No-We were able to attend 3 meeting during the FY 2021. However, there were no other active meetings schedule. We were informed that GOHS was working to get this meeting back on the schedule for FY 2022. |
| At least one representative from the grant team will attend the CODES Board and CODES Data Workshop meetings a minimum of six times in FY 2021. This can be accomplished either by attendance or via conference call. | Yes-The Office of EMS and Trauma attended all CODES meetings by conference call. At least one representative from the OEMST attended several subcommittee calls during FY 2021. The OEMST also provide data to the groups as requested. |
| At least one representative from the grantee will attend the TIME Task Team meetings a minimum of six times in FY 2021.  This can be accomplished either by attendance or via conference call. | Yes-At least one member of the OEMST attended the TIME Task Time meetings during the FY 2021. |
| At least one representative from the grantee will attend the Traffic/Crash Records Data Analysis Task Team meetings a minimum of six times in FY 2021.  This can be accomplished either by attendance or via conference call. | Yes-OEMST team members attended all CODES meeting during the FY 2021 and also participated in subcommittee meetings. The OEMST also provided data to the CODES group as requested. |
| At least one representative from the grantee will attend the Occupant Protection Task Team meetings a minimum of six times in FY 2021.  This can be accomplished either by attendance or via conference call. | Yes- OEMST attended all Occupant Protection Task Team meetings during the FY 2021. |
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| Grantee: | GA-2021-F.A.S.T. 402 SC-036 |  | Grant Number: | GA-2021-F.A.S.T. 402 SC-036 |
| Project Title: | Speed Enforcement Training Programs |  | Funding Source: | F.A.S.T. 402 SC |
| Funded Amount: | $45,902.06 |  | Total Expended: | $39,718.10 |
| Project Description: | Advanced level law enforcement training programs focused on reducing serious injury and fatality related crashes through proactive, aggressive speed enforcement training initiatives. | | | |
| State Targets: |  | | | |

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| Conduct RADAR Instructor training to 20 students by the end of the grant year. | No major challenges noted. |
| Conduct LIDAR Instructor training to 20 students by the end of the grant year. | No major challenges noted. |
| Conduct  Speed Detection Operator at the Georgia Public Safety Training Center to 300 students by the end of the grant year. | Residual effects of COVID -19 as well as agency manpower issues have continued to affect overall enrollment numbers. |
| Offer monthly online RADAR Refresher training through www.gpstc.org to all Georgia law enforcement to average 1000 students per year attending the training. | Officers continue to take advantage of the online module available through www.gpstc.org to complete RADAR Refresher training. |
| Conduct Basic RADAR training at offsite locations throughout the state to 30 students during the grant year. | Attempted to schedule several offsite Basic RADAR courses throughout the state. Experiencing many agencies moving away from RADAR and utilizing LIDAR. |
| Conduct Basic LIDAR training at offsite locations throughout the state to 30 students during the grant year. | Agencies continue to request Basic LIDAR courses due to the course only being one full day of training. |
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| Grantee: | GA-2021-F.A.S.T. 405d Impaired Lo-037 |  | Grant Number: | GA-2021-F.A.S.T. 405d Impaired Lo-037 |
| Project Title: | Impaired Driving Training Programs/SFST & DRE |  | Funding Source: | F.A.S.T. 405d Impaired Lo |
| Funded Amount: | $551,158.42 |  | Total Expended: | $517,733.66 |
| Project Description: | Consists of advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers. | | | |
| State Targets: |  | | | |

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| Conduct three six day trainings in Drug Recognition Expert field certification evaluations to certify 45 officers as DRE's by the end of the grant year. The course consists of several phases of classroom training, followed by field training, and a comprehensive final knowledge examination. Participants will receive classroom training on proper drug evaluation techniques, drug physiology, drug classifications, symptoms of drug use and abuse, and legal considerations. Students must successfully complete the classroom training portion in order to transition into field certification training. | 33 students attended and 31 completed the training. DRE training continues to be some of the most challenging training available to LE officers across the country. |
| Conduct  DUI/SFST Instructor Update to 20 students by the end of the grant year.This course provides updates of the NHTSA SFST curriculum.Special Notes: Officers who attend must have completed an IACP/NHTSA SFST Instructor course. It is recommended that SFST Instructors attend an update course at least every two years to ensure they remain current with revisions and updates to the program. | Courses are advertised well in advance of each offering. Courses with low enrollment are flagged for additional course solicitation via GATEN and list serv emails. |
| Conduct Advanced Traffic Law to 360 students by the end of the grant year.The Advanced Traffic Law course is intended to develop and/or enhance the skills and abilities of law enforcement officers in interpreting the Uniform Rules of the Road. Topics will include statutes related to motor vehicle laws and reviewing recent court decisions which effect current laws. Participants will complete research assignments utilizing Title 40 of the Official Code of Georgia Annotated and other related reference publications. | Advanced Traffic Law has been removed by POST as a required Advanced Level Certification course. We have developed, in its place, a course entitled Current Trends in Traffic Enforcement which will cover Title 40, to include most cited code sections and current case law applicable to those sections. |
| A quarterly newsletter containing updates on DRE issues and training, will be sent to all DRE Officers via the DRE LISTSERVE program at gadre@listserv.cc.emory.edu. The newsletter will be updated regularly and available online year round. Upon successful completion of the DRE course, each officer will be subscribed to the DRE LISTSERVE program which will allow access to the LISTSERV email. In addition to providing training, course and legal updates, the LISTSERVE program will provide an avenue for DRE's to exchange information with others statewide. | Curriculum modifications and program updates are communicated directly to DRE's in the field via email list serv. |
| Georgia DRE's are required to enter information from evaluations conducted in order to facilitate proper documenting and record keeping functions. We will monitor and review the National DRE tracking website to ensure compliance and required reporting on a monthly basis. | DRE Coordinator monitors the tracking database weekly for timely submissions. |
| Conduct  Basic DUI/SFST at GPSTC to 300 students during the grant year.This course is designed for peace officers responsible for enforcing DUI laws. This course introduces the participant to the National Highway Traffic Safety Administration's recommended Standardized Field Sobriety testing process. Topics include the proper procedure for administering the Horizontal Gaze Nystagmus, Walk and Turn, and One Leg Stand examinations. | No major challenges noted. The 24 hr. DUI/SFST course continues to be one of the most attended courses offered. |
| Conduct DUI/SFST Instructor to 25 students during the grant year.This course is intended for all law enforcement officers who will be responsible for providing training in DUI Detection and Standardized Field Sobriety Testing. Topics will include Standardized Field Sobriety Testing procedures, workshop management, communication skills, and lesson plan presentation. | Mo major challenges noted. Lower enrollment for this course than in previous offerings. |
| Conduct  Drug Recognition Expert Recertification to 60 students during the grant year.This course is intended for DRE's who are required to renew their certificates every two years as required by IACP and NHTSA. Topics include DRE evaluation procedures, drug identification, symptoms of abuse and legal update. | DRE's are required to recertify every two years in order to maintain IACP Certification. We have experienced a downward trend periodically in the number of DRE's who recertify as scheduled. |
| Conduct DUI Case Preparation & Courtroom Presentation to 20 students during the grant year.This course is intended for public safety officers who have completed an IACP/NHTSA Standardized Field Sobriety Testing Program. Students will develop a DUI case, prepare the case for prosecution, present the case in a mock trial and be evaluated on all aspects of the course. This program is designed to improve the officer's ability to successfully prepare and prosecute a DUI case. | No major challenges noted. |
| Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) at GPSTC to 200 students during the grant year.This course is intended to enhance the officers ability to recognize psychophysical and clinical indicators of impairment consistent with alcohol, drugs, and/or a combination of alcohol and drugs. Officers will be able to identify the categories of drugs and their effects on the human body. | No major challenges noted. Enrollment figures for all courses appear to be down slightly from previous years. |
| Conduct DUI/SFST Update to 20 students during the grant year.This course introduces the participant to the updates of the National Highway Traffic Administration's Standardized Field Sobriety Tests and changes of laws applicable to DUI. | Course rescheduled several times due to low enrollment. |
| Conduct Drug Recognition Expert Instructor to 15 students during the grant year.This course is intended for public safety officers who have completed DRE training and have been recommended by the DRE State Coordinator. Applicants seeking DRE Instructor training must be Georgia P.O.S.T. Council Instructor Certified and a copy of their diploma must be attached to the student authorization form. A student who completes this course will be able to serve competently as an Instructor in the DRE Pre-School, the DRE School, and Certification Training. | We have a large number of newly trained DRE's with minimal experience in the field. DRE Instructor training is reserved for those who have demonstrated an exceptional grasp of the material as well as the process. It often takes additional time and experience to develop these advanced skills. |
| At least one representative from the grantee will attend the Impaired Driving Task Team meetings a minimum of six times during the grant year. This can be accomplished either by attendance or via conference call. | Completed as required. |

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| Conduct  Basic DUI/SFST at offsite locations throughout the state to 50 students during the grant year.This course is designed for peace officers responsible for enforcing DUI laws. This course introduces the participant to the National Highway Traffic Safety Administration's recommended Standardized Field Sobriety testing process. Topics include the proper procedure for administering the Horizontal Gaze Nystagmus, Walk and Turn, and One Leg Stand examinations. | Offsite SFST training continues to be popular in rural areas that may not have the resources available for officers to attend training at GPSTC. We will continue to offer multiple SFST training opportunities throughout the state. |
| Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) at offsite locations throughout the state to 50 students during the grant year.This course is intended to enhance the officers ability to recognize psychophysical and clinical indicators of impairment consistent with alcohol, drugs, and/or a combination of alcohol and drugs. Officers will be able to identify the categories of drugs and their effects on the human body. | Offsite ARIDE courses continues to be popular in rural areas that may not have the resources available for officers to attend training at GPSTC. We will continue to offer multiple ARIDE training opportunities throughout the state. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-012 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-012 |
| Project Title: | HEAT/Nighthawks - Middle- GA |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $858,713.70 |  | Total Expended: | $748,335.26 |
| Project Description: | To more effectively address the problem related to impaired drivers and speeding. The Nighthawks will provide intense enforcement coverage of the Bibb, Muscogee and surrounding counties. | | | |
| State Targets: |  | | | |

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| The middle GA Nighthawk Unit will be dedicated to enforcing the impaired driving laws on the roadways through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur.  A minimum of 50 DUI contacts will be initiated each month by the Unit.  All activity hour resources will be up to date with regard to DUI SFST training through refresher and update classes. | The Georgia State Patrol Nighthawks Middle DUI Task Force has been in operation since April of 2012 and is funded by the Governor’s Office of Highway Safety H.E.A.T. grant. The Task Force patrols counties within the Troop D Territory. The primary function of the Task Force is to concentrate on the apprehension of DUI offenders during the peak hours when statistics have shown DUI related incidents occur. |
| The middle GA Nighthawk Unit will be dedicated to enforcing the speeding laws on the roadways through saturated patrol and checkpoints in areas identified by data to be those where speed related crashes, injuries, and fatalities occur.  A minimum of 150 speed related contacts will be initiated each month by the Unit.  Activity hours will be filled by resources that hold the appropriate certification on traffic enforcement equipment.  Crash data will also be used as a hot spot locator to target enforcement in high problem areas. | The Nighthawks DUI Task Force consistently makes around 600 DUI arrests annually. Since the creation of the Nighthawks DUI Task Force in 2012, the Task Force has made over 6,400 DUI arrests. The Task Force made 947 DUI arrests, and over 4,982 speeding contacts 2020-2021 Grant year. |
| The Middle Georgia HEAT Unit will work with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least two times each month. | In addition to routine patrols, the Nighthawks also participate in road checks with other law enforcement agencies. The Nighthawks assist other agencies with DUI suspects when given the opportunity. The Nighthawks specially mark their patrol vehicles with an anti-DUI message to deter impaired drivers during their patrol and enforcement efforts. The Nighthawks participate in special events such as, Specialized DUI Trainings, Click or Ticket, Rolling Thunder, Monthly Educational Events, and GOHS Network Meetings. |
| The grantee will participate in at least eight monthly regional traffic enforcement network meetings and initiatives during the grant year. | Task Force members regularly attend training courses and DUI conferences to increase their skills and knowledge related to the detection and deterrence of DUI related offenses. State Patrol Nighthawks DUI Task Force is dedicated to protecting Georgia residents from DUI offenders. We currently have two DRE certified Troopers on the task Force. Members of the Nighthawks Task Force received awards and recognition from MADD for their efforts in enforcing Georgia’s DUI laws. We have one Child passenger Safety Technician. Due to the worldwide pandemic training was not available towards the 2nd half of the grant period. The GSP Patrol Nighthawks DUI taskforce is dedicated to protecting Georgia Residents from DUI offenders. |
| Conduct a minimum of one educational event per month during the grant period.  Mention of the Move-over law will be included in every event. | The Nighthawks are continually striving to deter and apprehend DUI offenders. The Nighthawks distribute educational material related to the importance and prevention of DUI offenses. These items are especially targeted towards young adults and children. The Nighthawks have conducted safety talks at different schools and businesses before the start of the pandemic but were limited due to the restriction of large crowds and schools being closed. The Nighthawks have several events planned for the upcoming year including a road check that will incorporate DUI education as drivers approach and leave the road check. |
| Nighthawks Midga will participate in GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or get Pulled Over, CIOT to Border, Operation Southern Shield and 100 Days of Summer HEAT during the grant period. | . The Nighthawks participate in special events such as, Specialized DUI Trainings, Click or Ticket, Rolling Thunder, Monthly Educational Events, and GOHS Network Meetings. |
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| Grantee: | GA-2021-F.A.S.T. 405d Impaired Lo-013 |  | Grant Number: | GA-2021-F.A.S.T. 405d Impaired Lo-013 |
| Project Title: | HEAT/Nighthawk DUI Task Force-North/South |  | Funding Source: | F.A.S.T. 405d Impaired Lo |
| Funded Amount: | $2,453,177.72 |  | Total Expended: | $1,529,764.24 |
| Project Description: | To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area. | | | |
| State Targets: |  | | | |

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| The Atlanta Nighthawks will be dedicated to enforcing the impaired driving laws on the roadways of Atlanta through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur.  A minimum of 138 DUI contacts will be initiated each month by the Unit.  All enforcement activity team members will be up to date with regard to DUI SFST training through refresher and update classes. | The Nighthawks DUI Task Force consistently makes around 1,000 DUI arrests annually. Since the creation ofthe Nighthawks DUI Task Force in 2004, the Task Force has made over 14,000 DUI arrests. The Task Force made 1953 DUI arrests, and 2044  speeding contacts in 2020-2021 Grant year. The Nighthawks South HEAT Unit conducted saturation patrols in Bulloch and Chatham Counties. These patrols centered around key times and events for impaired drivers, to include Georgia Southern University Football games, major holiday weekends, and other specialized events in the patrol area.  These efforts were to apprehend and deter impaired drivers.The Georgia State Patrol Nighthawks - HEAT unit patrolled the metro-Atlanta area with emphasis on the city of Atlanta. The early portion of the grant year was hindered by COVID-19 and civil unrest in Atlanta; however, as the year progressed, concentrated patrol efforts were greatly increased. Nighthawk troopers eventually had greater success locating and apprehending impaired drivers compared to recent years. The unit posted consecutive months of 99, 103, and 100 DUI arrests which has not been accomplished since at least 2016 or prior. The Nighthawks unit conducted road checks with the intent of locating impaired drivers. |
| The Savannah Nighthawks will be dedicated to enforcing the impaired driving laws on the roadways of Savannah through saturated patrol and checkpoints in areas identified by data to be those where DUI related crashes, injuries, and fatalities occur.  A minimum of 65 DUI contacts will be initiated each month by the Unit.  All enforcement activity members will be up to date with regard to DUI SFST training through refresher and update classes. | The Nighthawks South patrolled in conjunction with the Savannah-Chatham Metropolitan HEAT Unit worktogether on multiple nights, but also work on nights the other is off, to keep DUI enforcement as constant aspossible |
| Prosecutor Hours will provide representation at ALS hearings outside of Atlanta and Savannah when available.  enforcement activity  statewide will notify the prosecutor when assistance is needed at an ALS hearing on cases that are complicated or involve technical or unusual issues.  Prosecutor Hours will be used to monitor ALS calendars from various enforcement activity  in order to determine which territories need assistance with ALS hearings.  Files will be opened and reports obtained for hearings that the Prosecutor Hours will be attending. | The ALS Attorney attended ALS Hearings and represented State Troopers from Troops B, C, D, F, G, H, and I. From October 1, 2020, to September 30, 2021, approximately 1,325 ALS case files were opened for the Troops in which the ALS Attorney had scheduled court appearances. Due to COVID-19, some ALS Hearings were held by telephone/video and some ALS Hearings were held in-person. the ALS Attorney attended court and represented Troopers from Troops B, D, G, H, and I. The representation of Troopers by the ALS Attorney also included representing the Middle Georgia Nighthawk DUI Task Force Troopers, which are a part of Troop D. Video//phone calendar calls were held for some court locations, such as Macon, prior to the actual hearing date in order to resolve some of the cases prior to the actual hearing date. The ALS Attorney assisted the Troopers in approximately 920 cases in approximately 57 court appearances which includes in person court appearances as well as court appearances by video/phone. The number of cases includes some cases being counted several times because of multiple court appearances in a single case due to continuances. Some cases were disposed of by plea agreements, some continued, some dismissed by the Court due to the criminal case having been reduced to a charge other than a DUI conviction, and some cases resulted in hearings. ALS Hearings were held in 33 cases for Troops B, D, G, H, and I in which the ALS Attorney represented the Troopers. Therefore, based on the 32 hearings, the license suspension was affirmed in 97% of the cases in which a hearing was held for Troops B, D, G, H, and I where the ALS Attorney represented the Troopers at the hearings. Overall, ALS Hearings were held in approximately 7 cases in Troop C, 24 case in Troops F, I, and the Savannah Nighthawk DUI Task Force, and 32 cases for Troops B, D, G, H, and I for a total of 63 ALS Hearings in which the ALS Attorney represented the Troopers. |
| Westlaw will be periodically checked for the latest cases involving DUI and ALS issues.  Copies of necessary and relevant cases will be kept for future reference.  A copy of briefs and motions written and filed by Prosecutor Hours will be kept as a future resource tool.  Continue to educate enforcement activity  on ALS and DUI issues by providing helpful information in the DPS Legal Review Newsletter, answer DUI and ALS questions, provide assistance with filing motions, briefs, and letters, and continue to attend GOHS Traffic Enforcement Network meetings. | The ALS Attorney answered numerous questions from Troopers statewide regarding their DUI and ALS cases. The ALS Attorney discussed DUI and ALS issues with the Troopers that she would be representing at the ALS Hearings, and with Troopers that the ALS Attorney would not be representing at the hearings. The ALS Attorney also assisted Troopers with resolving ALS cases, prior to the hearing date, in some locations in which the ALS Attorney could not attend the hearings. The ALS Attorney conducted DUI research for Troopers and sent case law to the Troopers to assist with their hearings.DUI case law research files and notebooks were maintained and updated by the ALS Attorney. DUI case law updates were read and copied by the ALS Attorney on a regular basis to be included in the DUI research files. The ALS Attorney assisted State Troopers with the filing of a number of motions on ALS cases. Motions were filed in approximately 961 cases which included Motions to Continue, Court Conflict Letters, Letters, Motions to Reinstate ALS, Motions to Vacate Default, Motions to Transfer Hearing Locations, Motions to Testify by Phone/Video, Motions to Quash Subpoenas, and Letter Briefs. Copies were kept of the documents that were filed. The documents were prepared and filed for various Troops across the state. The distribution of the DPS Legal Review for the twelve-month period is estimated to have reached approximately 26,616 people. |
| The Atlanta Nighthawks will participate in at least eight monthly regional traffic enforcement network meetings and initiatives during the grant year. | The GSP Nighthawks HEAT unit worked local agencies and other HEAT units in the metro Atlanta area. Nighthawk troopers routinely responded to requests for assistance from other agencies who make contact with impaired drivers. A large number of DUI arrests were made during the grant year as a result of responding to calls for assistance. Nighthawk troopers used their training and expertise to assist other agencies whenever possible. Local agencies often requested the assistance of Nighthawk Troopers when suspected impaired drivers were encountered during incidents such as serious injury or fatality crashes.The Georgia State Patrol Nighthawks - HEAT unit patrolled the metro-Atlanta area with emphasis on the city of Atlanta. The early portion of the grant year was hindered by COVID-19 and civil unrest in Atlanta; however, as the year progressed, concentrated patrol efforts were greatly increased. Nighthawk troopers eventually had greater success locating and apprehending impaired drivers compared to recent years. The unit posted consecutive months of 99, 103, and 100 DUI arrests which has not been accomplished since at least 2016 or prior. The Nighthawks unit conducted road checks with the intent of locating impaired drivers. |
| The grantee will participate in at least eight monthly regional traffic enforcement network meetings and initiatives during the grant year. | The GSP HEAT Nighthawk Task Force conducted concentrated patrols in the five metropolitan Atlanta counties with primary focus in Fulton County and Gwinnett County. GSP HEAT held checkpoints with and without other agencies. The Unit had a total of 40 Road Check hours. The GSP HEAT unit worked peak hours to concentrate on DUI offenders. The GSP HEAT unit worked together as a team saturating several areas to also deter motorists from driving under the influence. The GSP HEAT unit conducted saturated patrols at night, weekly in the metro Atlanta area. The task force did not include night time Seatbelt Enforcements or Distracted Driver Details due to the Covid-19 outbreak and staff shortages. |
| The grantee will participate in GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | Nighthawks did participate in the annual GOHS training this year and also partnered with other agencies. The unit participated in media events which informed the public of enforcement efforts and the dangers of driving impaired. |
| Conduct a minimum of 2 educational events a month to the public during the grant period.  Mention of the Move-over law will be included in every event. | Due to several extrinsic conditions, the unit only participated in a limited number of community awareness activities. Activities were resumed from last year however restrictions were still in place during this year. We will resume all activity in the upcoming year as long as there is not another mandate shutdown enforced on our state |
| Provide representation at ALS hearings primarily in the Atlanta and Savannah areas. Once an ALS hearing notice is received, the hearing is to be logged on the calendar, file opened, and report obtained on the case. Discuss the case with the enforcement activity and appear at the hearing to provide legal representation. | The first objective was that State Troopers in Troop C would be accompanied by the ALS Attorney to ALS Hearings in a majority of the cases that arose during the grant period. The Atlanta/North Nighthawk DUI Task Force Troopers are part of Troop C. The ALS Attorney met this objective by attending court in Troop C on approximately 785 cases out of approximately 814 scheduled ALS cases in approximately 10 court appearances. These numbers do not include the cases that were scheduled in December 2020 in which the cases were continued due to the Troopers working the Present-Elect Detail. These numbers also do not include the cases that were scheduled in January 2021 in which the ALS Attorney could not attend Court due to being sick with COVID-19. On the January 2021 hearing date, the ALS Attorney and ALS Paralegal assisted over the computer with paperwork on some of the cases and then the remaining cases were continued to the February ALS court date. ALS Hearings for the Atlanta/North Nighthawk DUI Task Force Troopers are typically held once a month on the third Tuesday of each month at the Office of State Administrative Hearings (OSAH) in Atlanta. Scheduling conflicts prevented attendance at some of the hearings listed above where the ALS Attorney was unavailable. The Savannah Nighthawk Unit also had support from the ALS Attorney on an as needed basis. Due to COVID-19, some of the ALS Hearing procedures were changed regarding reporting in person for ALS Hearings. UThe ALS Attorney represented the Savannah N ALS Hearings were held in 24 cases for Troops F, I, and the Savannah Nighthawk Unit and the license suspension was affirmed in all 24 cases. Therefore, the license suspension was affirmed in 100% of the ALS cases in which a hearing was held for Troops F, I, and for the Savannah Nighthawk DUI Task Force where the ALS Attorney represented the Trooper at the hearing. |
| Activity hour resources will be selected and assigned to the Nighthawk Unit, as well as trained for appropriate tasks.  Any necessary equipment will be purchased during the first quarter of the grant period.The award of the grant will be announced to the media during the first quarter of the grant period on the agency's website and social media pages. | In October 2021, a news release announcing the GOHS H.E.A.T. Grant for the State Patrol was posted onthe Department of Public Safety website and was distributed by the Department of Public Safety to mediaoutlets statewide.NorthThe Georgia State Patrol Nighthawks DUI Task Force has been in operation since October of 2004 and isfunded by the Governor’s Office of Highway Safety H.E.A.T. grant. The Task Force patrols the five Metro-Atlantacounties of Cobb, Clayton, Gwinnett, Dekalb, and Fulton. The Task Force also Patrols the Athens areathroughout the year. The primary function of the Task Force is to concentrate on the apprehension of DUIoffenders during the peak hours when statistics have shown DUI related incidents occur  . |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-001 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-001 |
| Project Title: | HEAT/Nighthawk DUI Task Force-North/South |  | Funding Source: | F.A.S.T. 405d Impaired Lo |
| Funded Amount: | $2,453,177.72 |  | Total Expended: | $1,529,764.24 |
| Project Description: | To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area. | | | |
| State Targets: |  | | | |

| **Activities Funded/Implemented** | **Results** |
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| Grantee: | GA-2021-F.A.S.T. 405h FHX-089 |  | Grant Number: | GA-2021-F.A.S.T. 405h FHX-089 |
| Project Title: | Reducing Bicycle and Pedestrian Injuries and Fatalities In Chatham County |  | Funding Source: | F.A.S.T. 405h FHX |
| Funded Amount: | $37,694.40 |  | Total Expended: | $29,886.47 |
| Project Description: | A bicycle and pedestrian safety project to build public awareness of road safety issues and educate bicyclists, pedestrians and drivers on best practices for safe vehicle operation. | | | |
| State Targets: |  | | | |

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| Working with staff from the Coastal Region Metropolitan Planning Organization and City of Savannah, recruit volunteers to conduct at least one annual pedestrian census count around the city of Savannah. | Yes, we were able to successfully partner with local organizations to host two pedestrian counts in May and September. |
| Plan, publicize and conduct quarterly group walks to demonstrate safe walking techniques and instruct participants on application traffic regulations. The Grantee will reach a minimum of 5 people per event. | Yes, we shifted to virtual events during the pandemic and were able to share videos and photos from many places that people hadn't seen before. We hosted monthly instagram and Facebook lives and shared new spots to encourage people to be safely physically active. |
| By the end of the grant period, grantee will plan and produce two adult bicycle and pedestrian friendly driver classes. The Grantee will reach at least 5 people per event. | Yes, we shifted to hosting virtual classes instead of in-person classes and had a great response from our digital community. |
| Distribute pedestrian safety publications and information, and talk with citizens about walking and driving safety at festivals, famers markets, and other public events. Events will occur at least once a month. The Grantee will reach a minimum of 20 people per event. | Yes, despite a reduction in in-person events we were able to attend many virtual events, conferences and a limited number of in-person activities to distribute materials and information. |
| Write 24 "News Cycle" columns on bicycling, traffic safety and related issues for publication in Connect Savannah weekly newspaper/website. | We were unable to meet this goal as the individual who wrote the column left Connect Savannah and they were uninterested in continuing the column. |
| Produce four bicycle safety classes for children, including bicycle rodeos, classroom instruction, and other types of bicycle education. Administer post-event surveys to determine success of class at teaching safe cycling techniques. The Grantee will reach a minimum of 10 people per event. | We had a very successful summer education program in Brunswick and in Chatham County, in partnership with Safe Routes to School GA, Georgia Bikes, and Bike Walk Golden Isles. |
| Attend and actively participate in meetings, workshops, seminars and other events related to bicycle safety including City of Savannah Mobility Advisory Committee; CORE Metropolitan Planning Organization Citizens Advisory, Technical Coordinating Committee, and board meetings; Healthy Savannah Steering Committee; Downtown Neighborhood Association, Victorian Neighborhood Association, Ardsley Park/Chatham Crescent Neighborhood Association, and any other meetings, workshops, seminars, and other events organized by the City of Savannah, Chatham County, civic organizations and associations. | Many meetings shifted virtually, so while some were cancelled we were still able to meet whenever possible. |
| Identify partner organizations (social service, workforce development or other) that focus on low income, under-served populations and other vulnerable road users and set up a minimum of four events per grant year to deliver of safe cycling information and education to their clients, a set minimum of four times during the grant year. | We continued our work to provide bicycles and safe cycling materials to organizations, and opened up our program to work with individuals for the first time during the COVID-19 pandemic. |
| Plan, publicize and conduct monthly group bicycle rides to demonstrate safe cycling techniques and instruct participants on application traffic regulations. The Grantee will reach a minimum of 8 people per event. | While we were unable to host many in-person rides throughout the year, we were able to host many virtual rides and encourage people to get out and ride their bikes safely. |
| Working with staff from the Coastal Region Metropolitan Planning Organization and City of Savannah, recruit volunteers to conduct at least one annual bicycle census count around the city of Savannah. | Yes, with the assistance of program partners we were able to host counts in May and September. |
| Distribute bicycle safety publications and information, and talk with citizens about bicycling and driving safety at festivals, famers markets, and other public events. Events will occur at least once a month. The Grantee will reach a minimum of 20 people per event. | We had a lot of great interactions with our virtual content on safe biking, and had great attendance at virtual presentations. |
| By the end of the grant period, grantee will plan and produce three adult bicycle safety classes. The Grantee will reach at least 8 people per event. | We were unable to host out in-person adult bike safety classes, and did not have a great response in attendance for virtual classes. |
| At least one representative from the grantee will attend the Pedestrian Task Team and Bicycle Safety Task Team meetings a minimum of six times during the grant year.  This can be accomplished either by attendance or via conference call. | A few meetings were cancelled and we did not receive any notice on rescheduling. |

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| The grantee will distribute 500 sets of bike lights (front and rear) at safe cycling programs or in conjunction with distributing safe cycling materials at festivals, famers markets, and other public events to those in need of these legally mandated safety devices. | We purchased these items later in the year due to the amendment process, however we had given away more than 400 bike lights over the previous year from another grant. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-002 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-002 |
| Project Title: | HEAT Savannah Police Department |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $70,931.33 |  | Total Expended: | $66,133.00 |
| Project Description: | Reduce motor vehicle crashes, injuries, and fatalities via high visibility enforcement targeting impaired drivers, speeders, those who do not use safety restraints devices, aggressive and distracted driving. | | | |
| State Targets: |  | | | |

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| 1. The Savannah Police Department HEAT Unit will continue uninterrupted enforcement efforts. 2. The award of the grant will be announced to the media during the first quarter of the grant period. | The department maintained three officers dedicated to performing the goals and objectives for the 2020-2021grant period. |
| The Savannah Police Department HEAT Unit will be dedicated to enforcing the impaired driving laws on the roadways of Savannah through saturated patrol and checkpoints in the areas identified by data to be those where DUI related crashes, injuries and fatalities occur. A minimum of 27 DUI contacts will be initiated each month by the Unit. The Savannah Police Department HEAT Unit will be up to date with regard to DUI SFST training through refresher and update classes. | The unit met and exceeded the objective for impaired driving contacts.The unit's goals was to reduce alcohol crashes, injuries and fatalities through DUI enforcement.During 2019-2020 grant period we had investigated 16 fatal collisions with alcohol being confirmed as a factorin 3 of those crashes.During the 2020-2021 grant period we have investigated 18 fatal collisions with alcohol being confirmed as afactor in 6 of those crashes.During the 2019-2020 grant period we had 59 serious injury crashes with alcohol being confirmed as the factorin 13 of those crashes.During 2020-2021 grant period we had 47 serious injury crashes with alcohol being confirmed as the factor in12 of those crashes.We saw a slight increase in alcohol related crashes involving fatal collisions and a slight increase in serious injury collisions with alcohol confirmed as the factor. |
| The Savannah Police Department HEAT Unit will be dedicated to enforcing the laws that govern speed on the roadways of Savannah through saturated patrol and checkpoints in areas identified by data to be those where speed related crashes, injuries and fatalities occur. A minimum of 188 speeding contacts will be initiated by the unit. The Savannah Police Department HEAT Unit will be RADAR and LIDAR certified. | The unit met and exceeded the objective for speed related contacts.The unit's goals was to reduce speed related crashes, injuries and fatalities through speed enforcement.During 2019-2020 grant period we had investigated 16 fatal collisions with speed being confirmed as a factorin 5 of those crashes.During the 2020-2021 grant period we have investigated 18 fatal collisions with speed being confirmed as afactor in 5 of those crashes.During the 2020-2021 grant period we had 59 serious injury crashes with speed being confirmed as the factorin 3 of those crashes.During 2020-2021 grant period we had 47 serious injury crashes with speed being confirmed as the factor in17 of those crashes.We did not see a change in speed related crashes involving fatal collisions and we saw a significant increase in serious injury collisions with speed confirmed as the factor |
| The Savannah Police Department HEAT Unit will be dedicated to enforcing the occupant protection laws on the roadways of Savannah through saturated patrol and checkpoints in areas where non-resident related crashes, injuries and fatalities occur. The Unit will initiate a minimum of 50 occupant protection contacts each month. The Savannah Police Department HEAT Unit will maintain at least one CPST on the taskforce. | The unit met and exceeded the objective for Occupant protection contacts.The unit's goals was to reduce crashes, injuries and fatalities through occupant restraint enforcement.During 2019-2020 grant period we had investigated 16 fatal collisions with unrestrained occupants beingconfirmed as a factor in 2 of those crashes.During the 2020-2021 grant period we have investigated 18 fatal collisions with unrestrained occupants beingconfirmed as a factor in 6 of those crashes.During the 2019-2020 grant period we had 59 serious injury crashes with unrestrained occupants beingconfirmed as the factor in 9 of those crashes.During 2020-20201 grant period we had 47 serious injury crashes with unrestrained occupants being confirmedas the factor in 6 of those crashes.We saw a slight increase in unrestrained occupants related crashes involving fatal collisions and a slight increase inserious injury collisions with unrestrained occupants confirmed as the factor. |
| The Savannah Police Department HEAT Unit will work with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least 2 times each month. | The unit met and exceeded the objective for effective police traffic services.Throughout the year the unit worked along side neighboring jurisdictions by participating in joint safety checkpoints, child safety seat events, speed initiatives and GOHS sponsored events. |
| The Savannah Police Department HEAT Unit will conduct 1 educational event a month to the public during the grant period. Mention of the Move-Over law will be included in every event. Distracted Driving will be a major topic discussed at each event. | The unit met and exceeded the objective for disseminate traffic safety-related educational materials.The unit participated in 13 educational events which are documented in the monthly reports. |
| The Savannah Police Department HEAT Unit will conduct a minimum of two seatbelt surveys during the grant period. At least one survey will be conducted at the beginning and one at the end of the grant period. | Both Seat Belt surveys were completed and documented in the monthly reports. Our surveys were conducted atDerenne Ave at Waters Ave at the beginning and end of the 2020/20201 grant year. We saw a 1% increase over the year ending with a seat belt usage rate of 97%. |
| The Savannah Police Department HEAT Unit will participate in at least one wave during each Thunder mobilization. | The unit met and exceeded the goals and objectives of participating in each Thunder mobilization which are documented in the monthly reports. |
| Activity 1: The Savannah Police Department HEAT Unit will participate in monthly regional traffic enforcement network meetings and initiatives during the grant year. | The unit attended all scheduled traffic enforcement network meetings. One meeting was canceled which was documented in the monthly reports. |
| The Savannah police Department HEAT Unit will participate in GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | HEAT officers participated in all GOHS/NHTSA campaigns during the grant period. |
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| Grantee: | GA-2021-F.A.S.T. 402 TSP-143 |  | Grant Number: | GA-2021-F.A.S.T. 402 TSP-143 |
| Project Title: | HEAT Savannah Police Department |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $70,931.33 |  | Total Expended: | $66,133.00 |
| Project Description: | Reduce motor vehicle crashes, injuries, and fatalities via high visibility enforcement targeting impaired drivers, speeders, those who do not use safety restraints devices, aggressive and distracted driving. | | | |
| State Targets: |  | | | |

| **Activities Funded/Implemented** | **Results** |
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| Grantee: | GA-2021-F.A.S.T. 402 PS-082 |  | Grant Number: | GA-2021-F.A.S.T. 402 PS-082 |
| Project Title: | Scooter Safety |  | Funding Source: | F.A.S.T. 402 PS |
| Funded Amount: | $174,000.00 |  | Total Expended: | $174,000.00 |
| Project Description: | In response to the injuries and fatalities associated with electric scooter riding, Shepherd Center would like to roll out a multifactorial safety campaign. Based on the available data, we know there are five major risk factors associated with scooter crashes. Our campaign will be a multifactorial approach to mass media, creating and disseminating 3 PSA’s, 2 Scooter Safety Summits, and a pre and post survey on the Beltline utilizing best practice primary prevention measures. | | | |
| State Targets: |  | | | |

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| 1. Conduct a baseline observational helmet use survey within Atlanta. 2. Conduct a post-program observational helmet use survey within Atlanta. | Initially we thought the observational study could be done just on the beltline. As we researched more and got in to the grant we realized that it would be much more intense than that. As it transpired, the survey piece of our grant was one of the most time consuming and difficult pieces of our grant. We hired a wonderful public health professional, Lila Ralston, to design the observational tool for us an had several planning meetings to discuss how to make this piece as standardized as possible. The survey locations were taken from Lime and Spin heat maps, and Statesboro was chosen as a control group- as they are the only other location that allows scooters in GA outside of Atlanta. We partnered with GA Southern University to help with the observations, and enlisted GOHS and our DPH partners as well. In April we did our pre-observations and spent a week in Atlanta observing and four days in Statesboro. At the end of September we conducted our post-observations and spent the same amount of time observing. It was a heavy lift, and I am so glad we put so much effort into the study because the final report (attached here) is fascinating and will serve as a wonderful baseline for future studies. While we did focus on helmet use as the factor we were measuring we also included speed, multiple riders, riding location, gender and age in the survey. While we did not move the needle in terms of helmet use- the results were too small to be statistically significant- we did see that GA Tech’s e-scooter riders did improve their helmet use, and their bike lanes had improved as well over the course of this grant. Our final report on the observational study also shows that males were more likely to wear their helmet, which we found interesting. We will try to publish the full report in 2022 with GOHS’s approval. |
| Create print advertisements on the importance of helmet use to be distributed at scooter crash hot spots statewide during the grant year focusing on helmet safety and the Beltline by the end of September 2021. | We decided to do an all digital campaign instead of a print media campaign for Scoot Safe. We were unable to get exact crash location data from the scooter companies or the city and decided a digital campaign would cover all of our bases and enable us to digitally target our population more strategically. Our digital google ads ran for the duration of the campaign and did really well. We also had to pivot on our Beltline Blitz plans as the Delta variant was surging in Atlanta and we deemed it unsafe to hold the event. We came up with a great plan B and did a mass mailing along the Beltline. We ordered and assembled packets to be delivered and distributed along the beltline that would reach our target audience. The packets consisted of our infographic and plastic wall hangings (used for bathroom stalls) with scoot safe messaging to be put in bars and restaurants along the beltline and a new postcard to check out our summit online. We targeted high and low restaurants to ensure we were not just focused on the Ponce City Market area. Overall, we sent out 625 collateral pieces to 108 Atlanta addresses. |
| Create one of three PSAs on the importance of helmet use while scootering to be distributed throughout Georgia during the grant year. | All 3 PSAs were completed by the end of the grant year and hosted on our ScootSafeGA.com website. The PSAs were the biggest challenge in our grant this year, and we actually had to do them twice. We were disappointed in the final product, and as such did not push them out via social/ digital like we had planned. Instead we continued to push the digital campaign on google that had done so well, and made the PSAs available on our website. |
| During the grant period, prepare and host 1 virtual scooter safety summit to 200 participants. | Our Scoot Safe Summit went really well. We used a platform called Remo which felt the most like being at an actual in-person conference as it had a stage feature as well as networking tables and booths. Our virtual Scoot Safe webinar took place on July 14th and 15th and registration was free to the public. Originally a small piece of the grant, the microsite became much more important as a place to house the entirety of our campaign. ScootSafeGA.com was also where people registered for the summit. We had about 130 people register for the virtual 2-day summit, but only about 60 people attended. We decided that the content of the summit was so good that we filmed it all and housed it at https://www.scootsafega.com/events/ This enables anyone who was unable to attend the conference to access the information and speakers. We had several micro sessions including Grady's SCRATCH database, Atlanta Bicycle Coalition's first-time rider education, Virginia Tech's helmet lab, Kemberli Sargent from the City talking about regulation and Superpedestrian, an MIT sustainable start up. We also distributed a postcard in the Beltline Blitz packets that informed people that this resource is still available online. Making the summit available online for at least 3 years will ensure we reach the intended audience. |
| Create one of three PSAs on the importance of staying sober while scootering to be distributed throughout Georgia by the end of the grant year. | In total we produced three PSAs: helmet use, sober scootering and first time riders. All of the PSAs are housed on ScootSafeGA.com and will remain there for at least two years post our grant year. |
| Create a print and media campaign to be distributed throughout the grant period via Marta bus stops, airwaves, radio and geolocating focusing on sober scooter riding. | Early on in the grant year we decided to pivot away from a print campaign and go all digital. This way we were able to expand our reach and really target our campaign to potential e-scooter riders. The campaign slogans that pertained to sober scootering were as follows: Scoot Safe GA, don’t bruise your peach, and be nice to your noodle, don’t ride sauced. These targeted digital ads did extremely well. In total the digital campaign reached 32,681,664 impressions, 32,176 clicks and this is by far the most successful part of our campaign. We also will continue to host ScootSafeGA.com where all of our PSAs, digital media, online resources and summit materials are housed. We will continue to update and host this site for 2 years after the grant year. On the website there is also a button where you can download the entire campaign to implement your own Scoot Safe campaign in your respective community. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-070 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-070 |
| Project Title: | HEAT Snellville Police Department |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $209,816.76 |  | Total Expended: | $199,393.44 |
| Project Description: | The Snellville Police Department is seeking a HEAT grant from the Governor's Office of Highway Safety to reduce injuries and fatalities from motor vehicle crashes. The Snellville Police Department HEAT unit will use best practice and analysis of traffic data to maximize the efficiency of enforcement efforts focusing on impaired driving, speeding, and occupant protection. | | | |
| State Targets: |  | | | |

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| Activity hour resources will be selected and trained for appropriate tasks. HEAT vehicles and other equipment will be purchased and outfitted with the HEAT color scheme and marking styles. Ongoing training must be highway safety related and only SFST, Lidar, and Radar trained personnel will be eligible for the federally funded enforcement grant activity hours. Resources that do not hold certifications in ARIDE will work toward obtaining an ARIDE certification with a calendar year of being assigned to the grant. | The Snellville Police Department established a HEAT Unit during the grant period. Officers assigned to the HEAT Unit during the grant period were trained on SFST, LIDAR, Radar and ARIDE. The officers assigned to the unit received training and were certified as child protective seat technicians. |
| The HEAT unit will enforce the impaired driving laws on the highways. Saturated patrols and checkpoints will be used in areas where DUI related crashes, injuries, and fatalities have occurred. The HEAT unit will initiate a minimum of 20 DUI contacts per month. Training will be kept up to date with regard to DUI SFST training through refresher and update classes. | During the Grant period the HEAT Units made 267 contacts with suspected impaired drivers on the roadways of Snellville and in areas with other agencies. |
| The HEAT unit will be dedicated to enforcing the occupant protection laws on the roadways of Snellville through saturated patrols and checkpoints in the areas identified by data to be where non-restraint related crashes, injuries and fatalities occur. The HEAT unit will initiate a minimum of 60 occupant protection contacts per month. The Snellville Police Department will maintain at least one CPST during the grant period. | During the grant period HEAT Units made contact with 537 occupant protection contacts. These contacts ranged from citations being issued, to educational pamphlets being provided to occupants to further educate them on the importance of wearing safety belts properly. |
| HEAT team members will be dedicated to enforcing the laws that govern speed on the roadways of Snellville through saturated patrols in areas identified to be those where speed related crashes, injuries, and fatalities occur. A minimum of 100 speeding contacts will be initiated each month by the HEAT unit. Activity hours will be filled by resources that hold the appropriate certifications on traffic enforcement equipment. Crash data will be used as a hotspot locator to target enforcement in high problem areas. | During the grant period HEAT Units made contacts with 1,449 motorists who were speeding. The officers assigned to the unit were trained and certified to utilize LIDAR and RADAR to assist in speed detection. |
| The HEAT unit will conduct a minimum of two seatbelt surveys in their jurisdiction during the grant period. All motor vehicles will be included in the count to include pickup trucks. The surveys will be conducted at the beginning and end of the grant period to evaluate the effect of the enforcement and educational events. | During the grant period the HEAT Units conducted three seat belt surveys. |
| The grantee will participate in GOHS/NHSTA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | During the grant period the HEAT Units participated in all of the required GOHS/NHSTA safety campaigns. |
| The grantee will participate in at least eight  regional traffic enforcement network meetings and initiatives during the grant year. | During the grant period the HEAT Units participated in 18 CRETN/MATEN traffic enforcement network meetings. |
| The HEAT unit will work with other jurisdictions within the area through checkpoints, saturated patrols, and other traffic operations at least two times each month. | During the grant period the HEAT Units worked along side other in network agencies to complete 27 road checks. |
| The HEAT unit will be participate in at least one wave during each Thunder Task Force mobilization. | HEAT Units did not meet the requirement of attending three Thunder Task Force mobilizations. |
| Conduct a minimum of one educational event a month to the public during the grant period. The CopCab will be present for at least one educational event per month. Mention of the Move Over Law will be included in every event. | During the grant period the HEAT Units utilized the CopCab during 17 educational events. These events ranged from road checks, to Faith and Blue, to being placed at specific locations as a deterrent for motorists during each of the Georgia Mobilization periods. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-184 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-184 |
| Project Title: | Treutlen County High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $36,504.00 |  | Total Expended: | $35,704.00 |
| Project Description: | The Truetlen County Sheriff's Office has established an enforcement effort focusing the dangers and consequences of impaired driving and speeding utilizing road checks, speed deterrent measures, and impaired driving technology. | | | |
| State Targets: |  | | | |

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| The grantee will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | Treutlen County did not participate in one of the campaigns due to the rise of covid and staffing shortages. |
| Treutlen County Sheriff's Office agrees to enter enforcement data in the GOHS online reporting system during 8 GOHS Highway Safety Campaigns during the grant year. | Treutlen County did not report data once due to not being able to participate in the campaign due to the rise of covid and staff shortages. |
| Treutlen County Sheriff's Office will participate in 8 monthly regional traffic enforcement network meetings and initiatives during the grant year. | Treutlen County was not able to attend one network meeting due to the rise of covid which cause staffing shortages. Deputies had to work calls and work extra days. |
| Treutlen County Sheriff's Office will make four (4) impaired driving contacts per month. | Treutlen County stayed vigilant and alert during the rise of covid to keep their citizens safe on the roadways. Treutlen County exceeded the projected activity. |
| The Treutlen County Sheriff's Office will conduct a minimum of two (2) road checks per month during the grant year. | Treutlen County was able to conduct all road checks during the grant period. Deputies again helped deter impaired driving, driving on suspended license, and crashes. |
| The Treutlen Co Sheriff's Office will conduct 285 speed contacts per month during the grant year. | Treutlen County exceeded speed contact for the grant period. They used several speed detection equipment to help make the roads safer for the citizens. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-155 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-155 |
| Project Title: | Treutlen County High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $36,504.00 |  | Total Expended: | $35,704.00 |
| Project Description: | The Truetlen County Sheriff's Office has established an enforcement effort focusing the dangers and consequences of impaired driving and speeding utilizing road checks, speed deterrent measures, and impaired driving technology. | | | |
| State Targets: |  | | | |

| **Activities Funded/Implemented** | **Results** |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-043 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-043 |
| Project Title: | Treutlen County High Visibility Enforcement Project |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $36,504.00 |  | Total Expended: | $35,704.00 |
| Project Description: | The Truetlen County Sheriff's Office has established an enforcement effort focusing the dangers and consequences of impaired driving and speeding utilizing road checks, speed deterrent measures, and impaired driving technology. | | | |
| State Targets: |  | | | |

| **Activities Funded/Implemented** | **Results** |
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| Grantee: | GA-2021-F.A.S.T. 402 SC-185 |  | Grant Number: | GA-2021-F.A.S.T. 402 SC-185 |
| Project Title: | Speed Grant |  | Funding Source: | F.A.S.T. 402 SC |
| Funded Amount: | $56,414.40 |  | Total Expended: | $40,542.58 |
| Project Description: | Washington County Sheriff's Office will increase its citizens' and visitors' awareness of the dangers andconsequences of speeding while reducing the number of crash related injuries and fatalities in the county during the grant period through education and speed enforcement using high visibility enforcement efforts. | | | |
| State Targets: |  | | | |

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| The Washington Co SO will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | The Washington County Sheriff's Office met the goal of participating in 8 GOHS/NHTSA highway safety campaigns by participating in CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT. Multiple deputies participated in each event. |
| Washington County Sheriff's Office agrees to enter enforcement data in the GOHS online reporting system during 8 GOHS Highway Safety Campaigns during the grant year.. | The Washington County Sheriff's Office met the goal of entering endorsement data in the GOHS online reporting system by entering data for the 8 GOHS Highway Safety Campaigns during the grant year. |
| Washington County Sheriff's Office agrees to participate in 8 regional traffic enforcement network meetings and initiatives during the grant year. | The Washington County Sheriff's Office exceeded the goal of participating in 8 reginal traffic enforcement network meetings by participating in 10 meetings. |
| Washington Co SO will conduct 1 highway safety educational event each quarter during the grant year. This is to include but not be limited to civic organizations, safety events (displays), in schools and training classes for businesses. | The Washington County Sheriff's Office met the goal of conducted 6 educational Highway Safety events during the grant year. |
| Washington County Sheriff's Office agrees to make 110 speed contacts per month during the grant year. | The Washington County Sheriff's Office exceeded the goal of speeding contact by making 1454 contacts. The yearly goal was 1320. |
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| Grantee: | GA-2021-F.A.S.T. 402 PT-092 |  | Grant Number: | GA-2021-F.A.S.T. 402 PT-092 |
| Project Title: | Worth County Sheriff's High Visibility Enforcement |  | Funding Source: | F.A.S.T. 402 PT |
| Funded Amount: | $18,105.00 |  | Total Expended: | $15,885.72 |
| Project Description: | Worth County Sheriff's Office has established an enforcement effort focusing the dangers and consequences of impaired driving, driving with improper or no license and not wearing seat belts utilizing road checks. | | | |
| State Targets: |  | | | |

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| The grantee will participate in 8 GOHS/NHTSA highway safety campaigns including CIOT, Drive Sober or Get Pulled Over, CIOT Border to Border, Operation Southern Shield, and 100 Days of Summer HEAT during the grant period. | WCSO participated in all campaigns which made the roadways safer for the citizens traveling the roadways. |
| Worth County Sheriff's Office agrees to enter enforcement data in the GOHS online reporting system 8 times during GOHS Highway Safety Campaigns during the grant year. | WCSO submitted the enforcement data in a timely manner in the GOHS online reporting system. |
| The grantee will participate in 10 regional traffic enforcement network meetings and initiatives during the grant year. | WCSO attended all enforcement meetings which allowed them to network with other agencies. |
| Worth County Sheriff's Office will conduct 2 road checks per month during the grant year. | WCSO was not able to conduct several road checks due to the rise of Covid-19. Several employees contracted covid in the department which caused shortages on the road. Deputies were working extra to cover calls. |
| The Worth County Sheriff's Office agrees to make 3 impaired driving contacts her month during the grant year. | WCSO exceeded their DUI driving contacts during the grant period even with covid on the rise. The deputies worked to make sure the citizens in Worth County were safe when they traveled throughout the county on the roadways. |
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