



VIRGINIA

HIGHWAY SAFETY PLAN

ANNUAL REPORT FISCAL YEAR 2015



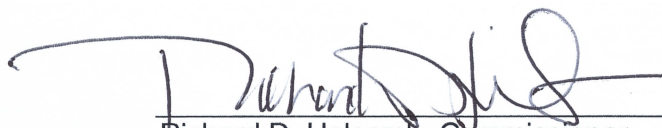
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Commissioner's Message

The Virginia Department of Motor Vehicles Highway Safety Office (VAHSO) is pleased to present Virginia's **2015 Highway Safety Annual Report**. The Annual Report provides an extensive description of the projects and activities funded as well as the amount of funds expended on projects implemented under the 2015 Virginia Highway Safety Plan (HSP). The Report describes the accomplishments and challenges experienced by the VAHSO, to include performance measures, targets, strategies, and funding identified in the HSP. You will also find the results and outcomes achieved through implementation of the initial HSP and any revisions that may have been made during the fiscal year. The Annual Report allows for the evaluation of the prior year's HSP as well as showcasing the Commonwealth's highway safety achievements.

I hope you will find that this publication serves as a useful tool that successfully demonstrates and markets Virginia's achievements.



Richard D. Holcomb, Commissioner
Virginia Department of Motor Vehicles
Governor's Highway Safety Representative
Commonwealth of Virginia

12-14-2015

Date

Executive Summary

Through sound leadership, proactive partnerships, unwavering commitment and hard work of dedicated staff; the Commonwealth has implemented many successful, statewide highway safety program initiatives. Additionally, through data analysis and effective performance measures Virginia has established new and innovative initiatives that focus on identified problem areas and has implemented effective countermeasures to achieve positive results.

The National Highway Safety Act of 1966 provides federal grants to states to support coordinated national highway safety programs. The Virginia Highway Safety Office (VAHSO) is responsible for administering these federal highway safety funds and performing the following functions:

- **Problem Identification:** Identification of actual and potential traffic safety problems and the development of effective countermeasures.
- **Administration and Grants Management:** Includes management of the highway safety program, monitoring legislative initiatives, development of federal highway safety proposals and distribution of federal funds to state, local and nonprofit agencies.
- **Public Information and Education:** Includes development and coordination of numerous media events and public awareness activities targeting specific priority areas.
- **Monitoring and Evaluation:** Includes monitoring and evaluating approved highway safety projects.

The VAHSO provides grants for programs which are designed to reduce the number of crashes, injuries, fatalities and related economic losses resulting from traffic crashes on Virginia's roadways. Local and state law enforcement, state agencies, academic institutions, and nonprofits can apply for the National Highway Traffic Safety Administration's (NHTSA) pass-through funding for projects related to various areas of highway safety.

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it was determined that Virginia could make a positive impact on improving highway safety by placing a major emphasis on the following program areas for 2015:

Occupant Protection is an issue that has received focused attention in Virginia. Correct safety belt use is a proven method to achieve a greater measure of safety in crashes, regardless of the other factors involved. Virginia continues its efforts to increase safety belt use among the motoring public.

Impaired Driving resulting from the use of alcohol/drugs is a persistent problem that contributes to fatal and serious injury crashes. While much has been accomplished in the past, ongoing work continues to strengthen and enhance existing legislation and programs.

Speed has a profound impact on the safety of Virginia's roadways. A targeted emphasis on enforcement and education continued to be utilized to increase the awareness of the dangers and implications of speed.

Motorcycle Safety has become even more important. With the increase in motorcycle classifications and registrations, Virginia has experienced an increase in motorcycle crashes. Enforcement, training, education, and awareness are key components in addressing this issue.

Traffic Records is a critical component of every state's highway safety program. The timeliness and accuracy of comprehensive data is essential in valid problem identification needed to plan strategies and allocate resources toward highway safety. Virginia continues in its efforts to be the leader in data collection and analysis.

Areas that were also eligible for consideration for state and local grants, but to a lesser extent were planning and administration, pedestrian/bicycle safety, and roadway safety.

This Annual Report will provide information to showcase some of Virginia's most successful efforts regarding these programs.

Mission Statement for the Virginia Highway Safety Office

Reduce crashes, injuries, fatalities and associated costs by identifying transportation safety issues and developing and implementing effective integrated programs and activities.

This mission will be accomplished by:

- Collecting, maintaining and analyzing highway safety data and related information
- Providing assistance to communities in identifying transportation safety issues and solutions
- Administering federal transportation safety grant programs
- Developing and implementing effective, integrated programs and initiatives to address traffic safety concerns, and
- Tracking and supporting federal and state traffic safety legislation and initiatives

Statutory Authority to Complete this Mission

Sections 46.2-222 through 224 of the Code of Virginia authorizes the VAHSO to accept grants from the United States government and its agencies that support its efforts to improve highway safety in Virginia.

Overview of Virginia's Highway Safety Office Program

Virginia's Highway Safety Office (VAHSO) continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety, thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During FFY2014-2015, the Virginia Highway Safety Office, Governor's Highway Safety Representative and Virginia Secretary of Transportation approved the award of 381 grants totaling \$16,020,783.

Virginia is comprised of 39 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2014 was 8,326,289, and there are 7,898,197 registered vehicles. Virginia has 74,553.93 roadway miles, of which 63,400.10 are secondary roads (85.0%), 10,034.76 are primary roads (13.5%), and 1,119.07 are interstate highways (1.5%).

The combined number of active licensed drivers in Virginia is 5,892,082. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which include private, institutional, and collegiate departments. It also includes 7 state police divisions within 48 areas of the state with 2,008 state troopers.

Responsibilities

The VAHSO is responsible for managing highway safety programs, using data-driven measures to identify actual and potential traffic safety problems, implementing safety programs throughout the state, as well as managing/distributing federal funds. Through the disbursement of federal grant funding to state and local governments and nonprofit organizations, effective countermeasures and programs are implemented within each jurisdiction to make a positive impact on changing driver behavior and reducing vehicle crashes that result in injuries and fatalities.

Governor's Highway Safety Executive Staff

Governor	Terence "Terry" R. McAuliffe
Governor's Highway Safety Representative	Richard D. Holcomb DMV Commissioner
Governor's Highway Safety Coordinator	George W. Bishop IV DMV Deputy Commissioner
Governor's Highway Safety Office Director	John L. Saunders Highway Safety Office Director
Location of Highway Safety Office	Virginia Department of Motor Vehicles 2300 West Broad Street, Room 405 Richmond, Virginia 23220 Phone (804) 367-6641

VAHSO Highway Safety Office Staff

The VAHSO is comprised of headquarters staff members including the Traffic Records Electronic Data System Operation Center (TOC) and field personnel.

Brief descriptions of each position of the VAHSO are as follows:

Governor's Highway Safety Representative: The Commissioner of the Department of Motor Vehicles (DMV) serves as the Governor's Highway Safety Representative.

Governor's Highway Safety Coordinator: The Deputy Commissioner for Virginia's Highway Safety Office serves as the Governor's Highway Safety Coordinator and is responsible for providing agency oversight of Virginia's highway safety program.

Governor's Highway Safety Office Director: Provides direct oversight and is responsible for planning, organizing and administering the operations and programs of VAHSO. Directs the administration of the Highway Safety Office to include Program Development and Implementation, in addition to Traffic Records, Planning, Research, and Evaluation.

Administrative Coordinator: Provides support to the VAHSO Director. Coordinates the information needed for the completion of VAHSO administrative processes, highway safety legislation, and Virginia's highway safety plan and annual report. Oversees the planning and implementation of the annual Judicial Transportation Safety Conference and Governor's Highway Safety Awards. Prepares and submits grant requests on behalf of the VAHSO.

Deputy Director of Traffic Records Management, Planning and Analysis: Responsibilities include managing, implementing and directing the statewide traffic records data system (TREDS), crash data management and analysis, strategic highway safety planning including the HSP and Annual Report, and serving as the Chair and Coordinator for the state's traffic records program and the traffic records committee.

TREDS IT: Responsible for the operation and system enhancements of the Commonwealth's Highway Safety Information System, Traffic Records Electronic Data System (TREDS).

Highway Safety Traffic Records Supervisor: Supervises staff responsible for managing statewide traffic crash data; provides analysis and data pertaining to traffic records and highway safety studies and countermeasure programs; develops performance measures for the Highway Safety Plan (HSP) and the annual Highway Safety Evaluation Plan; and provides and updates traffic crash data on the agency web site.

Office Manager (TREDS Operations Center): Supervises staff responsible for conducting quality assurance of the state's electronic police crash reports as well as related DMV business processes.

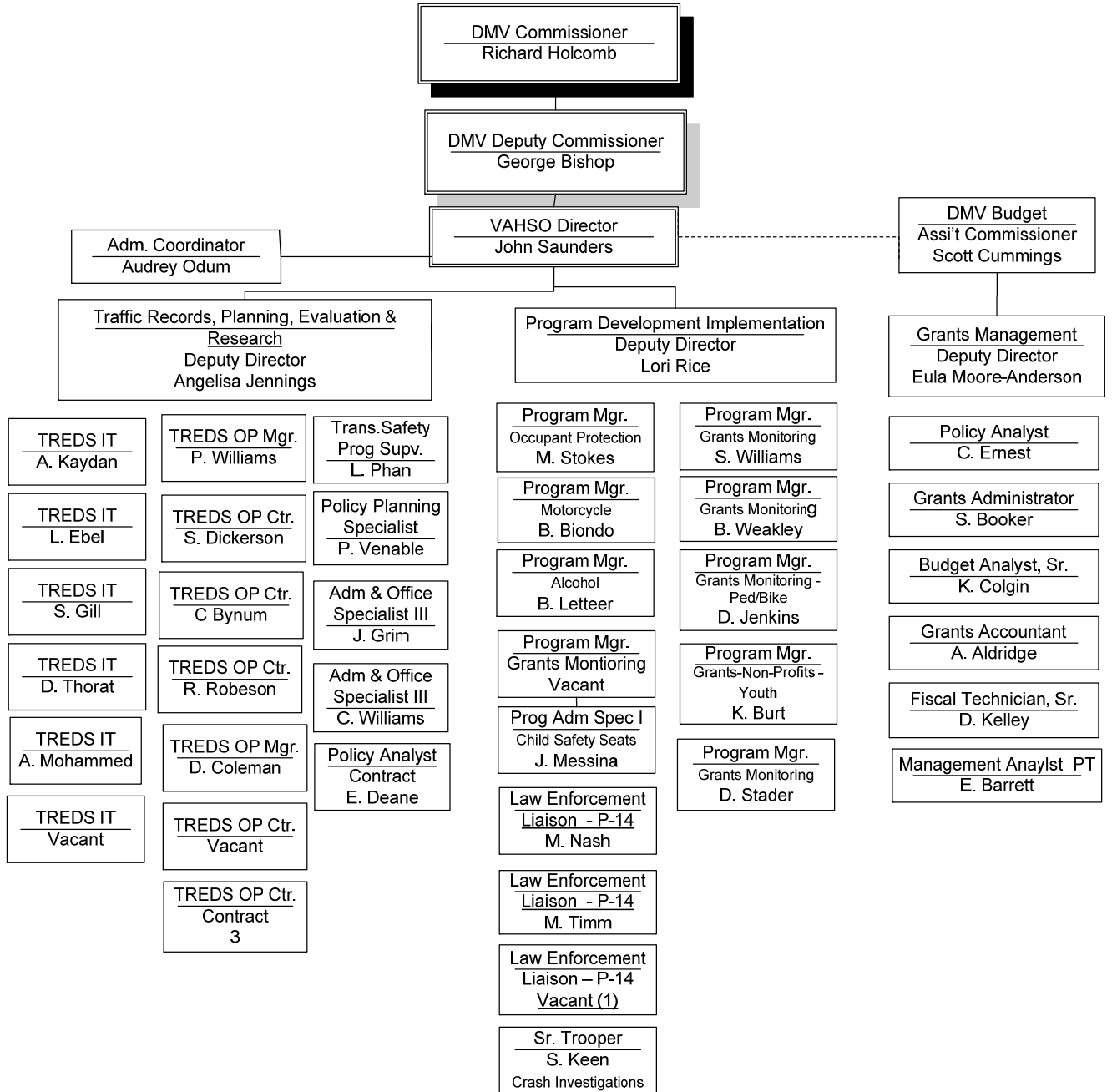
Deputy Director for Program Development and Implementation:

Responsible for directing the development and implementation of safety programs. Provides process improvement, monitoring, tracking and evaluation of approved highway safety projects and manages Program Managers, Grant Monitors and Law Enforcement Liaisons.

Program Managers/Grant Monitors: Responsibilities include monitoring and evaluation of approved highway safety projects within the various countermeasure areas; dissemination of information; public awareness campaigns and media events, and presentation of safety education programs.

Law Enforcement Liaison (LEL): LELs are responsible for assisting law enforcement with the coordination of High Visibility Enforcement and other enforcement based programs dealing with alcohol, speeding, aggressive driving and other areas that affect the safety of the motoring public.

**Department of Motor Vehicles
Virginia Highway Safety Office
December 2015**



Traffic Safety Partners

Enforcement

Virginia Department of State Police
Local law enforcement agencies
College and university police departments

Non-Profits

Drive Safe Hampton Roads
Drive Smart Virginia
Metropolitan Washington Council of Government
Mid-Atlantic Foundation for Safety (AAA)
Mothers Against Drunk Driving
Motorcycle Safety League of VA
Northern Virginia Regional Commission (NVRC)
Substance Abuse Free Environment, Inc. (SAFE)
University of Richmond
Virginia Association of Chiefs of Police
Virginia Association for Driver Education & Traffic Safety (VADETS)
Virginia State Police Association
Virginia Trucking Association
Washington Regional Alcohol Program

State Agencies

Commission on Alcohol Safety Action Program
Commonwealth Attorney's Services Council
Department of Aging and Rehabilitative Services
Department of Alcoholic Beverage Control
Department of Criminal Justice Services
Department of Education
Department of Forensic Science
Department of Health
Eastern Virginia Medical School
Old Dominion University
Supreme Court of Virginia
Virginia Commonwealth University
Virginia Department of State Police
Virginia Department of Transportation
Virginia Polytechnic Institute and State University

Traffic Safety Plans and Assessments

Occupant Protection Strategic Plan

Strategic Plan for Traffic Records and Information Systems

Virginia Annual Report

Virginia Highway Safety Plan

Virginia Occupant Protection Program Evaluation—Day, Night and High Risk Areas

Virginia Strategic Highway Safety Plan

Seat Belt Use in Virginia Survey (Summary of Findings)

This report documents procedures to produce the 2015 seat belt use rate for Virginia. The procedures were developed as a result of the federally-mandated “re-design” based on the final rule for 23 CFR Part 1340: Uniform Criteria for State Observational Surveys of Seat Belt Use. The rule was published in the *Federal Register* Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Virginia’s plan was approved by the National Highway Traffic Safety Administration on May 3, 2012 after working closely with federal personnel to ensure compliance with the law.

The report provides significant details about sampling, procedures, and analyses. In brief:

1. The 2015 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2012, was 80.9%.
2. The 95% confidence interval for the seat belt use rate was between 80.2% and 81.7%.
3. The error rate was 0.3735%, well below the maximum 2.5% allowed by code.
4. The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 7.1%, below the maximum 10% allowed by code.
5. These results were based on a weighted survey design sample of 13,861 vehicles providing driver and/or passenger belt use observations.

Virginians' Self-Reported Perceptions of and Actions Involving Targeted Safe-Driving Behaviors (Summary of Findings)

This report summarizes the work completed in 2015, the sixth year Virginia carried out the survey. Virginia began its survey in 2010, one year before it was mandated to do so. Virginia's Highway Safety Office (VAHSO) added two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey).

The 2015 survey was deployed by telephone to licensed drivers in Virginia. Overall, two samples were targeted. First, a sample of 1,000 licensed drivers aged 18 and older completed the survey. This sample was distributed across Virginia proportionally by regional population levels. Therefore, more of the sample came from northern and southeastern regions of Virginia than from the southwestern areas. It was appropriately representative of the Commonwealth. A second sample was derived from licensed drivers 18 – 34 years old. This age group was a particular focus of various interventions in Virginia, most notably the *Click It or Ticket* seat-belt enforcement program. The 18 - 34 sample was drawn from those in that age category from the main sample (303 of the 1,000 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 final sample for analysis a total of 603 participants.

This latter augmented sample was used to make comparisons to the full sample, or the average Virginia driver.

Overall, key findings included:

Seat-Belt Use

- The majority of respondents reported always wearing seat belts while driving (90%) or riding as passengers (89.6%).
- A little more than a third (34.5%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- Approximately half of the respondents (55%) believed the chances of getting a ticket for belt nonuse was “likely” or “very likely.”

Impaired Driving

- A large percentage (43.2%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 16.3% *had* driven within two hours after drinking alcohol in the past 60 days (defined as at least one drive within 2 hours).
- Most believed the chances of arrest after drinking and driving were at least “likely.”
- Less than half (40.7%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (22.7%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

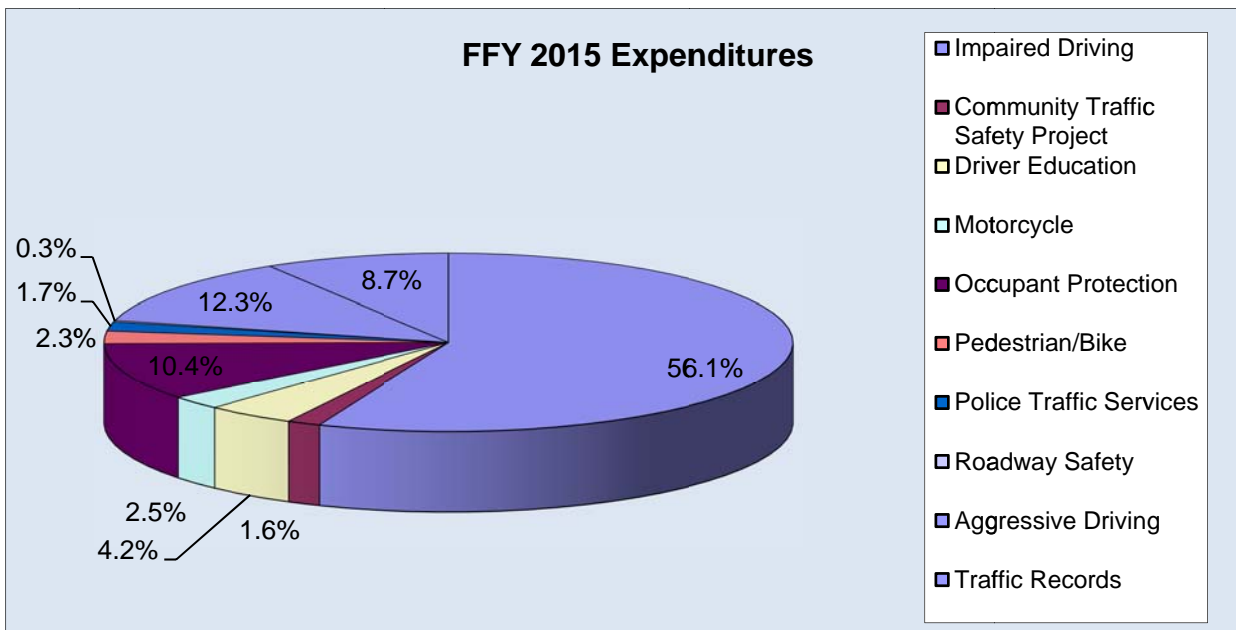
- Most participants reported at least sometimes speeding on local roads (more than 35mph in 30mph zone); nearly half reported at least sometimes speeding on interstates (more than 70mph in 65mph zone).
- Most respondents (61.5%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Less than a third (29.5%) recalled law enforcement activity targeting speeding in the past 30 days.

Distracted Driving

- More than half of the respondents (62.9%) “seldom” or “never” talk on mobile phones while driving; 1% reported not owning a mobile phone.
- A significant majority (77.6%) said they “never” text while driving

Virginians' Financial Summary - Expenditures*

Program Area	Program							Total Expenditures	% of Total
	402	405 MAP 21	408	410	154	2010	2011		
Impaired Driving	\$48,836	-	-	\$1,454,944	\$5,573,396	-	-	\$7,077,176	56.1%
Community Traffic Safety Project	\$195,984							\$195,984	1.6%
Driver Education	\$531,008							\$531,008	4.2%
Motorcycle	\$214,795	\$32,665	-	-	-	\$63,415	-	\$310,875	2.5%
Occupant Protection	\$783,249	\$274,608	-	-	-	-	\$258,035	\$1,315,892	10.4%
Pedestrian/Bike	\$285,448	-	-	-	-	-	-	\$285,448	2.3%
Police Traffic Services	\$209,462							\$209,462	1.7%
Roadway Safety	\$32,730	-	-	-	-	-	-	\$32,730	0.3%
Aggressive Driving	\$1,551,875	-	-	-	-	-	-	\$1,551,875	12.3%
Traffic Records	\$143,702	\$710,849	\$244,535	-	-	-	-	\$1,099,087	8.7%
TOTAL								\$12,609,536	100.00%



*Pending final draw down of funding.

Section 154 Transfer Funds – Hazard Elimination

The hazard elimination program is managed by the Virginia Department of Transportation (VDOT).

Total expended in FFY 2015 - \$10,522,104

Legislation

Legislative Changes

During the 2014 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws will be enacted and become effective July 1, 2014:

HB 122 (Scott) / SB 383 (Reeves). New vehicle classification; autocycle	Defines autocycle as distinct class of vehicle and imposes special requirements:
Driver's license requirements	<ul style="list-style-type: none"> - A motorcycle endorsement will not be required to operate an autocycle. - Autocycles may not be used for any behind-the-wheel examination
Safety belts	<ul style="list-style-type: none"> - Autocycles must be equipped with an approved safety belt system. - Operators and passengers in autocycles will be required to comply with seat belt use laws.
Helmets	<ul style="list-style-type: none"> - Helmets are required for operators and passengers of autocycles without a permanent, fixed roof. - Helmets are not required in autocycles with nonremovable roofs, windshields, and enclosed bodies.
Safety inspections	Autocycles will be inspected as motorcycles and must be equipped with operational safety belts.
HB255 (Lingamfelter). "Photo-red" traffic light enforcement systems.	Requires that all "photo-red" systems have yellow light signal lengths of at least three seconds.
HB 662 (Brink) / SB 565 (Cosgrove). Commercial driver's licenses, etc.; compliance with federal requirements.	<p>Amends statutes relating to CDLs to comply with new FMCSA requirements and prohibits use of handheld mobile telephones in commercial motor vehicles.</p> <p>Requires distracted driving to be included as a part of the driver's license knowledge examination to comply with MAP-21.</p> <p>Provides that DMV may continue to disclose personal information from crash reports, but only if otherwise authorized by law in order to comply with federal law.</p>
HB771 (Hugo). Mature driver crash prevention.	<p>Provides for a course in mature driver motor vehicle crash prevention and provides that such course is an option for the court in adjudicating defendants.</p> <p>Lowers from 80 to 75 the age at which drivers are required to appear before DMV for renewal and requires that licenses issued to persons age 75 or older be valid for no more than five years.</p>
HB925 (Greason) / SB554 (Marsden). Driver education instructors.	Permits community colleges to offer courses on a not for credit basis that are required for driver education instructors to teach in driver training schools. The courses must include the same content and curriculum required by the Department of Education.

SB97 (Reeves). Minimum clearance for passing bicycles, etc.	Increases from 2 to 3 feet the minimum clearance between a passing vehicle and a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle.
SB 205 (McWaters). Licensure and examination for persons age 19 or older.	Allows those 19 or over to take the behind-the-wheel exam at a driver training school as long as they complete the current requirements already in place for persons under 19. Allows students who are not minors to take driver's education and their behind-the-wheel examination with their school or with a driver training school. No change to requirements for those seeking a CDL or on medical review.
SB482 (Norment). DUI; probation; license suspension, etc.	Removes the provision that unless otherwise modified by the court, a defendant who has been convicted of a fourth or subsequent DUI in 10 years shall remain on probation and under the terms of any suspended sentence for the same period as his operator's license was suspended, not to exceed 3 years. Also amends the provision that allows for administrative suspension of driving privileges for refusal to submit to a BAC test. Under amended law, suspension can occur for refusal to submit to a blood test as well as a breath test.
SJ102 (Carrico). Move Over Awareness Month	Designates June as Move Over Awareness Month in Virginia.

Driving Trends

In 2014 as compared to 2013 there were:

69,721 more licensed drivers	1.2% increase
98,858 more registered vehicles	1.3% increase
1,481 less crashes	1.2% decrease
38 less total fatalities	5.1% decrease
1,730 less total injuries	2.7% decrease

Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2005	153,849	946	76,023	5,362,410	7,246,709	7,567,500	80,335	1.18	1.59
2006	151,692	961	73,348	5,394,888	7,386,061	7,640,249	81,094	1.19	1.42
2007	145,405	1,027	68,822	5,436,825	7,500,308	7,698,775	82,077	1.25	1.45
2008	135,282	825	69,130	5,475,069	7,503,924	7,769,089	82,278	1.00	1.34
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.23
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.09
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.18
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,954	0.96	1.23
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,258	0.92	1.23
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	81,009	0.86	1.18

* Death rate per 100 million miles

Performance Report on Core Measures Targets

Below is a list of the quantifiable and measurable highway safety performance measures based on highway safety problems identified by the VAHSO. Virginia will continue to conduct street-level analysis to develop and implement data-driven approaches to address specific program areas. In 2015, these efforts have resulted in Virginia experiencing reductions in fatalities in two program areas.

Data: January 1 – November 30: 2013 vs. 2015

Performance Measures Met

- Virginia's young drivers (age 20 and younger) involved in fatal crashes were 80 for 2013 and 69 for 2015. Virginia is on track to meet its target of 85 for 2015.
- Virginia's pedestrian fatalities were 72 for 2013 and 57 for 2015. Virginia is on track to meet its target of 70 for 2015.

Performance Measures Not Met

- Virginia's fatalities were 676 for 2013 and 658 for 2015 or a 3 percent decrease from 2013. Virginia is not on track to meet its target of 10% reduction for 2015.

Top contributing factors to overall fatalities include failure to maintain control of the vehicle, running off the road and speed. These accounted for 41% of the fatalities. Over one third occurred during the evening between 6pm and midnight. Alcohol and unrestrained fatalities also played parts in the increase, with 36% being alcohol-related and 53% of the fatalities were unrestrained.

- Virginia's serious injuries were 8,001 for 2013 and 6,971 for 2015 or a 13 percent decrease from 2013. Virginia is not on track to meet its target of 31% reduction for 2015.

Top contributing factors to serious injuries include failure to maintain control of the vehicle, running off the road and speed. These accounted for 29% of serious injuries.

Also, Virginia's serious injuries accounted for 12% of total injuries.

- Virginia's fatalities per 100M VMT were 0.92 for 2013. The number of fatalities per VMT cannot be compared for 2013 vs. 2015 because VMT data is not available for 2015 at this time.

Contributing factors include failure to maintain control of the vehicle, running off the road and speed. Thirty-six percent of the fatalities were alcohol-related.

- Virginia's rural fatalities per 100M VMT were 1.60 for 2013. The number of rural fatalities per VMT cannot be compared for 2013 vs. 2015 because VMT data is not available for 2015 at this time.

Contributing factors to the increase of rural fatalities were alcohol (33%), speed (47%) and occupants not wearing safety restraints (42%).

- Virginia's unrestrained passenger vehicle occupant fatalities were 266 for 2013 and 262 for 2015 or a 2 percent decrease. Virginia is not on track to meet its target of 5 percent reduction for 2015.

Of the unrestrained fatalities for 2015 43% were either totally (29%) or partially (14%) ejected.

- Virginia's impaired driving fatalities were 254. The number of impaired driving fatalities cannot be compared for 2013 vs. 2015 because 2015 data is not available from NHTSA/FARS at this time. Virginia's target is 189 for 2015.
- Virginia's speed-related fatalities were 316 for 2013 and 286 for 2015 or a 9% decrease. Virginia is not on track to meet its target of 18% reduction for 2015.

A major factor impacting the increase in speed-related fatalities was drivers running off the road because they were driving too fast for the road conditions. Other factors include drivers failing to maintain control of the vehicle, running off the road due to speed and drivers not wearing safety restraints (56 percent). Alcohol was also a factor in 47percent of the fatalities.

- Virginia's motorcycle fatalities were 63 for 2013 and 65 for 2015 or a 3% increase. Virginia is not on track to meet its target of 5 percent reduction for 2015.

The top motorcyclist's actions contributing to the increase in fatalities were failure to maintain control of the vehicle (running off the road, hitting fixed objects) and speed. These actions accounted for 45% of the fatalities.

- Virginia's unhelmeted motorcyclist fatalities were 2 for 2013 and 1 for 2015. Virginia is not on track to meet its target (0) for 2015.
- Virginia's bicycle fatalities were 8 for 2013 and 13 for 2015 or a 63 percent increase. Virginia is not on track to meet its target of 13% reduction for 2015.

Contributing factors to the increase in bicyclist fatalities were not having the right –of-way when the fatal crash occurred and not wearing helmets. In addition, the bicyclist was at fault 42 percent of the time.

- Virginia's seat belt usage rate was 79.7 for 2013 and 80.9 for 2015. Virginia did not meet the target of 82.1. Virginia will continue to focus its seat belt usage efforts on increasing community and law enforcement involvement throughout the Commonwealth, but with a specific emphasis in rural areas of the State. All initiatives will be implemented to make a positive impact on altering driving behavior to increase overall seat belt usage.

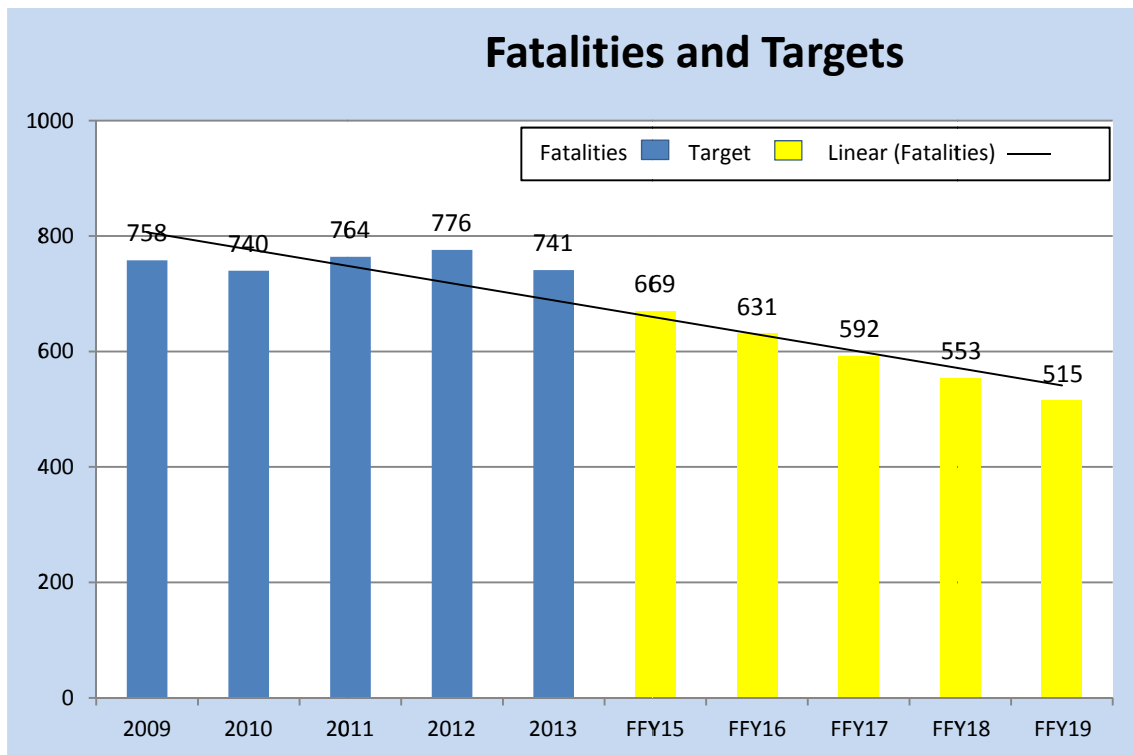
Core Outcome Performance Measures

Measure (C-1 Fatalities): Decrease traffic **fatalities** 10 percent from the 2013 calendar base year of 741 to 669 by **December 31, 2015**.

Fatalities	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	669
	758	740	764	776	741	703	

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's fatalities were 676 for 2013 and 658 for 2015 or a 3 percent decrease from 2013. Virginia is not on track to meet its target of 10 percent reduction by 2015.



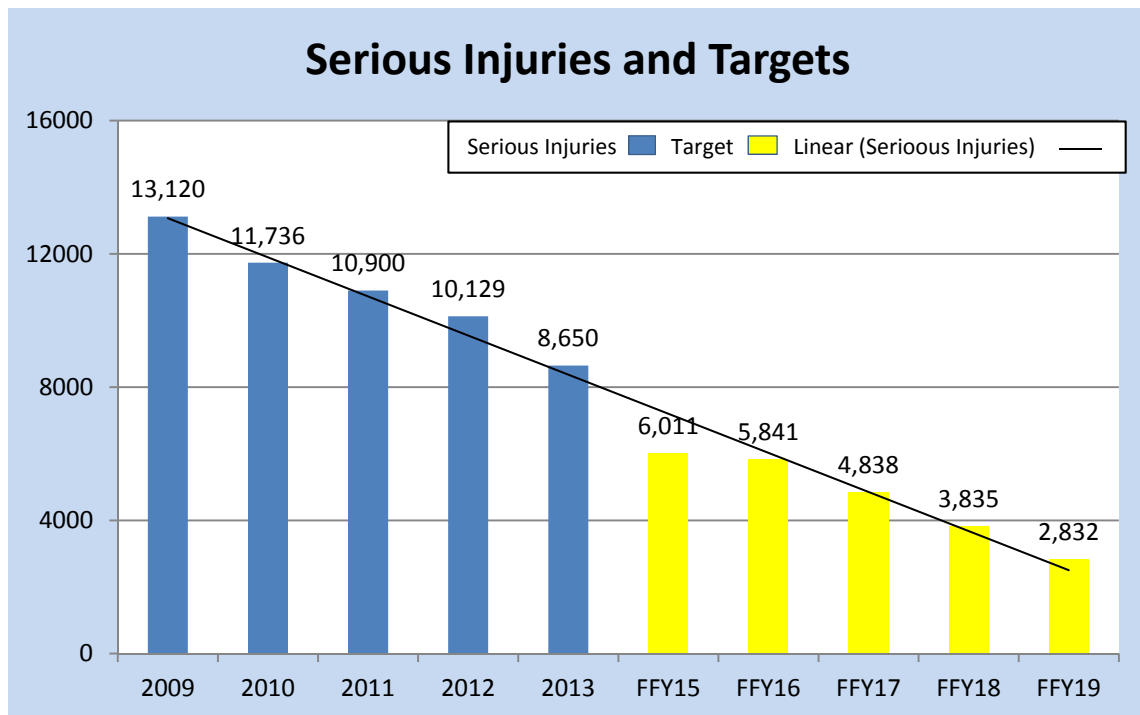
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year moving averages. Virginia selected a 5-year moving average (10 percent reduction) in fatalities as a more achievable target than the annual or 3-year moving average.

Measure (C-2 Serious Injuries): Decrease **serious injuries** in traffic crashes 31 percent from the 2013 calendar base year of 8,650 to 6,011 by December 31, 2015.

Serious Injuries	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	6,011
	13,120	11,736	10,900	10,129	8,650	7,585	

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia’s serious injuries were 8,001 for 2013 and 6,971 for 2015 or 13 percent decrease from 2013. Virginia is not on track to meet its target of 31 percent reduction by 2015.



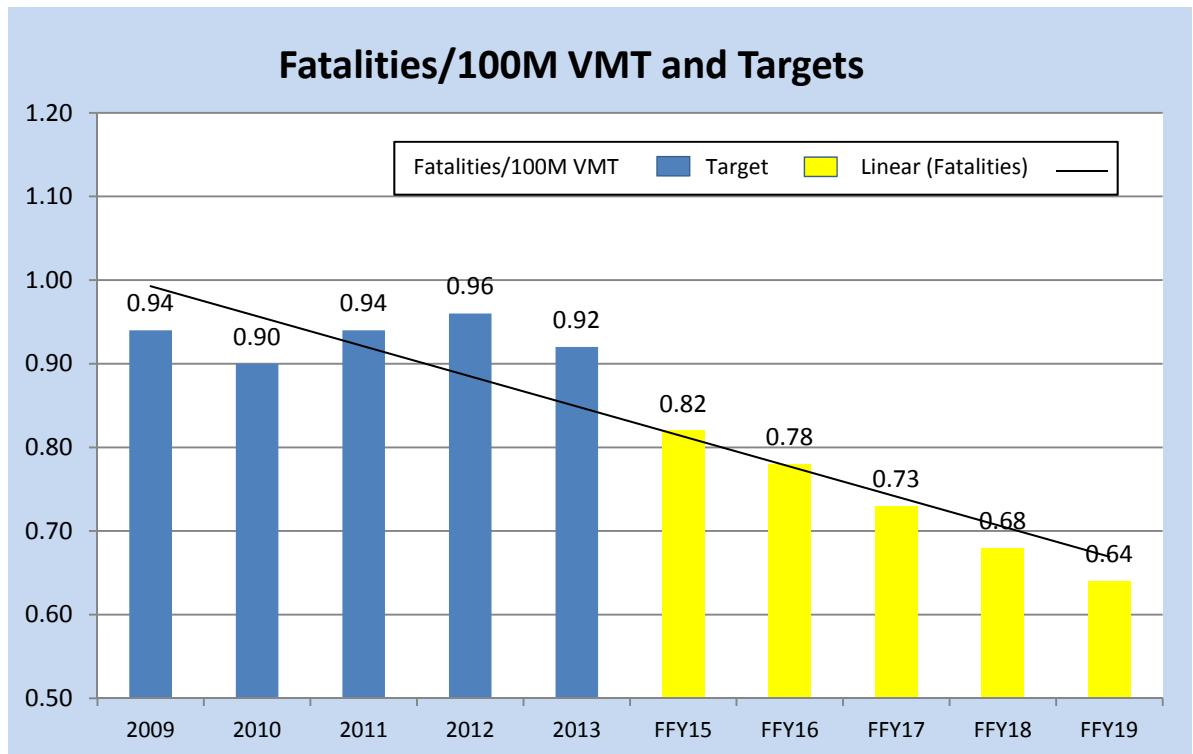
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year moving averages. Virginia selected 3-year moving average (31 percent reduction) in serious injuries as a more achievable target than the 5-year moving average.

Measure (C-3a): Decrease fatalities per 100M VMT 11 percent from the 2013 calendar base year of 0.92 to 0.82 by year December 31, 2015.

Fatalities (per 100M VMT)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
		0.94	0.90	0.94	0.96	0.92	0.86

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's fatalities per 100M VMT were 0.92 for 2013. The number of fatalities per VMT cannot be compared for 2013 vs. 2015 because VMT data is not available for 2015 at this time.



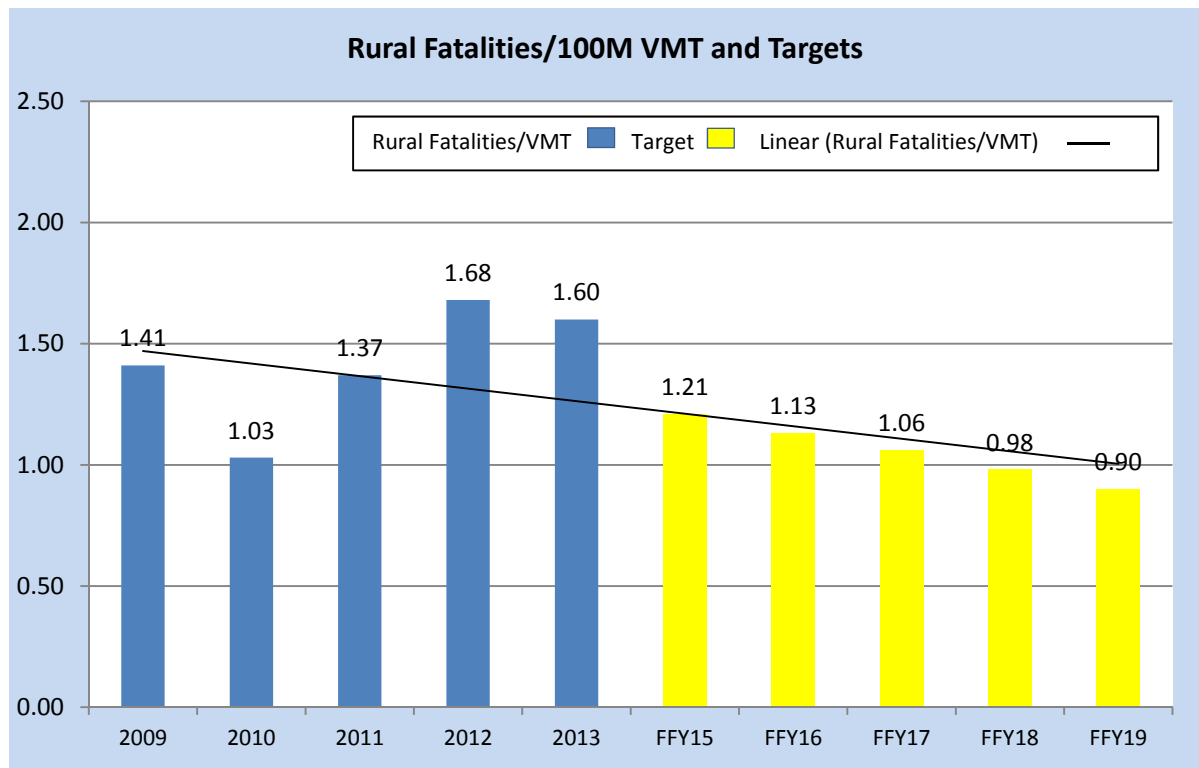
Justification: Virginia conducted trend analysis based on annual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (11 percent reduction) in fatalities per 100M VMT as a more achievable target than the 3-year moving average or annual target.

Measure (C-3b): Decrease rural fatalities per 100M VMT 24 percent from the 2013 calendar base year of 1.60 to 1.21 by December 31, 2015.

Rural Fatalities (per 100M VMT)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
		1.41	1.03	1.37	1.68	1.60	1.51

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's rural fatalities per 100M VMT were 0.92 for 2013. The number of rural fatalities per VMT cannot be compared for 2013 vs. 2015 because VMT data is not available for 2015 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (24 percent reduction) in rural fatalities per 100M VMT as a more achievable target than the 5-year moving average.

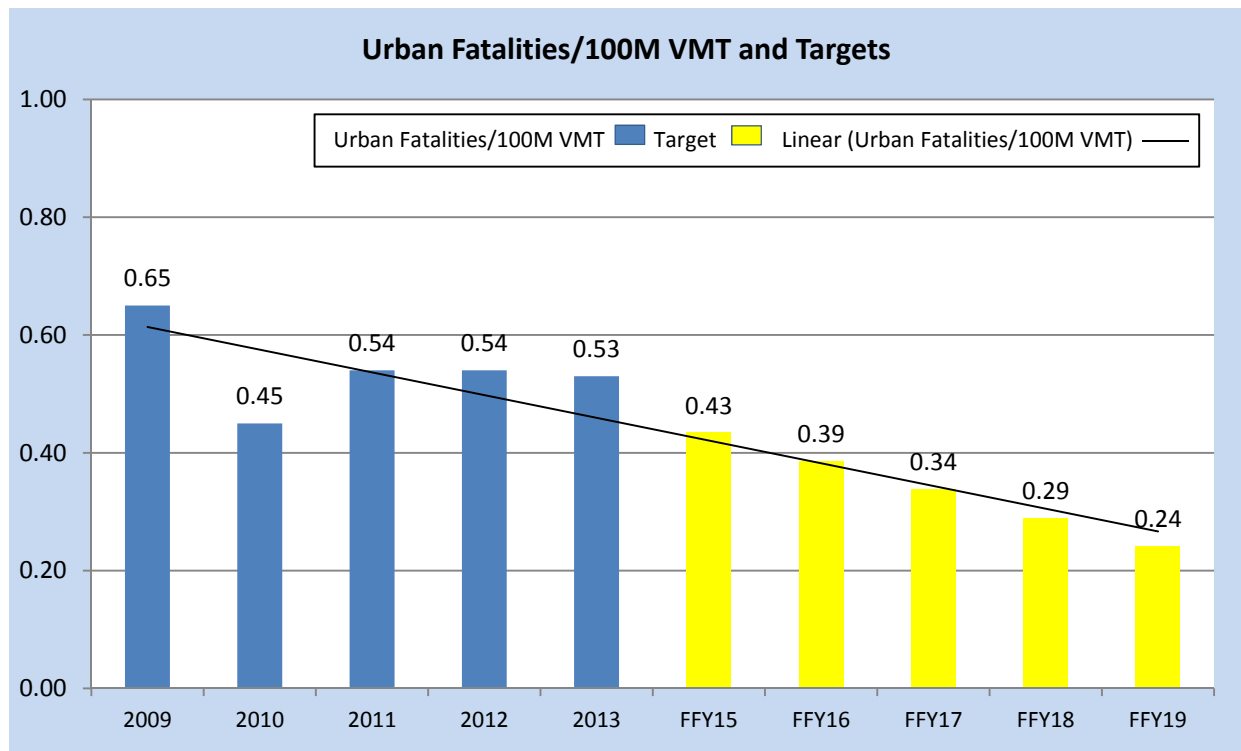
Measure (C-3c): Decrease **urban fatalities per 100M VMT** 19 percent from the 2013 estimated calendar base year of 0.53 to 0.43 by December 31, 2015.

Urban Fatalities (per 100M VMT)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
		0.65	0.43	0.54	0.54	0.53	0.47

Note: The source of information for fatalities is from FARS data; whereas, VMT information is from Virginia Department of Transportation data.

Performance

Virginia’s urban fatalities per 100M VMT were 0.92 for 2013. The number of urban fatalities per VMT cannot be compared for 2013 vs.2015 because VMT data is not available for 2015 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average trend line (19 percent reduction) for urban fatalities per 100M VMT as a more achievable target than the 3-year moving averages.

Occupant Protection

A Look Back at Virginia's Accomplishments (Core Outcome Measure C-4)



Overview of Programs, Projects and Activities Funded

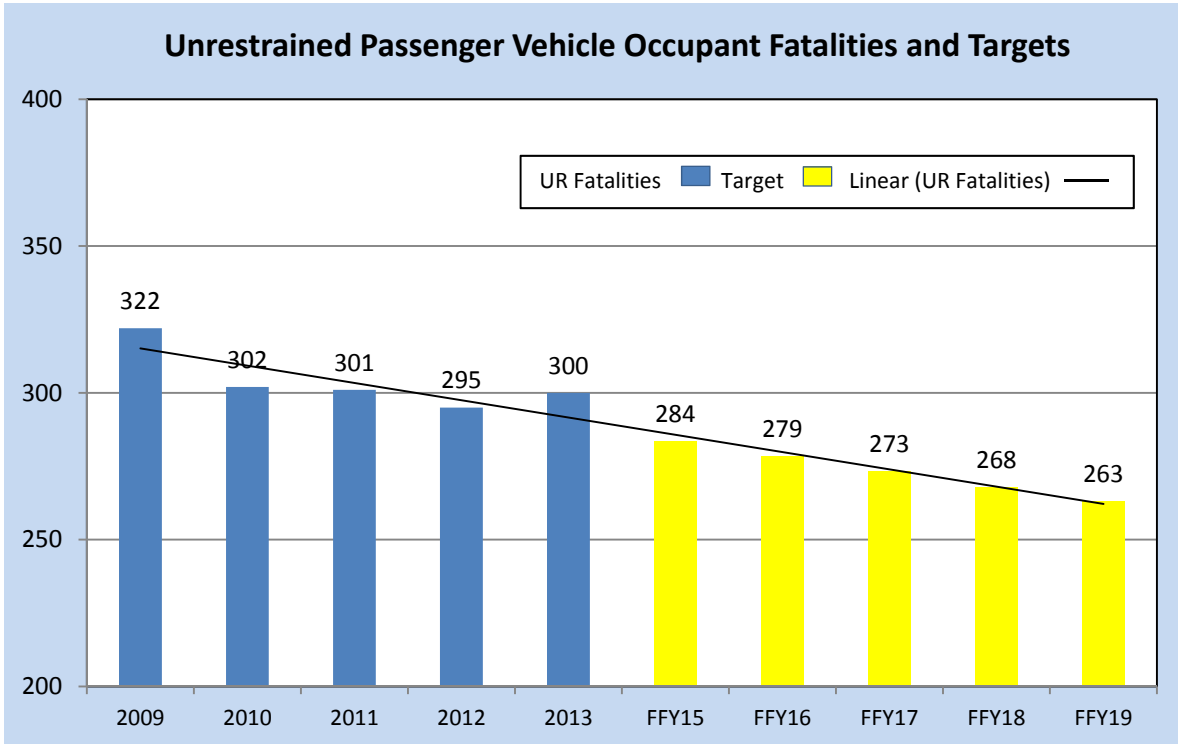
Virginia's seat belt law is secondary. Our occupant protection program's primary purpose is to reduce fatalities and injuries to unrestrained motor vehicle occupants, through increased use of safety restraints. The program focused on using enforcement and education to increase the public's awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use.

Measure: (C-4) Decrease **unrestrained** passenger vehicle occupant fatalities in all seating positions 5 percent from the 2013 calendar base year of 300 to 284 by December 31, 2015.

Unrestrained Passenger Vehicle Occupant	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	322	302	300	295	300	250	284

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's unrestrained passenger vehicle occupant fatalities were 266 for 2013 and 262 for 2015 or 2 percent decrease. Virginia is not on track to meet its target of 5 percent reduction for 2015.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected an annual target (5 percent reduction) in unrestrained passenger vehicle occupant fatalities as a more achievable target than the 5-year moving average trend line or the 3-year moving average.

Overall Safety Restrained Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2003	75	64,755	13,236
2004	80	65,893	13,490
2005	80	67,195	13,960
2006	79	69,072	13,964
2007	80	70,306	15,050
2008	81	72,107	16,862
2009	82	72,226	17,231
2010	81	68,956	16,572
2011	82	63,420	15,687
2012	80.7*	60,510	15,347
2013	79.7	61,437	14,359
2014	77.2	50,927	13,581
2015	80.9	**	**

* NHTSA required states to redesign the observational seat belt survey using a detailed set of specifications. Virginia's new design was approved by NHTSA and utilized for the 2012 survey. This new methodology most likely accounts for the percentage change from 2011 to 2012 as the new survey design re-set the baseline.

**Data not available.

Strategies

1. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support NHTSA national mobilization. The enforcement mobilization will have particular emphasis on high risk locations for two weeks in May 2015 and one week in November 2014 (CTW Chapter 2-2.1, 3.1)
2. Cover 85 percent of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2015 (CTW Chapter 2-2.1, 3.1)
3. Conduct pre-and-post mobilization observational surveys of safety belt use by June 2015 (CTW Chapter 2-2.1, 3.1)
4. Conduct a minimum of four, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2015. (CTW Chapter 2-2.1, 3.1)
5. Conduct a minimum of 50 occupant protection selective enforcement activities. (CTW Chapter 2-2.3)
6. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2)
7. Cover at least 85 percent of Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2015. (CTW Chapter 2-2.1, 3.1)
8. Conduct at least four, 32-hour CPS Technical Certification Classes regionally to meet the NHTSA standard by September 2015. (CTW Chapter 2-2.1, 3.1)
9. Inspect at least 11,000 safety seats; 8,500 safety seats will be inspected through safety seat check stations and 2,500 safety seats will be inspected at one-day check events (CTW Chapter 2-7.3)
10. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide at minimum of 14,525 child safety restraints to parents and/or guardians who are eligible. (CTW Chapter 2-7.2)
11. Coordinate and conduct three child passenger technician refresher trainings, three NHTSA Standardized Child Passenger Safety Certification trainings, one NHTSA Renewal Training, and one Child Passenger Safety Special needs certification training. (CTW Chapter 2-3.1).
12. Support the Department of Education in conducting one youth buckle up campaign for middle and high school students to promote seat belt use. (CTW Chapter 2-5.)

Accomplishments

1. A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two week period during May 2015 and a one week "mini mobilization" during November 2014.
2. Almost 200 local law enforcement agencies and 44 Virginia State Police jurisdictions participated in the May Click It or Ticket Mobilization covering over 95 percent of Virginia's population with law enforcement efforts.
3. During the May 2015 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use.
4. Law Enforcement Liaisons (LELs) did not reach the September 2015 deadline due to manpower and scheduling issues. LELs attended TOPS (Traffic Occupant Protection Strategies) and Below 100 safety training workshops and are ready to implement statewide training.

5. Forty-one law enforcement agencies, including the Virginia State Police were issued Occupant Protection Selective Enforcement grant for the 2014-2015 grant year. In addition to the two Click It or Ticket Mobilizations, agencies with OP grants are encouraged to focus on Occupant Protection violations and education throughout the year. Of the 41 OP law enforcement grants, 35 of their grants prescribe that agencies engage in sustained occupant protection enforcement throughout the year. These included multiple activities, including safety checkpoints and saturation patrols.
6. Law enforcement agencies were strongly encouraged required to combine both seat belt law enforcement with speed and DUI enforcement during grant-funded selective enforcement activities throughout the grant year. During grant funded selective enforcement, 8,591 citations were issued for violations of the safety belt and child restraint laws.
7. Virginia conducted 112 activities were conducted to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.
8. Six, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 63 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes in Virginia, resulting in an additional 219 certified technicians.)
9. Six Safety Seat Check Stations (SSCS) opened, for a total of 92 sites inspecting 7,937 safety seats. In addition to these year-round check stations, 46 safety seat check events were held in high-risk areas across the Commonwealth; four during the May 2015 Click It or Ticket Campaign, 26 in low seat belt use areas, two targeting the special needs population and 14 in areas without an SSCS. Due to some personnel issues, the grantee did not achieve the target goal.
10. The Low Income Safety Seat Distribution and Education Program distributed approximately 9,668 safety seats to indigent children. Due to some personnel issues, the grantee did not achieve the target goal.
11. One CPS Special Needs Training classes was conducted with 12 students successfully completing. Eight Refresher Trainings were conducted with 124 students successfully completing. There were two Renewal Classes conducted with five successful participants.
12. The Department of Education conducted the annual Buckle Up Challenge for middle and high school students that promoted seat belt use. Participating schools conducted pre- and post-seat belt observation.

High Visibility Enforcement and Media Campaigns

Click It or Ticket

DMV's Virginia Highway Safety Office continued its partnership with the National Highway Traffic Safety Administration (NHTSA) for the Click It or Ticket (CIOT) campaigns that are designed to increase seat belt use among the highest unbelted population: 18 to 34 year old males. As



prescribed by NHTSA, and in conjunction with the CIOT campaigns operated across the nation, high visibility enforcement mobilizations supported by paid media campaigns were conducted May 4 through May 31, 2015, and another mini-mobilization was conducted November 19-28, 2015.

During the May 2015 CIOT campaign, almost 200 law enforcement agencies participated and reported pre and post-seat belt survey rates to the highway safety office. Based on these rates, agencies with a similar number of sworn officers were compared and those with the highest and most improved seat belt rates

received CIOT awards. Ninety-nine local law enforcement agencies and state police area offices earned awards.

Officers worked 460,000 regular hours and 15,500 overtime hours. They wrote 80,760 citations including 3,482 seat belt violations; 871 child restraint citations and 28,700 speeding citations. Officers banded together and worked an additional 38,000 regular hours during the May CIOT Route 60 Blitz, and wrote 2,800 citations including 200 seat belt tickets. During the one-week November CIOT Mini-Mobilization officers worked 220,000 regular hours, wrote 16,800 citations including 1,470 seat belt tickets and 300 child restraint violations.

For the May 2015 CIOT mobilization, an aggressive paid advertising campaign was implemented using several 30-second television ads in a 60 percent prime, 30 percent late night and 10 percent weekend sports rotation. Cable TV received the majority of the budget because of cost effectiveness and the ability to reach the target audience of men ages 18 to 34. High risk areas received additional paid advertising impact including southwest, south-central and the Shenandoah areas of Virginia. In addition, earned media materials were provided to law enforcement agencies across Virginia through the DRIVE SMART Virginia online store, and seat belt safety messages were posted regularly during the campaign via Virginia DMV's social media channels. Four regional site visits involving eight counties were conducted in high-risk areas leading up to the May campaign.

May 2015 Click It or Ticket Outreach and Earned Media Activities

Event Date/ Time	Location/ City/attendees	Sponsor	Activity
May	Statewide	YOVASO	50 schools in Virginia participated in the Arrive Alive campaign, focusing on buckling up and driving safely during warmer weather months (including prom and graduation season)
May	Statewide	Drive Smart Virginia	Buckle up messages promoted through Drive Smart Virginia's social media outlets, website and newsletter
May	Statewide law enforcement	Drive Smart Virginia	Click It or Ticket materials were available for downloading and/or shipping from Drive Smart's online store
May	Statewide law enforcement	VACP	Click It or Ticket materials available on the Smart, Safe and Sober website for law enforcement
May	Statewide	DMV VAHSO	CIOT messages via VaDMV social media channels: Facebook, Twitter, Instagram, YouTube
5.4.15	Statewide	DMV VAHSO	CIOT news release issued statewide
5.11-5.25.15	Statewide	DMV VAHSO	Two NHTSA-produced CIOT TV spots aired throughout Virginia targeting males ages 18 to 34
5.21.15	Richmond International Raceway: all Richmond area law enforcement, VDH, Safe Kids, VAHSO	New Kent Sheriff's Office	Kick-off media event for CIOT Route 60 blitz
5.22.15	Route 60 in Virginia	40-plus law enforcement agencies	CIOT Route 60 HVE blitz
5.14.15	Whitesburg, KY	Wise Co Sheriff's Office, Virginia State Police	CIOT Border to Border meeting and checkpoint on Route 23 with Wise Co SO, VSP and Kentucky Law enforcement
5.22.15	Roanoke County	Roanoke County PD	Route 460 blitz
5.22.15	Tazewell	Tazewell Town PD	-meeting with county law enforcement on belt use rate -WVNS TV interview Tazewell Town PD chief
5.18.15	Va/NC border	Virginia State Police, VSP motor carrier, Halifax County Sheriff's Office, North Carolina	CIOT Border to Border checkpoint on the Virginia and North Carolina State Line on Rt. 501

		Highway Patrol and NC Highway Patrol motor carrier	
5.22.15	Hopewell	Hopewell PD	-30-second CIOT PSA on WHAP AM 1340 radio -CIOT news release sent to local media -Officers passed out Drive Smart's brochures to students at Hopewell High School about seat belt use
5.19.15	Roanoke Valley area	Bedford Co SO	CIOT news release issued to local media
5.19.15	Roanoke Valley area	Roanoke Co PD	CIOT news release issued to local media
5.19.15	Roanoke Valley area	Roanoke Co PD	WSLS TV and WDBJ TV interviewed Roanoke Co PD chief
5.15.15	Frederick County, Winchester	Frederick County Sheriff's Office	CIOT news release issued to local media
4.17.15	Carroll, Tazewell and Washington counties, and Hillsville, Tazewell, Richlands, Bluefield, Damascas, Bristol, Saltville and Abingdon	DMV VAHSO & ODU	Annual regional site visits: presentation targeted at areas included in the annual belt survey; purpose to inform LE of belt rates and provide CIOT support/resources; invited sheriff's offices, police departments, county administrators and school superintendents
4.21.15	Henry and Pittsylvania counties, Danville and Martinsville		Annual regional site visits
5.5.15	Prince George County, Colonial Heights, Petersburg and Hopewell		Annual regional site visits
5.7.15	Alleghany and Rockbridge counties, and Buena Vista, Lexington, Covington		Annual regional site visits
	Buena Vista, Lexington, Covington		
5.20.15	Hampton Roads Association of Chiefs of Police		Annual regional site visits

May 2015 Click It or Ticket Citation Results

Citation Type	Citations Written
Seatbelt	3,482
Child safety seat	871
Speed	28,379
Reckless driving	6,177
DUI/DUID	899
Underage drinking	30
Stolen vehicles recovered	33
Felony arrests	882
Weapons seized	57
Fugitives apprehended	67
Suspended/revoked	1,756
Uninsured motorists	196
No operator's license	5,003
Drug arrests	1,056
Other	31,816
Open container	56
Juveniles arrested for zero tolerance law	6
Total Citations Written	80,766

Virginia Day and Night Seat Belt Enforcement Project

The Virginia Day and Night Seat Belt Enforcement Project concluded in 2015. The purposes of the project were to increase nighttime seat belt use, increase observed daytime seatbelt use, and lower unbelted daytime and nighttime passenger vehicle fatalities in the selected intervention areas. The team is developing a prescriptive high visibility enforcement program that can be implemented statewide to support existing efforts. The Technical Assistance Team (TAT) strategized specific locations and times, and determined best practice enforcement strategies. The data was examined by time of day, day of week and street locations in both Chesapeake and Henrico County.

Five waves of high visibility enforcement were combined with paid media advertising in both localities. Two of the five waves in Henrico County occurred in 2015 (March and May.) The main finding is that support of leadership and first line supervision within an agency is critical to the law enforcement activity level and the outcome of this type of selective enforcement.

Occupant Protection Program

Program Assessment

As a method of evaluating the program, and in compliance with requirements for occupant protection incentive funding under Section 405 of MAP 21, the VAHSO worked with NHTSA to conduct an assessment of the Occupant Protection Program in July 2013. The assessment resulted in an in-depth analysis of the program, and identified 16 recommendations for improvement. Nine of the 16 recommendations are Complete or Complete-Ongoing, three require No Action, and four are In Process and are being planned for implementation.

Occupant Protection and Occupant Protection for Children Program Committee

The Occupant Protection Program Committee has 38 members who met in February, June and October 2015. The committee's strategic plan has three main goals: educate the public on the importance of using safety belts; conduct high visibility safety belt enforcement campaigns; and Improve child occupant protection through education, outreach and enforcement. The committee routinely breaks into three subcommittees to implement specific tasks. The subcommittees include: OP for Children, Tweens and Parents of Tweens; how to reach pickup and work van drivers, and males 18 to 34; and law enforcement.

Occupant Protection for Children

Virginia law requires children through the age of seven to be secured in a child restraint device; rear-facing child restraint devices for infants from birth to one year must be secured only in the back seat of most motor vehicles; and occupants up through age seventeen are required to be properly restrained. These are primary enforcement laws.

Child passenger safety technicians and advocates travel throughout the state to educate and assist parents and caregivers in child safety seats and correct safety seat installations.

Low Income Program

The Low Income Safety Seat Distribution and Education Program is managed by the Virginia Department of Health (VDH). Income guidelines dictate eligibility for families to receive these seats. Parents/caregivers are required to attend a one hour training session on basic installation and correct use of safety seats. The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The VAHSO augments these funds to support training for the distribution sites and creation and maintenance of safety seat check stations statewide. The program conducted 3 contract trainer meetings, 36 site visits to distribution sites and 43 annual training sessions for 285 program staff. Additionally, 154 distribution sites statewide served low income families with 112 activities held to promote the program.

Child Passenger Safety Education

Six new Safety Seat Check Stations (SSCS) opened in high risk and low seat belt use areas across the Commonwealth, for a total of 92 sites. SSCS provided safety seat inspection services throughout Virginia and inspected 7,937 safety seats. These check stations are staffed with Safe Kids Certified Child Passenger Safety Technicians to assist parents and caregivers with proper installation of their child safety seat. In addition to these year-round check stations, 46 safety seat check events were held in high risk areas across the Commonwealth: four during the May 2015 Click It or Ticket Campaign, 26 in low seat belt use/at risk areas and 14 in areas without a Safety Seat Check Station. Forty-nine site visits were conducted to keep the technicians up to date, share new information and provide feedback.

Through the First Ride Safe Ride Program (FRSR), a health care provider-focused project that promotes the safe transportation of newborns starting with the first ride home, health care providers are provided with free and accurate resources for patient distribution, as well as guidelines, a website and a listserv. With this level of support, hospitals are able to improve related hospital policies, offer consistent and accurate child passenger safety education to parents and inform parents of local resources for future use. Ten hospitals received FRSR trainings including 82 maternity hospital staff. This represents 58 percent of maternity hospitals across Virginia having received the FRSR training. In addition, 37,633 *First Ride Safe Ride* patient and provider handbooks were distributed to health care providers.

A total of 25,908 pieces of educational materials were distributed throughout the Commonwealth; with the Virginia Department of Health website for child passenger safety providing more than 250,000. Also, 64,465 CPS, SSCS, and LISSDEP general resource materials were downloaded, 14,880 FRSR guides and general resource materials were downloaded; 27,458 Heatstroke general resource materials were downloaded, and 2,520 Tweens transition from Booster Seat documents were downloaded.

The state also provides a toll-free phone number for Virginia citizens to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 2,151 technical assistance calls were received on the toll-free line.

Child Safety Seat Emergency Identification Sticker

Virginia’s Child Safety Seat Emergency Identification Sticker was introduced in August 2015. The sticker aids fire, rescue and law enforcement officers when encountering a crash so they can learn important personal and medical information about a child. The sticker contains an emergency contact person for the child, if the other vehicle occupant in the crash needs medical care and the infant does not. The sticker is reflective and has two parts; two small square stickers are placed on the

sides of the car seat so first responders will know to look for the main sticker – located on another part of the seat that’s not visible – containing ID and medical information. The two-part design allows the child’s personal information to be protected from view. The stickers are available at various locations in Richmond, and are being distributed to the Commonwealth’s 80 safety seat check station sites. Approximately 70,000 have been distributed to hospitals, VDH fitting stations, VDH low income seat program, fire and police departments, hospitals, Children’s Museum of Richmond, daycare facilities and DMV Customer Service Centers.

Child Passenger Safety Training

Child Passenger Safety Training is administered by the VAHSO whose Occupant Protection for Children Coordinator is charged with conducting the Standardized National Child Passenger Safety Technician Certification training classes, NHTSA renewal training, technician refresher training classes and Child Passenger Safety Special Needs training classes.

Six 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 63 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes across the Commonwealth, resulting in an additional 219 certified technicians.) In addition, one Child Passenger Safety Special Needs training class was conducted with 12 students successfully completing this level of training. Eight refresher trainings were conducted with 124 students successfully completing. There were two renewal classes conducted with five successful participants.

A total of 204 of 209 participants for all classes successfully completed the course, which is a 97.61 percent passing rate: 58.82 percent of attendees were law enforcement, 26.96 percent were attended by fire and emergency medical services, 10.78 percent of attendees were from health services and 5.39 percent were civilians.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police

The association was tasked to partner with law enforcement agencies on an officer belt use campaign called “Wear This, Not This.” The purpose of the campaign is to remind officers to always wear their seat belts and to set a positive example for other motorists. The campaign includes posters showing an officer behind the wheel of a police vehicle wearing a safety belt.



VACP’s Saved by the Belt Award Program recognizes Virginia drivers and passengers whose lives were saved or injuries prevented by wearing a safety belt or using a child safety seat. The VACP maintains an awards committee who reviews submitted nominations. Six recipients were recognized.

Virginia State Police Association-Youth of Virginia Speak Out About Traffic Safety (YOVASO)

YOVASO continued to work to fulfill its mission of establishing and supporting peer-to-peer prevention and education programs in high schools and middle schools throughout the Commonwealth. YOVASO held the “Save Your Tail Gate, Buckle Up” campaign promoting seat belt use. The seat belt use rate increased by 5.48 percent at participating schools. Nearly 9,000 students pledged to always buckle up and to encourage others to do the same. Through the campaign 17,021 students were impacted and 65,853 educational materials were distributed. The “Arrive Alive” campaign also promoted seat belt use. During this campaign, 100 educational and call-to-action activities were held at the participating schools. A total of 25,000 students were impacted by the campaign with 22,324 educational materials being distributed.

In addition to these two campaigns, YOVASO conducted peer-to-peer leadership trainings, a Halloween safe driving campaign, a holiday safe driving campaign, the annual Summer Leadership retreat for high schools, and a middle school retreat.

YOVASO established 144 active peer-to-peer teen safe driving programs in schools throughout the Commonwealth. A total of 423 students received leadership training through YOVASO to prepare them to lead successful peer-to-peer safe driving programs in schools and communities, and to organize safe driving initiatives that target the key driving concerns for their individual schools.

Drive Safe Hampton Roads – Occupant Protection

Drive Safe Hampton Roads (DSHR) conducted the “Get It Together High School Seat Belt Challenge”. During the 2014-15 school year, 22 area high schools completed this regional seat belt challenge focused on increasing seat belt use by our youth. Over 36,000 students were impacted by this program.

In addition, DSHR conducted the “Old, Used, Borrowed and Abused Child Safety Seat Round-Up”. This campaign works to educate parents and caregivers on the potential dangers of using second-hand child safety seats through a bounty program. In the past 25 years, over 15,500 safety seats have been collected and destroyed. For FY15 over 700 seats were collected and recycled in an effort to prevent serious injuries to babies and small children.

Impaired Driving

(Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

Virginia continues to address and implement effective, statewide programs to reduce crashes, injuries and fatalities resulting from impaired driving. Data is essential in assisting Virginia in identifying and plotting the geographical locations where impaired/drugged driving is most prevalent and to help allocate program resources and funding. The data also assists in identifying repeat offender and youth-alcohol problems to facilitate focusing the use of funds for new initiatives. Section 402 funds have been used to make many progressive improvements in detection, prevention, enforcement and treatment for impaired drivers. Virginia also qualified for Section 410 alcohol incentive grant funds in previous years and for MAP 21 Section 405 alcohol incentive grant funds as a low fatality rate state. Virginia continued and enhanced its level of consistent enforcement, public information and education, licensing, intervention and prevention to reduce alcohol and drug-related crashes, injuries and fatalities statewide. Major partners in Virginia continue to be Virginia State Police, local law enforcement, AAA Mid-Atlantic Foundation, the Department of Criminal Justice Services, the Department of Alcoholic Beverage Control (ABC), Washington Regional Alcohol Program (WRAP) and Mothers Against Drunk Driving (MADD).

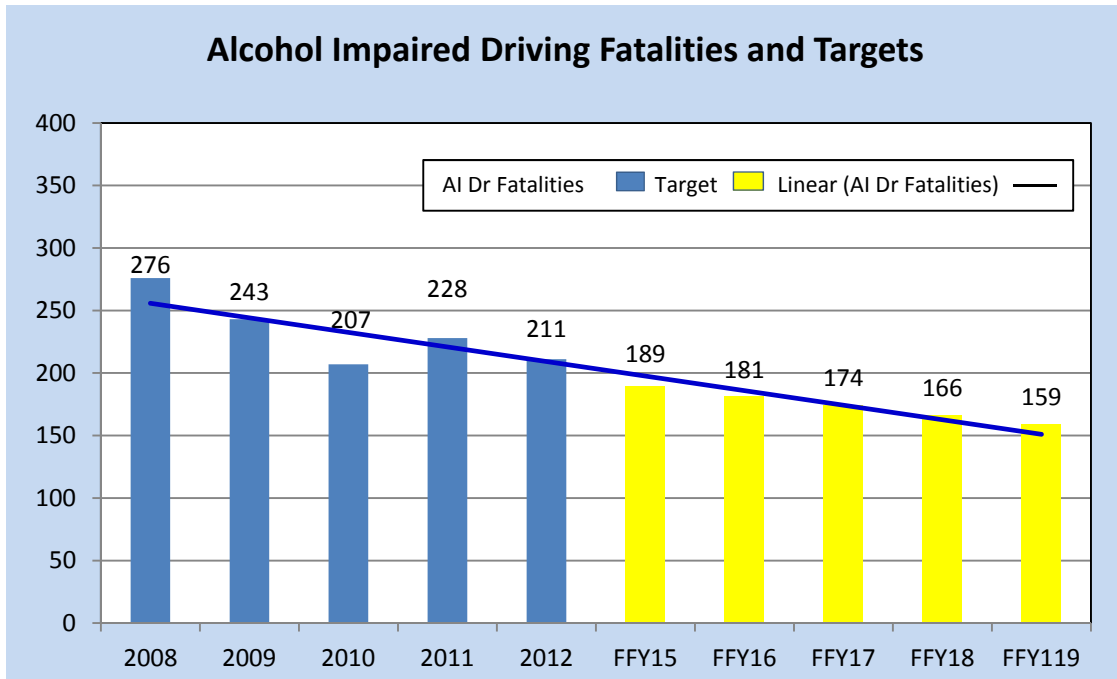
Measure: (C-5) Decrease **alcohol impaired** driving fatalities 10 percent from the 2012 calendar base year of 211 to 189 by December 31, 2015.

Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	243	207	228	211	254	214	189

Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater

Performance

Virginia's impaired driving fatalities were 254 for 2013. The number of impaired driving fatalities cannot be compared for 2013 vs. 2015 because 2015 data is not available from NHTSA/FARS at this time. Virginia's target is 189 for 2015.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected an annual target (10 percent reduction) in alcohol impaired driving fatalities as a more achievable target than 3-year or 5-year moving averages.

Strategies

1. Implement statewide DUI Checkpoint Strike Force and Drive Sober or Get Pulled Over Campaigns in support of NHTSA's national mobilization (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January. (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.4, 2.5, 5.2)
2. Conduct a minimum of 100 DUI Checkpoints and the use of Low Manpower Checkpoints (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3).
3. Conduct a minimum of 20 mandatory trainings on the standards for impaired driving. Have at least one "senior" SFST instructor in each training academy (goals established in conjunction with the Department of Criminal Justice Services (DCJS). (CTW, Chapter 1, Section(s) 2.3).

4. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 4 courses per year, 1 per quarter (CTW, Chapter 1, Section(s) 7.1, 7.3).
5. Conduct a statewide Judicial Transportation Safety Conference, training judges on DUI and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.3, 3.4).
6. Conduct a minimum of 40 trainings for law enforcement officers on the correct use of breath alcohol test equipment (CTW, Chapter 1, Section(s) 2.3).
7. Conduct a statewide training session for Virginia drug court staff (CTW, Chapter 1, Section(s) 3.1, 4.4).
8. Implement an Impaired Driving Committee with representatives from the major disciplines to provide input into the statewide countermeasures programs
9. Implement a Judicial Outreach Liaison project to provide technical assistance and education to members of the judiciary and others involved in the criminal justice process and to establish a point of contact between the Highway Safety Office and the judiciary.
10. Conduct 2,500 Alcohol Compliance Checks to be completed by the Virginia Department of Alcoholic Beverage Control (ABC).
11. Conduct 5 youth peer to peer educational programs to focus on Zero Tolerance as it relates to youth and illegal substances (CTW Chapter 1, Section 6.3) (Funding addressed in the section on *Drivers Age 20 or Younger Involved in Fatal Crashes*).

Accomplishments

1. WRAP directed the Checkpoint Strike Force/DUI Enforcement 2015 regional traffic safety campaign. Qualitative and quantitative research was performed to both shape the campaign as well as measure its efficacy. This consisted of conducting three focus groups (two in Virginia) of the traffic safety campaign's 21-35 year old male target audience as well as conducting an 800-person survey (of said same target audience). The 2015 campaign commenced in August and featured multiple formats (TV, radio, digital, cinema, etc.) to communicate this year's creative which, in tandem with a strong law enforcement message, looks to honor and promote Virginia's "Beautiful" designated sober drivers whether they be individuals, cab drivers, transit operators or drivers from transportation network companies like Uber or Lyft. VAHSO supported local and state law enforcement agencies in conducting statewide DUI Checkpoint Strikeforce campaigns that included saturation patrols and checkpoints. These campaigns were advertised by both earned and paid media.
2. As a result of the year round Checkpoint Strikeforce enforcement efforts, a total of 1,310,592 regular and 90,513 overtime hours were worked. Over 2100 checkpoints were conducted during which 108,817 contacts were made. An additional 75,616 contacts were reported during saturation patrols. As a result of these enforcement efforts, a total of 102,130 arrests were made. Low manpower checkpoints are not currently reported separately from regular checkpoints, although these are frequently conducted in rural areas of the state.
3. The Virginia Department of Criminal Justice Services (DCJS) was responsible for management and oversight of Standardized Field Sobriety Testing (SFST) Basic and

Instructor trainings. Participants learned to recognize impaired driving behaviors and improved their knowledge, attitudes and skills in detecting the impaired driver and articulating their observations. DCJS had a goal of having at least 1 SFST instructor for each of the 29 training academies which provide entry-level law enforcement mandatory training of the SFSTs in accordance with the NHTSA/IACP standards.

During the FY15 grant year, 1,098 police recruits were trained in SFST. At the conclusion of the grant year, there were a total 242 Basic SFST Instructors and 41 Senior SFST Instructors. All but one of the training academies had a minimum of one Senior SFST Instructor. Law enforcement officers are trained in Standardized Field Sobriety Testing (SFST) and use their SFST skills as part of their overall enforcement of driving while impaired (DWI) laws.

4. The ARIDE course expands skills and knowledge by training law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities. Five classes were held during FFY 2014 – 2015, totaling 83 students.
5. The Judicial Transportation Safety Conference was held August 27-28, 2015 in Williamsburg, VA. Approximately 100 General District Court (GDC) and Juvenile and Domestic Relations Court (JDRC) judges attended. The conference provided a forum for GDC and JDRC judges across the state to receive valuable information on legislation, current issues and successful programs that affect traffic safety in Virginia. The conference this year included a live SFST demonstration for judges as well as a legislative panel.
6. The Department of Forensic Science conducted breath alcohol training to license breath test operators for law enforcement agencies across the Commonwealth. There were 44 breath alcohol trainings conducted with 822 law enforcement officers trained. One Police Instructor Retraining course was conducted with 17 law enforcement officers relicensed to assist in the Breath Alcohol Operator trainings. One New Instructor training course was conducted to increase the number of officers available to assist with breath alcohol instruction. Twelve officers attended this training and 10 officers were chosen from among them to assist in future Breath Alcohol training classes.
7. The DUI Drug Court Training event was a success. Over 40 judges attended this training. This is the largest number of judges to attend thus far. This year a special judges' only session was provided. Medication Assisted Treatment (MAT) is generating a lot of interest and emotion among drug court staff. Naltrexone, Vivitrol & other drugs are used to treat addiction to alcohol or opiates. This year's training theme was: Virginia Drug Courts - The Life-Saving Key to Recovery.

Additionally the DUI Drug Courts in Virginia received targeted training . The Harrisonburg-Rockingham DUI Drug Court Planning team had the opportunity to attend the National Center for DWI Court's training in Athens, GA. They agreed to submit an application requesting permission to establish a DUI Drug Court to the Supreme Court of Virginia by October 2015. This application was not received.

The Virginia Drug Court Association had an exhibitor event our training. They had over 20 vendors including treatment providers, drug testing companies, SCRAMX & others. MADD and DriveSmart were exhibitors at our invitation as highway safety grantees.

8. An "Impaired Driving Committee" was established to address the 4 "D's" - Drunk, Drugged, Drowsy and Distracted. The first meeting was held on October 30th 2015. Follow-up meeting is set for January 2016.
9. The VAHSO established the JOL position and was honored to have Retired Judge Gordon Wilkins begin on May 1, 2015. Since he was hired late in the grant cycle, much of his time has been spent on becoming familiar with the position and establishing contacts in the field. He presented at the Judicial Transportation Safety Conference.
10. Department of Alcoholic Beverage Control has conducted a total of 3,124 successful alcohol compliance checks throughout the state focusing on access to age restricted products such as alcohol. These checks resulted in 290 sales to underage buyers which gives the overall compliance rate of 90.72% in our licensed retail stores.
11. Virginia State Police Association - Youth of Virginia Speak Out about Traffic Safety (YOVASO) established and supported peer-to-peer prevention and education programs in high and middle schools throughout the Commonwealth. These programs included occupant protection and alcohol impaired issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. Over 65,000 students have been impacted with 178,539 educational materials being distributed.

Section 410 Impaired Driving Incentive Grant

Between 2009 and 2011, Virginia had an average alcohol-related fatality rate of .277 per 100M VMT. Virginia qualified for funding under the Low Fatality Rate criteria (less than 0.30 per 100 million VMT). This funding was used to support overtime enforcement of DUI laws, to provide education and training for law enforcement personnel, etc. Virginia expended approximately \$1,454,944 of its Section 410 funds on alcohol selective enforcement and alcohol-related education, programs and training.

Section 154 Transfer Funds

Since Virginia has not enacted legislation that prohibits open containers of alcohol in the passenger compartment of a vehicle, Section 154 funding is a penalty transfer program related to state open container laws. This funding was transferred from highway construction funds to the Section 402 program. These funds can be expended on alcohol countermeasure programs and Highway Safety Improvement Plan projects.

Virginia expended approximately \$5,573,396 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and an e-citation and DUI tracking data project.

DUI/DUID Convictions							
Category	2008	2009	2010	2011	2012	2013	2014
Under age 21	2,242	2,139	1,789	1,382	1,563	1,412	1,089
Adults	29,227	29,295	27,274	26,742	27,121	25,903	23,896
Unknown	0	0	0	38	35	18	0
Total	31,469	31,434	29,063	28,162	28,719	27,333	24,895

The chart below provides an overview of Virginia's accomplishments during checkpoint Strikeforce, Saturation Patrols, and Safety Belt and/or DUI Enforcement.

DUI Enforcement Activities

Activity	Results
DUI arrest	2,814
Safety belt citations	7,244
Child safety belt citations	1,685
Felony arrest	1,824
Stolen vehicles recovered	49
Fugitives apprehended	333
Suspended/Revoked licenses	6,641
Uninsured motorist	645
Speeding	61,038
Reckless driving	11,977
Drug arrest	2,079
Other violations	69,559
Total Arrests/Summons	165,888

The chart below provides an overview of 105 agencies and the Virginia State Police reporting on their activities during Drive Sober or Get Pulled Over National Crackdown.

Citation Type	Citations Written
Safety Belt Citations	1,585
Child Restraint Citations	528
Speeding Citations	16,905
Reckless Driving Citations	2,494
Adult DUI/DUID Arrest	1,258
Felony Arrests	1,414
Juveniles Cited for Underage Drinking Violations	N/A
Juveniles Arrested for Zero Tolerance Law	N/A
Weapons Seized	N/A
Fugitives Apprehended	114
Suspended/Revoked Licenses	3,144
Uninsured Motorists	301
No Operators License	N/A
Drug Arrests	N/A
Stolen Vehicles Recovered	107
Open Container	N/A
Other	28,855
Total Citations Written	56,591

Other Impaired Driving Related Programs

Commission on VASAP

VASAP conducted a training conference for 180 Case Managers, VASAP Directors, and the policy board that provided the latest information on alcohol prevention, education and treatment. Sessions included presentations on “DUI Prosecution and Case Management” and “Ignition Interlock Vendor Overview”.

Commonwealth’s Attorneys’ Services Council (CASC)

The CASC conducted significant training via the Advanced DUI Program in an area of highway safety where considerable changes in the statutes and case law can have a major impact. This one day training also addressed the worst type of DUI cases- those involving the serious injury or death of innocent citizens. The training assists officers in recognizing/identifying a DUID offense; and was presented at five locations across the state with plans for expansion. An additional TSRP was hired for the program allowing us to focus on providing technical assistance to prosecutors and law enforcement officers across the state.

Supreme Court of Virginia (SCV)

SCV held a statewide DUI/Drug Court staff training conference. Over 300 attendees including over 40 judges attended the training conference. Sessions were provided on such topics such as “DUI Mentor Court: Implementing, Operating & Sustaining a DUI Court”.

SCV also conducted the Alcohol-Impaired Driving Judicial Education Training Conference. This training was provided to the substitute judges. The substitute judges were provided comprehensive training with the most up to date information on alcohol impaired driving issues and how to effectively handle DUI traffic offenses. Forty-six percent of the substitute judges in Virginia were in attendance.

Virginia State Police

Selective enforcement initiatives were conducted on select highways during the days of the week, and the time of day that statistically show speed violations and speed related crashes. All selective enforcement initiatives were conducted in accordance with developed enforcement plans.

The selective enforcement funds provided enabled the State Police to augment highway traffic patrols on the highways throughout the Commonwealth to address speed violations. During the grant period more than 9,496 traffic violators were arrested for violations committed on Virginia highways. In addition, 431 criminal arrests were made. Enforcement statistics indicate that during the full grant period troopers made 1,352 DUI arrests which represent approximately 27 percent of all DUI arrests statewide.

The Virginia State Police vehicle fleet is approximately 65 percent equipped with in-car

video technology. The application of video technology by the state police has been a significant component in the prosecution of traffic and criminal cases recorded through the use in-car video systems. Video recordings have proven invaluable in the corroboration of victim, witness and trooper statements and allegations in civil and criminal investigations.

Increasing the number of vehicles equipped with this technology has been a benefit to the prosecution of traffic and criminal cases and the technology is strongly supported by those troopers that have them in their assigned vehicle. Preliminary statistics through August identify that alcohol related crashes and alcohol related fatalities are 21% and 23% respectively, below the numbers identified for these two categories during the same period in the previous year.

YOUTH OF VIRGINIA SPEAK OUT (YOVASO)

YOVASO established and supported peer-to-peer prevention and education programs in high schools and middle schools throughout the Commonwealth. Now housed within the Virginia Department of State Police, these programs included occupant protection and alcohol impaired issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. Over 65,000 students have been impacted with 178,539 educational materials being distributed

Mothers Against Drunk Driving

MADD has served as a clearinghouse of educational materials on drunk driving and underage drinking and has distributed over 220,000 educational materials. In FY 2015 MADD continued with the "Eat Drink and Be Driven" campaign. During the campaign 927 new users visited the www.eatdrinkandbedriven.com. Eight regional law enforcement awards ceremonies were held to recognize efforts to stop drunk driving with over 110 officers being recognized for their efforts.

Drive Safe Hampton Roads - Alcohol

Drive Safe Hampton Roads focused on helping increase awareness of not drinking and driving and using a designated driver. This included distributing 1500 holiday bags through the ABC stores. The "Intoxiclock Program" continues to be used for public outreach at several events in an effort to educate attendees about how quickly one can become intoxicated based on type of drink consumed, time and other factors.

Speed

(Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,551,875 of its NHTSA 402 funds on speed-selective enforcement and equipment.

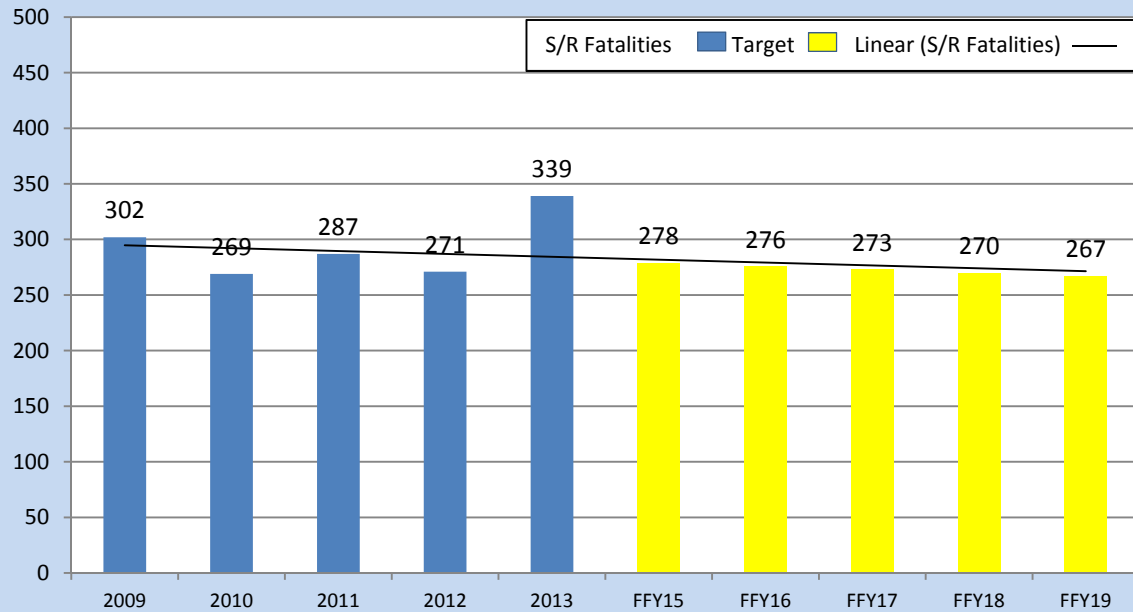
Measure: (C-6) Decrease **speed-related** fatalities 18 percent from the 2013 calendar base year of 339 to 278 by December 31, 2015.

Speed Related Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	278
	302	269	287	271	339	300	

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's speed-related fatalities were 316 for 2013 and 286 for 2015 or a 9 percent decrease. Virginia is not on track to meet its target of 18 percent reduction for 2015.

Speed-Related Fatalities and Targets



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average trend line (18 percent reduction) in speed-related fatalities as a more achievable target than the 3-year moving average.

Strategies

1. Conduct a minimum of 4 state high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
2. Conduct a minimum 100 local high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
3. VSP to conduct a minimum of 500 focused, speed operations (CTW, Chapter 3, Section(s) 2.2, 2.3)

Accomplishments

1. The VAHSO worked with and supported the VSP and Operation Air, Land and Speed enforcement campaigns. VSP conducted phases 45 and 46 of the Air, Land and Speed operation during the 2015 grant period. These Phases involved Interstates 64, 81, 85 and 95. During the two phases 4,484 summonses were issued. There were no fatalities during these phases on the highways involved in the high visibility initiative.
2. Operations were geared toward identification and apprehension of the motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. There were 113 speed-selective enforcement projects funded for local law enforcement agencies across the Commonwealth. These sustained high visibility efforts were mainly focused on primary and secondary roads.

In addition, impaired drivers and violations of the seat belt laws are often identified when law enforcement officers stop drivers for speeding, so speeding citations written during other types of selective enforcement efforts reinforced the perceived risk of consequences for failure to obey speed limits. During all grant funded selective enforcement activities this year, 55,234 speed-related citations were written by local law enforcement officers.

3. In addition to Operation Air, Land and Speed, Virginia State Troopers conducted over 1,000 selected enforcement speed initiatives.

Operation Air, Land, and Speed Results

Phase 45: July 18, 2015

Operation Air, Land, and Speed Results - 2015				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	453	341	295	1,089
Reckless	105	126	54	285
DUI	7	2	0	9
Safety belt	21	50	18	89
Drug/felonies	2	7	4	13
TOTAL – All Citations	860	953	612	2,425

Highway fatalities - 0

Phase 46: August 22, 2015

Operation Air, Land, and Speed Results - 2015				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	702	365	245	1,312
Reckless	102	151	54	307
DUI	2	2	0	4
Safety belt	26	11	17	54
Drug/felonies	2	2	0	3
TOTAL – All Citations	881	794	564	2,239

Highway fatalities - 0

Motorcycle Safety

Core Outcome Measures (C-7 and C-8)



Overview of Programs, Projects and Activities Funded

The Commonwealth of Virginia continues its primary objectives to promote motorcycle safety and increase the number of properly licensed and trained riders. The Virginia Rider Training Program (VRTP) is the official motorcyclist safety program in Virginia. This program has earned a solid reputation in the motorcycle safety community as being exceptional, maintaining the integrity of motorcycle safety training while training a large number of novice and experienced riders.

Virginia has successfully managed to maintain its quality of instruction while accommodating the increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the accompanying chart, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 13,657 students were trained during the grant year.

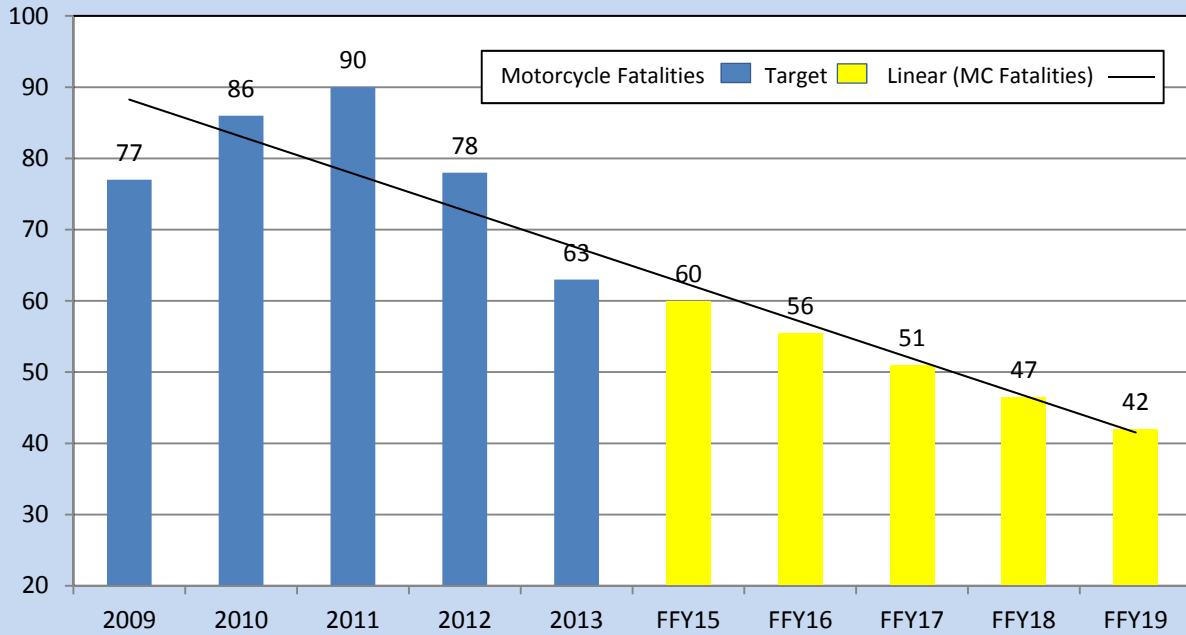
Measure: (C-7): Decrease **motorcyclist** fatalities 5 percent from the 2013 calendar base year of 63 to 60 by December 31, 2015.

Motorcyclist Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	77	86	90	78	63	90	60

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia’s motorcycle fatalities were 63 for 2013 and 65 for 2015 or a 3 percent increase. Virginia is not on track to meet its target of 5 percent reduction by 2015.

Motorcycle Fatalities and Targets



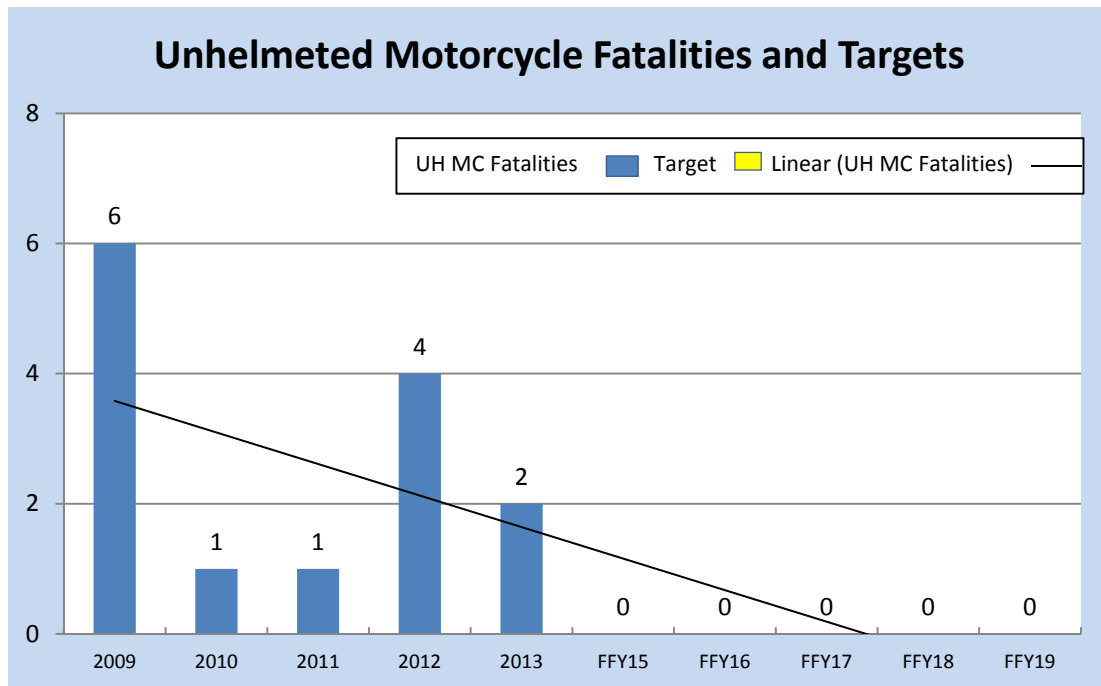
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year moving averages. Virginia selected the annual trend line (5 percent reduction) in motorcyclist fatalities as a more achievable target than the 3-year or 5-year moving averages.

Measure: (C-8) Decrease unhelmeted motorcyclist fatalities 100 percent from the 2013 calendar base year of 2 to 0 by December 31, 2015.

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	6	1	1	3	2	1	0

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia’s unhelmeted motorcyclist fatalities were 2 for 2013 and 1 for 2015. Virginia is not on track to meet its target (0) motorcyclist fatalities for 2015.



Justification: Virginia selected a more challenging target (0 unhelmeted motorcyclist fatalities) than both 3-year and 5-year moving average trend lines.

Strategies

1. Conduct a motorcycle awareness media campaign for 411 “Information You Can Live With” focusing within Richmond, Tidewater, Roanoke, Northern Virginia regions (CTW, Chapter 5, Section(s) 4.1 and 4.2)
2. Conduct a Speed media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions (CTW, Chapter 5, Section(s) 4.1, 4.2)
3. Conduct Basic Rider Training courses throughout the Commonwealth through partnerships with Virginia Licensed Community Colleges, Motorcycle Dealers and Motorcycle Training Sites. (CTW, Chapter 5, Section(s) 3.1, 3.2)

4. Conduct 25 3-Wheeled Vehicle training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)
5. Conduct 1 Advanced Rider Training course (CTW, Chapter 5, Section(s) 3.1, 3.2)
6. Conduct a minimum of 200 quality assurance monitoring checks of training sites and instructors (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
7. Conduct a minimum of 9 motorcycle safety driver education awareness events (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)

Accomplishments

1. Motorcycle Awareness media campaign was conducted to address motorcycle safety. PSAs ran during the spring of 2015 on the 411 “Information You Can Live With” (See Paid Media Plan section for more details.)
2. Conducted over 1500 Basic Rider training classes across the Commonwealth.
3. Conducted 36 sidecar/trike training courses.
4. Conducted 10 Total Control Advanced Rider Clinics.
5. On-site monitoring and evaluations of over 312 training facilities/instructors were conducted.
6. Conducted 14 motorcycle safety driver education awareness events.
7. Conducted 62 Professional Development Workshops for instructors to maintain skills and update knowledge.

Motorcycle Crashes, Fatalities and Injuries

Year	2007	2008	2009	2010	2011	2012	2013	2014
Crashes	2,601	2,638	2,115	2,207	2,288	2,416	2,079	2,005
Injuries	2,284	2,404	2,239	1,981	2,036	2,149	1,828	1,778

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2009	345,753
2010	357,873
2011	372,072
2012	384,292
2013	389,517
2014	406,831

Drivers Age 20 or Younger Involved in Fatal Crashes

(Core outcome measure C-9)

Overview of Programs, Projects and Activities Funded

This initiative will be included within alcohol programs, selective enforcement, driver education programs, and public information. Funding to support these programs is included through the overall mission to promote transportation safety and reduce traffic fatalities and injuries.

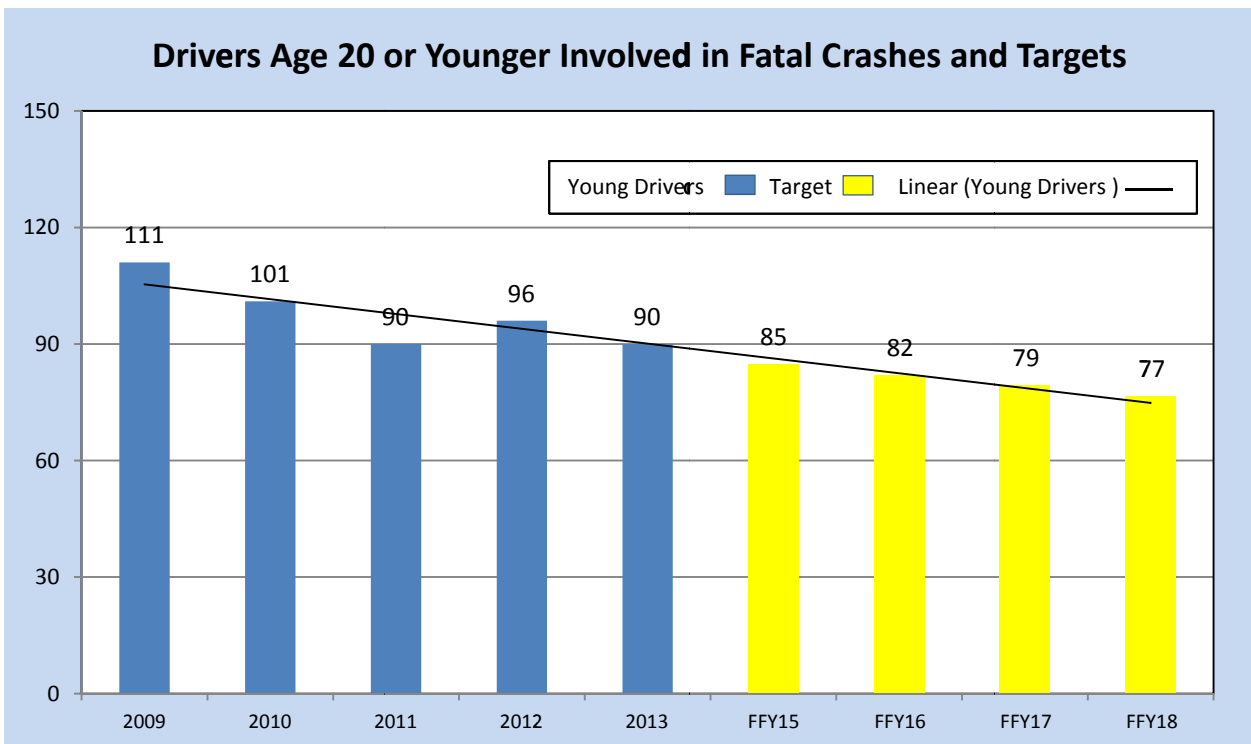
Virginia spent approximately \$139,957 of Section 154AL funds and approximately \$386,096 of NHTSA 402 funds on programs for drivers age 20 or younger. **Note:** Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 6 percent from the 2013 calendar base year of 90 to 85 by December 31, 2015.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	85
	111	101	90	96	90	76	

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's young drivers (age 20 and younger) in fatal crashes were 80 for 2013 and 69 for 2015 surpassing the target of 85. Virginia is on track to meet its target for 2015.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected the annual trend line (6 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the 3-year or 5-year moving averages.

Strategies

1. Distribute at a minimum 164,000 of the updated 45 hour Parent Teen guides to drivers under the age of 19 to serve as a guide to the parent and young driver. (CTW Chapter 6-3.1)
2. Conduct at least 6 educational campaigns/events to focus on topics such as seat belt use, impaired driving, Zero tolerance laws, distracted driving, and other highway safety issues for the driver 20 and younger. (CTW Chapter 1 Section 6.3, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1& 4.1)
3. Conduct at least 1 school wide buckle up challenge state wide to encourage the student population to wear their seat belts. (CTW Chapter 2 Sections 6.1 & 7.1)

Accomplishments

1. Department of Education (DOE) revised the 45-hour Parent Teen guide and distributed 117,000 guides to teen drivers and their parents.
2. YOVASO sponsored 4 statewide safe driving campaigns that impacted 65,000 youth. Nearly 178,539 educational materials were distributed and over 1,250 educational and awareness activities were offered. During FY 2105, YOVASO increased their high school member schools from 103 schools to 107 schools, with the middle school member increasing from 30 schools to 37 schools. Of the new member high schools and middle schools, 7 were in the target expansion area (NOVA/Tidewater/Greater Richmond). Member schools at the end of the grant year totaled 144. YOVASO seat belt campaigns are statewide.
3. AAA-Mid Atlantic Foundation hosted the "I Drive, Safe. Sober. Focused." teen driver event reaching over 600 younger drivers with-in the Hanover County driver education program. Interactive, educational activities were provided to educate the teen drivers on the dangers of making poor decisions when getting behind the wheel. The event also motivated the teens to drive and ride responsibly. Through this event over 700 educational materials were distributed to the teen drivers.
4. Drive Safe Hampton Roads: The "Get It Together High School Seat Belt Challenge" During the 2014-15 school year, 22 schools completed this regional seat belt challenge focused on increasing seat belt use by our youth which provided resources for education and activities to area high school students. Over 36,000 students were impacted this year alone.
5. The Virginia State Police Public Information Office purchased and distributed 26,750 "Stop Look and Learn Buckle Up for Safety" activity books. The activity books are distributed to the State Police division offices as well as the Administrative office for troopers to distribute during safety presentations and to display at events such as the Virginia State Fair.

Pedestrian Safe Area

(Core Outcome Measure C-10)

Overview of Programs, Projects and Activities Funded

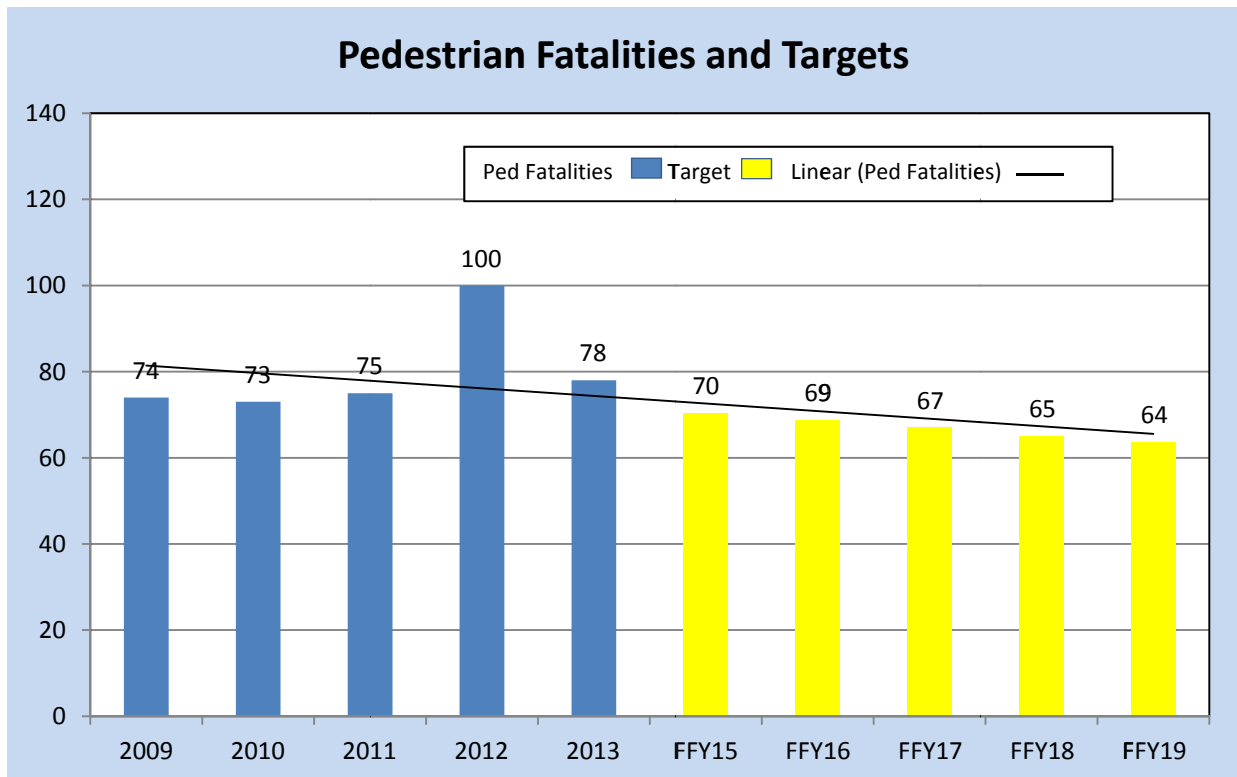
The goal of this program area is to reduce pedestrian fatalities and injuries through improving roadway behaviors. Through this program, pedestrians were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the pedestrian projects were conducted in conjunction with bicycle safety projects. Virginia spent approximately \$142,724 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-10): Reduce **pedestrian fatalities** 10 percent from the 2013 calendar base year of 78 to 70 by December 31, 2015.

Pedestrian Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	74	73	75	100	78	88	70

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's pedestrian fatalities were 72 for 2013 and 57 for 2015 surpassing the target of 70. Virginia is on track to meet its target for 2015.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (10 percent reduction) in pedestrian fatalities as a more achievable target than the 3-year moving average.

Strategies

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
2. Conduct a weeklong safety event to increase awareness of pedestrian/bicycle safety (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
3. Conduct 2 media events with support from law enforcement that focuses on pedestrian/bike safety (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Accomplishments

1. The Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program has worked to raise public awareness and added law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, was conducted in conjunction with increased law enforcement "waves," and targeted drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia through media relations and street-level outreach events. The Northern Virginia Region had 3 (Arlington County, Fairfax County, Prince William County) selective enforcement activities which combined issued over 900 citations in the following areas: alcohol, speed, OP, pedestrian, bicycle and associated criminal offenses.
2. Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Week to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit also produced a brochure titled, "THE WORLD IS COMING. Be Aware. Be safe. Share the road". This publication supported the "2015 UCI Road World Championships".
3. Northern Virginia Regional Commission (NVRC) grant project responded to the challenge of high crash rates for pedestrians and cyclists in Northern Virginia. To educate the public on the aforementioned subjects, the NVRC prepared and published; "Sharing the Road in Virginia", Laws and Safety Tips for Bicyclists, Pedestrians, and Motorists (WWW.SHAREVAROADS.ORG) 4th edition – April 2015 with oversight from the Technical Advisory Committee (TAC). There were more than 40,000 copies of the 36 page guide printed with 10 percent in Spanish which were designed to help bicyclists, pedestrians, and motorists safely use Virginia's transportation network.

The NVRC hosted 3 training events where the guide curriculum was used to training on the proper uses of Virginia's transportation network. The NVRC also developed a safety pledge, translated into Spanish, to show commitment of participants to behave safely and be alert regardless of their mode of travel.

The TAC and training team developed a pledge based upon the Safe Routes to School (SRTS) pledge, with elements added from a driver's perspective. This was approved by DMV, and NVRC translated the pledge into Spanish. The pledge was created as a bilingual poster for participants to sign. After the event, the poster was displayed in the community center near the training event to reinforce the safety message. There were over 300 signatures for the pledge.

Bicycle Safety Program Area

(Core Outcome Measure C-11)

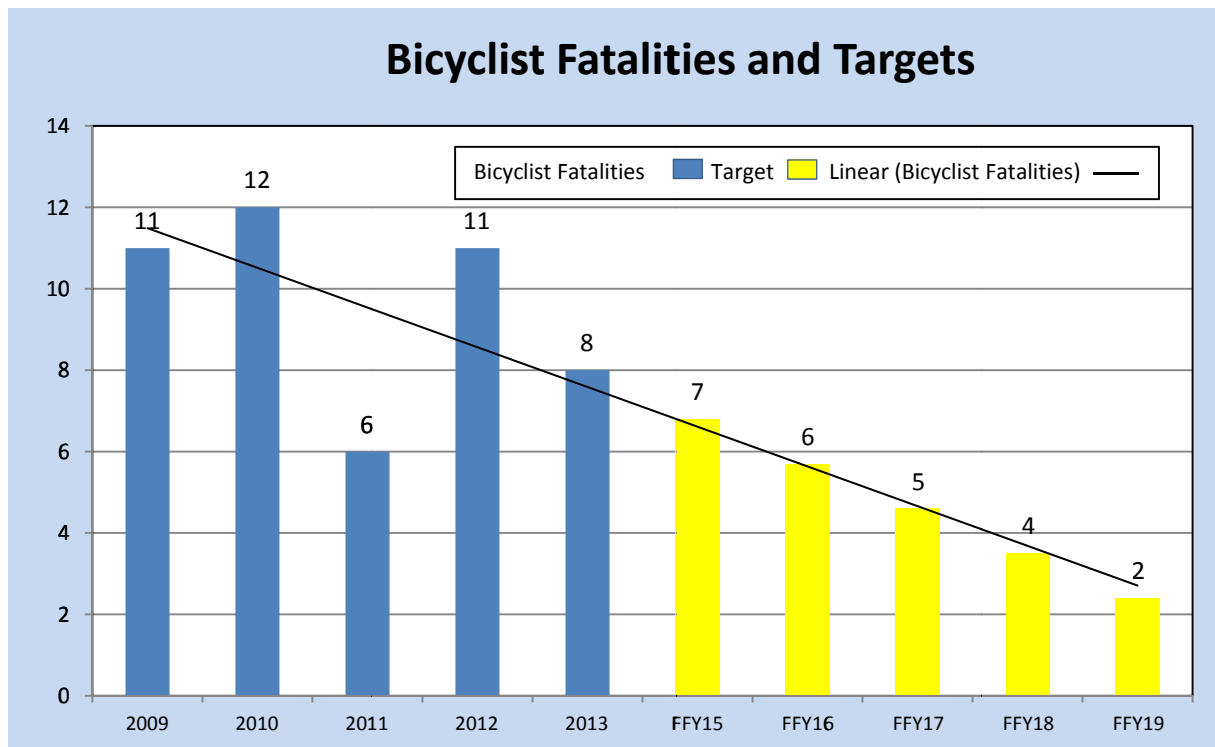
The goal of this program area is to reduce bicycle fatalities and injuries through improving roadway behaviors. Through this program bicyclists were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the bicycle projects were conducted in conjunction with pedestrian safety projects. Virginia spent approximately \$142,724 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-11): Reduce **bicyclist fatalities** 13 percent from the 2013 calendar base year of 8 to 7 by December 31, 2015.

Bicycle Fatalities (FARS)	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	7
	11	12	6	11	8	12	

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's bicycle fatalities were 8 for 2013 and 13 for 2015 or a 63 percent increase. Virginia is not on track to meet its target of 13 percent reduction for 2015.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year moving averages. Virginia selected the annual trend line (13 percent reduction) in bicyclist fatalities as a more achievable target than the 3-year or 5-year moving averages.

Strategies

Conduct a minimum of 1 bicycle safety effort to improve cycling safety.

Accomplishment

1. The VAHSO capitalized on the interest in bicycle safety generated by the UCI Road World Championships by developing a website and providing curriculum support to educate youth on bicycle safety. In the weeks prior to the World Championships, Richmond 2015 distributed over 62,000 "Mike and the Bike" Bike Safety Activity Booklets to each public elementary school in the City of Richmond and surrounding counties. Working with the Physical Education Specialists in each of the schools systems, the booklets were distributed to K-5 teachers and it was requested that each teacher introduce their students to the international cycling races that were about to take place in their region from Sept. 19 through Sept. 27, 2015.
2. Bike Walk RVA in conjunction with Sports Backers produced and distributed 5,000 guides in the Anthem Moonlight Ride, as well as spectators of the UCI Road Cycling World Championships. The guide illustrates exactly what the various bikeway types are on the ground, as well as some that may be seen in the near future. The brochure provides descriptions of facility type, as well as a short explanation on the preferred and legal behavior for people who need to travel on or around these bikeways.

Seat Belt Use Rate – Core Behavior Performance

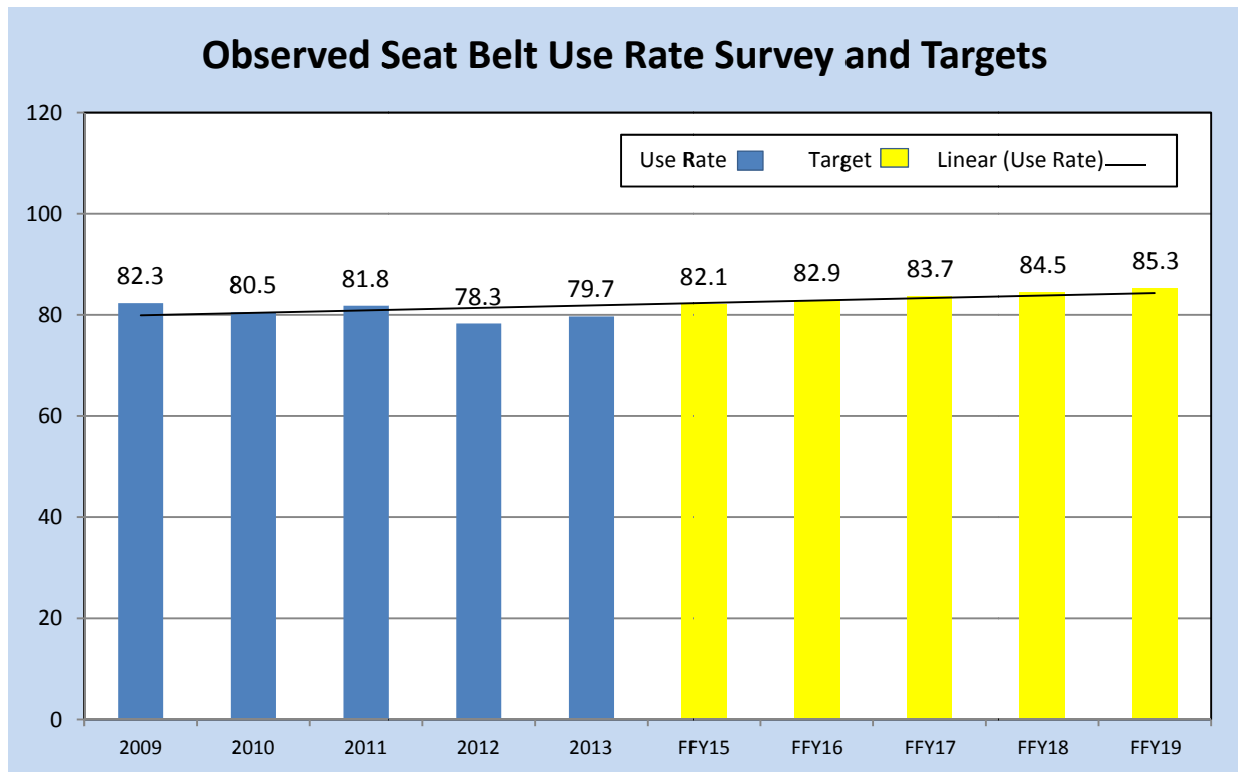
Seat Belt Use Rate – Observed Seat Belt Use Survey (Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3 percent from the 2013 calendar base year of 79.7 to 82.1.

Observed Seat Belt Use Rate Survey	Baseline Data						2015 Target
	2009	2010	2011	2012	2013	2014	
	82.3	80.5	81.8	78.3	79.7	77.3	82.1

Performance - Data comparison January 1 – November 30: 2013 vs. 2015

Virginia's seat belt usage rate was 79.7 for 2013 and 80.9 for 2015. Virginia did not meet the target of 82.1.

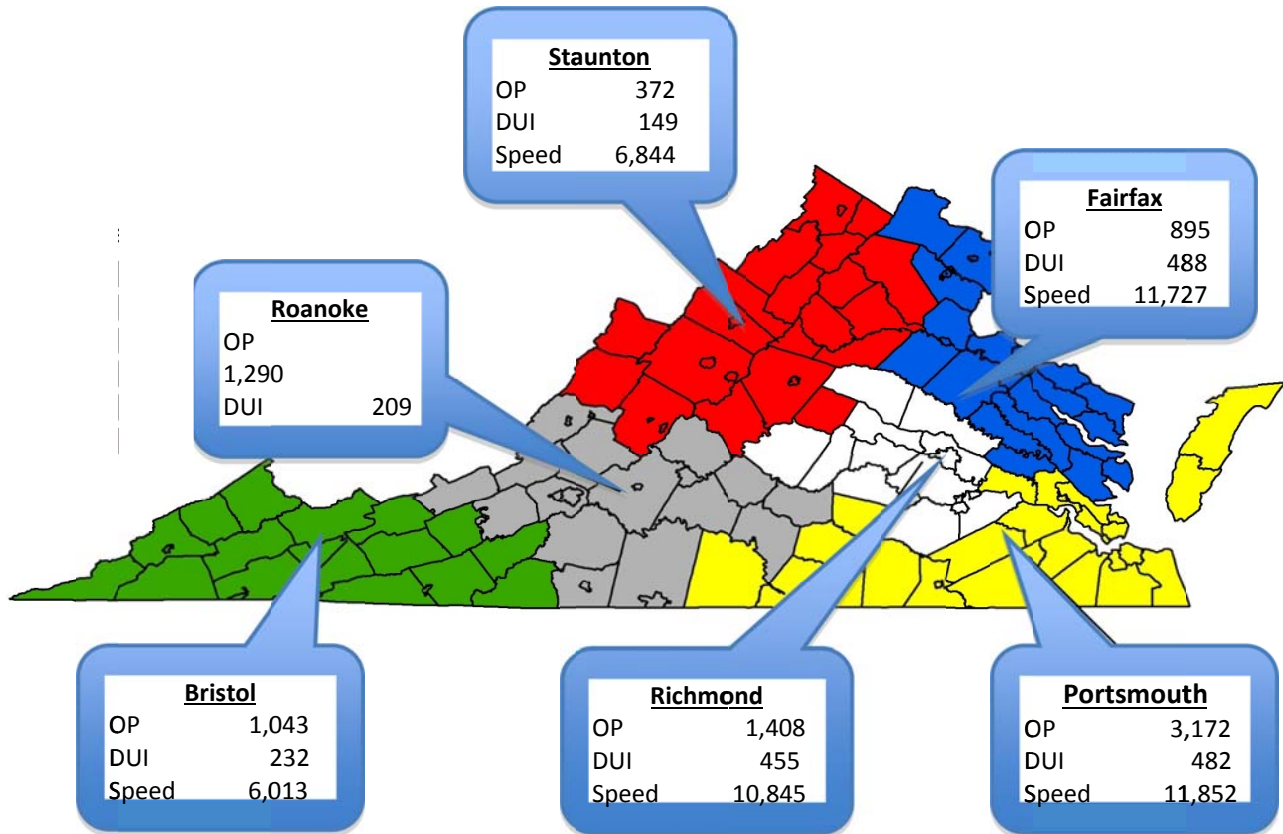


Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year moving averages. Virginia selected annual usage rate trend line (3 percent increase) in seat belt use rate as a more achievable target than the 3-year or 5-year moving averages.

Core Activity Performance Measures Virginia Grant Funded Citation Efforts

(Core activity measures A-1, A-2 and A-3)

Virginia Highway Safety Office Regions



Region Totals	
OP (A-1)	8,180
DUI (A-2)	2,015
Speed (A-3)	55,234

State Police	
OP	411
DUI	200
Speed	5,028

Region + SP	
OP	8,591
DUI	2,215
Speed	60,262

Traffic Records

Projects and Activities Funded

Virginia continues to review and enhance its nationally recognized Traffic Records Electronic Data System (TREDS.) Under the guidance of Virginia's Traffic Records Coordinating Committee (TRCC), TREDS has implemented several data and system interfaces with DMV, VDOT, VSP, VASAP, VCCS, local law enforcement, VA Tech, CIOT, DUI, etc. Because of these and other functionality enhancements, TREDS was found to be one of the top highway safety information systems in the nation.

Virginia expended approximately \$143,702 of its NHTSA 402 funds, \$710,849 of its NHTSA 405 funds, \$244,535 of NHTSA Section 408 funds, and \$177,289 in NHTSA 154 funds on TREDS and other traffic records activities.

Measure:

Improve the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of traffic records data in TREDS.

Strategies

To continue to enhance TREDS with additional integrations and functionality to improve the quantity and quality of data for Virginia's highway safety program.

Accomplishments

1. Virginia Tech located and published 120,275 crash locations that were used in problem identification, mapping and analysis.
2. Created a High Crash Location Statewide Map which displays locations in Virginia with the highest number of crashes on Interstates and Non-Interstates. Maps for 2014 and 2015 are available allowing a comparison of high crash locations from year to year.
3. Implemented 10 business rules in the TREDS client software to improve the accuracy of data collection. In addition, 11 validation rules were added to the TREDS website to eliminate law enforcement errors when updating/reviewing crash reports on the website.
4. Trained approximately 30 Train-the-Trainers and law enforcement personnel to improve the accuracy of data sent to TREDS.

Note: See more accomplishments below.

Overview of Traffic Records

Virginia has achieved many notable accomplishments in traffic records. Below is a sampling of the myriad of projects that were implemented.

Traffic Records Coordinating Committee (TRCC)

VA's TRCC held several productive meetings throughout the year. The TRCC met in full committee as well as in sub-working groups to coordinate, plan and implement the list of projects below:

TREDS Operations Center

Implemented improvements to streamline the TREDS Operations process which reduced the number of crash reports requiring intervention from the TREDS Operation team to complete crash report processing. First time in Virginia history that crash data is real-time.

DMV/VA Tech Crash Location Project

Worked with VA Tech to create a new, web-based crash location tool to improve geo-coding of crash locations. This tool improved the timeliness of the process of locating crashes. This data is critical to Virginia's "street-level" problem identification and analysis for highway safety. VA Tech successfully located 120,275 crashes on all roadways in Virginia in 2015. First time in Virginia history that crash location data is real-time.

Efforts to Coordinate Data Collection and Reporting for the Strategic Highway Safety Plan (SHSP)

DMV/VAHSO coordinated with VDOT on the planning of the SHSP. DMV is the custodian of the Commonwealth's crash and FARS data. As such, both DMV and VDOT utilize crash and location data from the same sources – TREDS and FARS for SHSP reporting. Additionally, in 2015, VDOT submitted a letter of support for DMV/VAHSO's performance measures.

TREDS Enhancements

Created a High Crash Location Statewide Map which displays locations in Virginia with the highest number of crashes on Interstates and Non-Interstates. Maps for 2014 and 2015 are available allowing a comparison of high crash locations from year to year.

Developed a new user interface to improve the data entry for Daily Activity Reporting (DAR). Added pop-up screens and expanded drop lists to make DAR automated process more user-friendly and efficient.

Created an administrator role for Virginia State Police (VSP) which allows the administrator to manage all VSP TREDS users. With this role, VSP can create and disable TREDS user accounts, reset user passwords and transfer users between division/area offices. By using this function, the VSP Administrator can perform these functions without contacting the TREDS Support Team and can better manage all VSP users.

Implemented functionality to capture Transportation Network Company (TNC) information. When a registered TNC vehicle (i.e. Uber, Lyft, etc.) is involved in a crash, the TNC Company Name, Insurance Company Name and Insurance Company Policy Number will be captured in the FR300 crash report.

Implemented 10 business rules in the TREDIS client software to improve the accuracy of data collection. In addition, 11 validation rules were added to the TREDIS website to eliminate law enforcement errors when updating/reviewing crash reports on the website.

Updated DMV's website with 2014 and 2015 crash and crash location data. The website is interactive and allows the public to query information. The Interactive Crash Data Report was also added to the website; therefore, maps and updated reporting are now available to public users. Statewide High Crash Location Maps were also added to the DMV website for public access.

Training

Trained approximately 30 Train-the-Trainers and law enforcement personnel to improve the accuracy of data sent to TREDIS.

FR300 Training Manual was updated with crash, vehicle and driver information to assist law enforcement with completing crash reports more accurately. Updates included clarification for relation to roadway, towed units (vehicles or trailers), crashes involving trains and crashes involving bicycles.

Law Enforcement Enhancements

Created an Interactive Crash Data Report allowing law enforcement to create reports for multiple crash types by jurisdiction or statewide for a specific timeframe. This report displays crash statistics for total crashes, fatalities and injuries. The availability of this data on the TREDIS website allows users access to data that was not readily available previously.

Mapping and data profiles (heat maps) were added to the TREDIS website. Heat maps are created for each locality and state program area and are used in the planning, problem identification, target and performance measure setting and selection of countermeasure strategies and projects. By including the heat maps on the TREDIS website, heat maps for all localities are available to all TREDIS users rather than only to the locality using the information for planning purposes.

FARS

Virginia was the first state in the nation to implement an electronic data transfer solution for FARS elements to be submitted directly from TREDIS to the federal FARS system. The data transfer eliminates the need for manual data entry.

Ignition Interlock Tracking – “2015 Award Winner”

Completed the second phase of the TREDIS/Ignition Interlock Case Management System by integrating the existing TREDIS website with the Interlock Vendor website. The integration will eliminate the need for manual data entry from the vendors for activities related to the DUI offender's Interlock device installation, calibration and removal. The Integration also improves timeliness of data availability and eliminates data entry errors.

DMV/VA Tech Crash Location Project

Worked with VA Tech to make improvements to the existing tool in an effort to make the process more efficient. Improvements included removing duplicate fields on the screens used for locating crashes, pre-populating fields thereby reducing manual input, creating reports to monitor daily and yearly progress and creating an interface to monitor incoming data.

Driver Education (DE)

Virginia will conduct education and awareness activities geared towards young/teen drivers, mature drivers as well as the general driving population to reduce crashes, injuries and fatalities.

Innovative strategies and funding should focus on education and outreach efforts to increase awareness on issues involving transportation safety.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2015.

Strategies

1. Conduct a minimum of 5 education and awareness activities targeting the general driving population to reduce crashes, injuries and fatalities.

Accomplishments

1. Virginia Trucking Association (VTA) Coordinator developed and conducted four safety breaks throughout Virginia at different Safety Rest Areas along the interstates. One was held in conjunction with the May 2015 Click It or Ticket mobilization. In addition, VTA held two Truck Stop events. Through the Safety Breaks and Truck Stop events 2,450 of the general motoring public and truck drivers were reached. They were provided safety educational and awareness materials on sharing the road, seat belts, aggressive driving, distracted driving and the move over law. The safety breaks allowed for an opportunity to network with representatives from the FMCSA, VSP and volunteers from member trucking companies. In addition to the safety breaks and truck stop events VTA conducted six No Zone presentations at local high schools reaching approximately 1,481 students.
2. Virginia Department of Aging and Rehabilitative Services' Grand Driver Program is an educational resource designed to provide Virginians with information about staying safe and mobile on the road as they age. Grand Driver conducted 228 older driver assessments through four comprehensive driver assessment centers. Through health fairs, expos, and presentations 11,681 people were reached this grant year, a total of 122 participants were Car Fitted and 37 volunteers were trained as technicians. The CarFit events were conducted to educate seniors about the changes they need to make to their vehicle and their driving habits to remain safe as they age. The GrandDriver website was updated with current news & events. During FY2015 there were 25,134 web-sessions. In addition to the web presence, there were a total of 1,754 television spots aired with an estimated 3,863,507 impressions.

Community Traffic Safety Programs- CP

Virginia will continue to provide highway safety information, maintain and build new partnerships and attend trainings locally, statewide and nationally.

Measure: Develop, lead, attend and evaluate a minimum of 5 education and awareness events by December 31, 2015.

Strategies

1. Enhance the VAHSO website with a minimum of 25 crash data reports and highway safety information
2. Partner with a minimum of 10 highway safety stakeholders on VAHSO safety initiatives
3. VAHSO staff to attend and participate in a minimum of ten local, state and national trainings

Accomplishments

1. VAHSO Traffic Records program area updated the highway safety webpage with new interactive report and map modules. Other static reports were deleted from site but were incorporated into the interactive database. Other updates included Virginia Crash Facts, Highway Safety Plan on www.DMVnow.com.
2. VAHSO partners with law enforcement agencies across the Commonwealth, numerous state agencies, non-profit organizations and institutes of higher learning on safety program initiatives.
3. VAHSO staff participated in and held various trainings and meetings. These included several Stakeholder Meetings, Traffic Records, Program Management, grantee workshops, a motorcycle safety conference, Drive Smart Conference, GHSA, NHTSA regional meetings, etc.

Police Traffic Services - PT

Overview of Programs, Projects and Activities Funded

Virginia conducted training, education and outreach efforts to raise awareness on issues involving transportation safety.

Measure: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2015.

Strategies

1. Hire two VAHSO LEL's to work with law enforcement on highway safety initiatives.
2. Partner with safety advocates to provide additional law enforcement training

Accomplishments

1. A second LEL was hired and began work October 17, 2014 for the southwestern part of the Commonwealth. During FY2015, the first LEL worked across the Commonwealth to assist with training law enforcement officers, provide technical assistance to agencies, and engage and motivate law enforcement agencies to increase participation in highway safety campaigns. The new LEL attended training to increase expertise and understanding of highway safety programs, but resigned in June, 2015. On July 1, 2015, an additional LEL was hired to work in the Northern Virginia region, including areas in the northwestern part of the Commonwealth. This individual has been actively engaged in training, staff meetings and building relationships with law enforcement agencies.
2. Approximately 30 officers from agencies statewide received "Below 100" training during the VACP Small Agency Symposium. This training emphasizes officers' use of seat belts as well as other protective equipment and actions. In addition, the issue of encouraging officers to wear seat belts was addressed directly at 5 Click It or Ticket preparation meetings held in low belt use areas of the state, which were attended by law enforcement agency leadership and grant project directors.
3. Through the Wear This, Not This Campaign, law enforcement throughout the Commonwealth received education and training on the benefits of wearing their seat belts (Strategy 2 under Roadway Safety section).

Roadway Safety - RS

Overview of Programs, Projects and Activities Funded

Roadway safety is included in Virginia's public information awareness and education campaigns, in the work of our new Crash Investigation and Reconstruction Program, and in our driver initiatives through various enforcement trainings. Virginia spent approximately \$32,730 of its NHTSA Section 402 funds on roadway safety activities. Virginia conducted multi-jurisdictional training events, presentations, community awareness and enforcement opportunities to reduce crashes, injuries and fatalities.

Measure: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2015.

Strategies

1. Train 50 traffic engineers and technicians in Hampton Roads to extend their knowledge and expertise on specialized on-site traffic engineering techniques.
2. Provide a minimum of 3 statewide trainings to law enforcement on increasing their usage of safety belts.
3. Conduct three, two week (80 hours) courses on "Fundamentals of Crash Investigation and Reconstruction" for law enforcement officers
4. Conduct three, two week (80 hours) courses in "Advanced Crash Investigation" for law enforcement officers
5. Contract for 2 specialty Crash Investigation and Reconstruction classes for law enforcement officers based on need.

Accomplishments

Regional Training on Traffic Engineering

Regional Training of the following four (5) workshops were presented at the City of Virginia Beach Advanced Technology Center for Traffic & Transportation Engineers from the localities in Hampton Roads: MUTCD, Virginia Supplement to the MUTCD, Highway Safety Fundamentals, Tort Liability and Safety 365.

A total of 162 Traffic Engineers & Technicians from State & City agencies in Hampton Roads were trained this year through this grant program. These training workshops provided proper training to the local Traffic Engineers & Technicians in an effort to improve pedestrian, bicycle, and traffic safety in an effort to reduce crashes throughout the region (**Strategy 1**).

Additional Law Enforcement Officer Training (**Strategy 2**)

See #2 in Police Traffic Services

Crash Investigation & Reconstruction Program (Strategies 3-5)

The Crash Investigation & Reconstruction Program Committee, comprised from law enforcement in each region across the state, as well as VACP, DCJS and the VAHSO, met numerous times throughout the year to develop and implement the strategic plan. The Committee addressed methods to improve consistency and quality of courses to be offered and recommendations for training and equipment purchases were considered for the FY 2016 grant year. Three *Fundamentals of Crash Investigation* courses were taught to 62 students (Strategy 3) and four *Advanced Crash Investigation & Reconstruction* courses were taught to 79 students (Strategy 4.) The courses were all updated and taught by an ACTAR certified Virginia State Trooper on loan to the VAHSO from the VSP. Due to delays in gaining approval from other agencies for the Crash Investigation & Reconstruction Program Plan, no specialty courses were contracted; however, a *Crash Data Retrieval* course was taught to 32 students from agencies across the Commonwealth of Virginia (Strategy 5). The trooper also provided technical assistance statewide and enhanced his expertise by attending several specialized reconstruction related courses and workshops.

Additional Traffic Safety Programs

VAHSO staff works closely with community based programs and activities to govern, coordinate, and develop traffic safety efforts within the designated regions statewide. Staff assists in defining highway safety problems unique to individual communities, counties, and districts. These programs utilize existing local networks for safety activities, address all traffic safety related problems rather than a single issue, seek long term solutions, and assist localities in developing highway safety plans that will address the problems of that specific area of the state. In addition, some program managers/project monitors oversee programs that encompass a statewide effort. In FY15 Virginia spent approximately \$207,281 of its NHTSA Section 402 funds and \$79,885 of its Section 410 funds on these additional transportation safety activities.

2015 Governor's Transportation Safety Awards Program

On June 16, 2015, 13 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the Department of Motor Vehicles / VAHSO. This awards program recognizes individuals and organizations that have made extraordinary contributions to transportation safety in Virginia. The awards recognize exemplary accomplishments in the public, private and nonprofit sectors by individuals, state and local governments, federal agencies, the military, and businesses and organizations that promote transportation safety.

2015 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held August 27-28, 2015 in Williamsburg, VA. Approximately 95 General District Court and Juvenile and Domestic Relations Court judges attended. The conference provided a forum for judges from across the state to receive valuable information on legislation, current issues and successful programs that impact traffic safety in Virginia. A majority of the conference content related to alcohol impairment while driving. Through instructional interactive exhibits, judges were able to learn about programs that highlighted success within transportation safety programs.

Drive Safe Hampton Roads

Drive Safe Hampton Roads also focused on helping increase awareness of not drinking and driving and using a designated driver. This included distributing 1500 holiday bags through the ABC stores. The Intoxiclock was used at several events reaching out to people in an effort to educate them about how quickly their BAC can reach dangerous levels. The Drive Safe decals push the messages of "don't drink and drive," "use a designated driver," and "always buckle up."

Media Plan

The Virginia Highway Safety Office purchased paid advertising throughout the grant year under the Occupant Protection Media Grant, Alcohol Media Grant, Motorcycle Safety Media Grant and Motorists' Awareness of Motorcycles Safety Grant. A data-driven, audience-specific approach was taken when purchasing advertising, which was usually bought in conjunction with high visibility enforcement efforts, or times of the year when traffic fatalities increase. In addition, the highway safety office managed paid advertising purchases by its sub-grantees under the VASAP grant, Street Smart grant, WRAP Checkpoint Strikeforce grant and several others. The NHTSA-approved advertising methods included TV, cable TV, radio, digital and social media, movie theaters, billboards, out-of-home media and other approved channels. Advertising supported a variety of information and education efforts such as safety belt use, DUI prevention, older driver issues and motorcycle safety.

The Virginia Highway Safety Office also partnered with the Virginia Department of Motor Vehicles Communications Office to push out safety messaging through the agency's owned media channels including VADMV's Facebook page, Twitter feed, Instagram and YouTube channel. Specific messages coinciding with Virginia's high visibility enforcement campaigns, such as Click It or Ticket and Checkpoint Strikeforce, were posted. For example, a Facebook post discouraging distracted driving was viewed nearly 20,000 times and was shared 178 times.

Click It or Ticket-May Mobilization

More than \$344,448 in paid advertising generated \$721,000 worth of paid and no-charge advertising statewide during the two-week May 2015 Click It or Ticket campaign to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, late night TV, sports rotations and targeted cable TV advertising received the majority of the focus, while radio, social media and digital advertising were also used. Hispanic radio advertising was used in urban areas to reach Latinos who don't wear seat belts. Movie theater advertising was used to supplement TV in areas where cable TV was either not as economical (northern Virginia) or reached more out-of-state people than Virginians (southwest Virginia). The 30-second spot ran twice on theater screens before the movie and on a continuous loop on the monitors in the lobby area.

More than 3,000 earned media activities were associated with the May 2015 Click It or Ticket campaign including the distribution of 2,231 posters, magnets and clings; 214 radio and 26 TV stories aired; 30 news releases were issued; 28 school activities occurred and 225 public service announcements aired.

Click It or Ticket-November Mini-mobilization

More than \$140,000 in paid advertising was purchased during the week-long November 2014 Click It or Ticket Mini-Mobilization. The campaign proceeded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities.

The November 2014 media buy involved 4,437 paid spots and almost 7,000 no-charge spots in movie theaters, and on radio, television and online. A total of 500 earned media activities occurred across the Commonwealth during the November 2014 Click It or Ticket Mini-Mobilization.

Nighttime Unrestrained Fatality Reduction

The Virginia Day and Night Seat Belt Enforcement Project concluded during the grant year. The purpose of the project was to increase nighttime seat belt use, to increase observed daytime seatbelt use, and lower unbelted daytime and nighttime passenger vehicle fatalities in the selected intervention areas. Five waves of high visibility enforcement were combined with paid media advertising in Chesapeake and Henrico County. Three of the five waves in Henrico County occurred during the grant year, in November 2014, and in March and May 2015. The November paid media wave coincided with the November 2014 Click It or Ticket Mini-Mobilization and included \$20,000 worth of cable, movie theater and digital advertising.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

This Checkpoint Strikeforce DUI prevention campaign informed citizens of high visibility enforcement including DUI checkpoints and saturation patrols that were conducted surrounding Labor Day and throughout the December holidays. The media plan targeted 21- to 34-year-old men, but also reached slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on TV/cable, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Project facilitated new creative products and the paid media plan for Virginia.

DUI Prevention

Almost \$60,000 in paid advertising was purchased in movie theaters across Virginia to air the “day-in-a-life” video created by the Virginia Alcohol Safety Action Program. This movie theater advertising was used to reach young adults prior to the Labor Day holiday when alcohol-related fatalities always increase by airing the 60-second video on 786 screens in the Commonwealth, with more emphasis on northern Virginia and Hampton Roads. It was estimated that more than one million Virginia movie-goers saw the spot.

More than \$90,000 in paid advertising aired surrounding the Fourth of July holiday to reach young males prior to going out for Independence Day. The combination of paid and no-charge spots totaled 7,090 with a combined value of \$212,000 for the six-day advertising schedule. It was estimated that this campaign reached 61 percent of men in the target area an average of 2.7 times.

Almost \$150,000 in paid advertising was purchased and ran during the six days leading up to the St. Patrick’s Day holiday to reach young males prior to going out. It is estimated the campaign reached 65 percent of men in the target area an average of 3.1 times.

Motorcycle Safety and Awareness

More than \$142,000 was spent on Motorcycle Awareness and Motorcycle Safety paid advertising. These campaigns encouraged motorcycle riders to either get training or update their training, and encouraged motorists to watch out for motorcycle riders. The paid spots focusing on motorcyclists' training ran for a week in March to try to reach riders before warm weather hit Virginia and the safety spots ran for a week in April. Both campaigns reached about 70 percent of the audience, an average of four times.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$120,000 in grant funds for a public awareness and educational campaign focused on pedestrians and bicyclists. A campaign was held in both the spring and fall involving press events, media tours and mobile street teams. Paid advertising was purchased on cable and broadcast television, on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets.

Appendix A
Federal Fiscal Year 2015 Expenditures

Grant Program	Project Number	Grant ID	Sub Grantee	Project Title	Approved Award	Total Paid
154AL-2015	55298	6037	Accomack County	Selective Enforcement - Alcohol	\$20,840.00	\$20,195.90
154AL-2015	55015	5754	Amherst County	Selective Enforcement - Alcohol	\$16,200.00	\$9,743.92
154AL-2015	55275	6014	Appomattox County	Selective Enforcement - Alcohol	\$13,688.00	\$12,734.57
154AL-2015	55172	5911	Arlington County	Selective Enforcement - Alcohol	\$13,400.00	\$13,396.00
154AL-2015	55374	6113	Ashland Town	Selective Enforcement - Alcohol	\$8,900.00	\$8,303.96
154AL-2015	55093	5832	Augusta County	Selective Enforcement - Alcohol	\$33,040.00	\$32,087.56
154AL-2015	55186	5925	Bedford County	Selective Enforcement - Alcohol	\$23,393.00	\$23,168.00
154AL-2015	55417	6156	Bedford Town	Selective Enforcement - Alcohol	\$10,715.00	\$6,668.22
154AL-2015	55384	6123	Big Stone Gap Town	Selective Enforcement - Alcohol	\$13,800.00	\$13,657.00
154AL-2015	55261	6000	Blackstone Town	Selective Enforcement - Alcohol	\$5,240.00	\$5,240.00
154AL-2015	55311	6050	Bluefield Town	Selective Enforcement - Alcohol	\$13,645.00	\$10,830.44
154AL-2015	55017	5756	Botetourt County	Selective Enforcement - Alcohol	\$21,000.00	\$21,000.00
154AL-2015	55391	6130	Bristol City	Selective Enforcement - Alcohol	\$49,798.00	\$49,798.00
154AL-2015	55154	5893	Brunswick County	Selective Enforcement - Alcohol	\$4,865.00	\$4,865.00
154AL-2015	55183	5922	Buckingham County	Selective Enforcement - Alcohol	\$17,500.00	\$15,813.00
154AL-2015	55283	6022	Buena Vista City	Selective Enforcement - Alcohol	\$8,600.00	\$5,224.99
154AL-2015	55137	5876	Campbell County	Selective Enforcement - Alcohol	\$11,300.00	\$10,365.58
154AL-2015	55202	5941	Charlotte County	Selective Enforcement - Alcohol	\$14,800.00	\$11,332.50
154AL-2015	55363	6102	Charlottesville City	Selective Enforcement - Alcohol	\$16,076.00	\$6,340.00
154AL-2015	55105	5844	Chesapeake City	Selective Enforcement - Alcohol	\$34,680.00	\$27,315.94
154AL-2015	55110	5849	Chesterfield County	Selective Enforcement - Alcohol	\$145,475.00	\$132,703.86
154AL-2015	55193	5932	Chilhowie Town	Selective Enforcement - Alcohol	\$8,250.00	\$7,499.89
154AL-2015	55031	5770	Clarke County	Selective Enforcement - Alcohol	\$8,625.00	\$8,530.22
154AL-2015	55103	5842	Coeburn Town	Selective Enforcement - Alcohol	\$10,694.00	\$8,951.51
154AL-2015	55088	5827	Colonial Heights City	Selective Enforcement - Alcohol	\$6,600.00	\$6,600.00
154AL-2015	55081	5820	Covington City	Selective Enforcement - Alcohol	\$5,664.00	\$5,284.25
154AL-2015	55390	6129	Craig County	Selective Enforcement - Alcohol	\$11,200.00	\$11,200.00
154AL-2015	55398	6137	Culpeper County	Selective Enforcement - Alcohol	\$23,310.00	\$20,645.94
154AL-2015	55284	6023	Dinwiddie County	Selective Enforcement - Alcohol	\$11,655.00	\$11,653.00
154AL-2015	55329	6068	Drive Safe Hampton Roads	Survive the Drive	\$17,504.00	\$14,286.99
154AL-2015	55122	5861	Fairfax City	Selective Enforcement - Alcohol	\$20,100.00	\$17,183.46
154AL-2015	55050	5789	Floyd County	Selective Enforcement - Alcohol	\$15,688.00	\$13,587.10
154AL-2015	55352	6091	Fluvanna County	Selective Enforcement - Alcohol	\$11,400.00	\$11,397.00
154AL-2015	55141	5880	Franklin County	Selective Enforcement - Alcohol	\$22,150.00	\$19,124.18
154AL-2015	55175	5914	Frederick County	Selective Enforcement - Alcohol	\$33,347.00	\$20,211.25
154AL-2015	55224	5963	Gate City Town	Selective Enforcement - Alcohol	\$7,950.00	\$7,829.48
154AL-2015	55035	5774	Goochland County	Selective Enforcement - Alcohol	\$16,525.00	\$16,358.52
154AL-2015	55013	5752	Grayson County	Selective Enforcement - Alcohol	\$12,550.00	\$12,379.99
154AL-2015	55393	6132	Halifax County	Selective Enforcement - Alcohol	\$8,404.00	\$8,134.14
154AL-2015	55263	6002	Hanover County	Selective Enforcement - Alcohol	\$66,064.00	\$55,360.87
154AL-2015	55155	5894	Harrisonburg City	Selective Enforcement - Alcohol	\$24,675.00	\$14,175.00
154AL-2015	55231	5970	Henrico County	Selective Enforcement - Alcohol	\$194,212.00	\$194,212.00
154AL-2015	55106	5845	Henry County	Selective Enforcement - Alcohol	\$20,064.00	\$19,467.83
154AL-2015	55150	5889	Herndon Town	Selective Enforcement - Alcohol	\$28,600.00	\$28,600.00
154AL-2015	55362	6101	Isle of Wight County	Selective Enforcement - Alcohol	\$32,101.00	\$23,734.18
154AL-2015	55281	6020	James City County	Selective Enforcement - Alcohol	\$23,164.00	\$23,164.00
154AL-2015	55129	5868	King George County	Selective Enforcement - Alcohol	\$15,120.00	\$11,043.92
154AL-2015	55296	6035	Lawrenceville Town	Selective Enforcement - Alcohol	\$7,035.00	\$6,540.00
154AL-2015	55201	5940	Lee County	Selective Enforcement - Alcohol	\$13,750.00	\$13,737.45
154AL-2015	55037	5776	Lexington City	Selective Enforcement - Alcohol	\$9,500.00	\$8,156.99

154AL-2015	55168	5907	Louisa County	Selective Enforcement - Alcohol	\$18,598.00	\$16,738.61
154AL-2015	55413	6152	Marion Town	Selective Enforcement - Alcohol	\$14,750.00	\$11,275.78
154AL-2015	55206	5945	Mathews County	Selective Enforcement - Alcohol	\$14,080.00	\$13,189.40
154AL-2015	55074	5813	Mecklenburg County	Selective Enforcement - Alcohol	\$21,920.00	\$21,672.10
154AL-2015	55019	5758	Montgomery County	Selective Enforcement - Alcohol	\$14,184.00	\$14,184.00
154AL-2015	55167	5906	Narrows Town	Selective Enforcement - Alcohol	\$11,400.00	\$11,400.00
154AL-2015	55242	5981	Nelson County	Selective Enforcement - Alcohol	\$12,395.00	\$10,695.00
154AL-2015	55044	5783	New Kent County	Selective Enforcement - Alcohol	\$33,420.00	\$33,412.50
154AL-2015	55126	5865	Newport News City	Selective Enforcement - Alcohol	\$57,297.00	\$55,215.53
154AL-2015	55073	5812	Norfolk City	Selective Enforcement - Alcohol	\$39,360.00	\$36,672.27
154AL-2015	55076	5815	Northampton County	Selective Enforcement - Alcohol	\$15,042.00	\$13,542.00
154AL-2015	55371	6110	Northumberland County	Selective Enforcement - Alcohol	\$6,400.00	\$3,600.66
154AL-2015	55058	5797	Norton City	Selective Enforcement - Alcohol	\$15,750.00	\$15,750.00
154AL-2015	55057	5796	Page County	Selective Enforcement - Alcohol	\$8,060.00	\$6,731.05
154AL-2015	55004	5743	Pennington Gap Town	Selective Enforcement - Alcohol	\$5,750.00	\$3,504.24
154AL-2015	55290	6029	Petersburg City	Selective Enforcement - Alcohol	\$55,795.00	\$49,873.91
154AL-2015	55084	5823	Poquoson City	Selective Enforcement - Alcohol	\$6,954.00	\$6,546.63
154AL-2015	55054	5793	Portsmouth City	Selective Enforcement - Alcohol	\$42,221.00	\$37,363.66
154AL-2015	55354	6093	Prince George County	Selective Enforcement - Alcohol	\$6,900.00	\$6,435.87
154AL-2015	55092	5831	Prince William County	Selective Enforcement - Alcohol	\$147,550.00	\$134,437.20
154AL-2015	55042	5781	Pulaski County	Selective Enforcement - Alcohol	\$21,240.00	\$18,383.07
154AL-2015	55002	5741	Radford City	Selective Enforcement - Alcohol	\$9,625.00	\$6,318.75
154AL-2015	55198	5937	Richlands Town	Selective Enforcement - Alcohol	\$16,938.00	\$16,938.00
154AL-2015	55120	5859	Richmond City	Selective Enforcement - Alcohol	\$63,200.00	\$52,614.89
154AL-2015	55144	5883	Richmond County	Selective Enforcement - Alcohol	\$15,400.00	\$15,400.00
154AL-2015	55237	5976	Roanoke County	Selective Enforcement - Alcohol	\$36,120.00	\$36,120.00
154AL-2015	55333	6072	Rockbridge County	Selective Enforcement - Alcohol	\$7,500.00	\$7,424.00
154AL-2015	55208	5947	Rockingham County	Selective Enforcement - Alcohol	\$34,110.00	\$34,101.00
154AL-2015	55380	6119	Rocky Mount Town	Selective Enforcement - Alcohol	\$13,121.00	\$13,121.00
154AL-2015	55273	6012	Russell County	Selective Enforcement - Alcohol	\$14,700.00	\$9,936.48
154AL-2015	55020	5759	Saint Paul Town	Selective Enforcement - Alcohol	\$8,550.00	\$5,862.16
154AL-2015	55007	5746	Salem City	Selective Enforcement - Alcohol	\$10,875.00	\$10,752.21
154AL-2015	55382	6121	Saltville Town	Selective Enforcement - Alcohol	\$5,000.00	\$5,000.00
154AL-2015	55421	6160	Scott County	Selective Enforcement - Alcohol	\$12,750.00	\$11,875.00
154AL-2015	55111	5850	South Boston Town	Selective Enforcement - Alcohol	\$10,330.00	\$10,330.00
154AL-2015	55249	5988	Southampton County	Selective Enforcement - Alcohol	\$9,469.00	\$9,113.00
154AL-2015	55027	5766	Spotsylvania County	Selective Enforcement - Alcohol	\$75,455.00	\$68,268.91
154AL-2015	55005	5744	Stafford County	Selective Enforcement - Alcohol	\$48,250.00	\$48,240.00
154AL-2015	55115	5854	Stanley Town	Selective Enforcement - Alcohol	\$5,200.00	\$5,200.00
154AL-2015	55316	6055	Suffolk City	Selective Enforcement - Alcohol	\$20,238.00	\$19,292.46
154AL-2015	55274	6013	Supreme Court of Va	Alcohol-Impaired Driving Education Training for Substitute Judges	\$92,101.00	\$43,974.46
154AL-2015	55428	6167	Supreme Court of Va	Judicial Outreach Liaison	\$71,250.00	\$19,794.06
154AL-2015	55420	6159	Sussex County	Selective Enforcement - Alcohol	\$6,555.00	\$5,884.70
154AL-2015	55359	6098	Tappahannock Town	Selective Enforcement - Alcohol	\$6,788.00	\$6,770.84
154AL-2015	55014	5753	Tazewell Town	Selective Enforcement - Alcohol	\$5,550.00	\$4,065.00
154AL-2015	55325	6064	Virginia Association of Campus Law Enforcement Administrators	Campus Law Enforcement Outreach and DUI Prevention	\$73,180.00	\$51,788.38
154AL-2015	55176	5915	Virginia Beach City	Selective Enforcement - Alcohol	\$64,232.00	\$64,022.00

154AL-2015	55269	6008	Virginia Commonwealth University	Selective Enforcement - Alcohol	\$16,910.00	\$13,282.48
154AL-2015	55229	5968	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	\$99,600.00	\$70,079.53
154AL-2015	55360	6099	Virginia Dept of Criminal Justice Services	SFST Training Program	\$68,241.00	\$36,168.77
154AL-2015	55259	5998	Virginia Dept of Motor Vehicles	Alcohol mobile application	\$30,000.00	\$0.00
154AL-2015	55128	5867	Virginia Dept of Motor Vehicles	eSummons/DUI Offender/Ignition Interlock Tracking	\$1,277,000.00	\$177,289.00
154AL-2015	55156	5895	Virginia Dept of Motor Vehicles	VAHSO Paid Media - Alcohol	\$310,000.00	\$286,957.72
154AL-2015	55066	5805	Virginia Dept of State Police	Selective Enforcement - Alcohol	\$1,489,794.00	\$1,401,499.21
154AL-2015	55433	6172	Virginia Dept of State Police	VSP/YOVASO - AL	\$167,494.00	\$125,670.13
154AL-2015	55024	5763	Warsaw Town	Selective Enforcement - Alcohol	\$2,400.00	\$1,590.00
154AL-2015	55181	5920	Washington County	Selective Enforcement - Alcohol	\$17,550.00	\$17,550.00
154AL-2015	55343	6082	West Point Town	Selective Enforcement - Alcohol	\$9,750.00	\$5,167.12
154AL-2015	55204	5943	Westmoreland County	Selective Enforcement - Alcohol	\$26,700.00	\$25,507.34
154AL-2015	55147	5886	Williamsburg City	Selective Enforcement - Alcohol	\$12,000.00	\$12,000.00
154AL-2015	55383	6122	Winchester City	Selective Enforcement - Alcohol	\$26,875.00	\$26,084.16
154AL-2015	55318	6057	Wise County	Selective Enforcement - Alcohol	\$17,750.00	\$17,651.48
154AL-2015	55239	5978	Woodstock Town	Selective Enforcement - Alcohol	\$6,500.00	\$6,444.00
154AL-2015	55158	5897	WRAP	2014-2015 Virginia Checkpoint Strikeforce Campaign	\$1,166,773.00	\$1,144,500.63
154AL-2015	55327	6066	Wytheville Town	Selective Enforcement - Alcohol	\$17,350.00	\$12,420.00
154AL-2015	55272	6011	York County	Selective Enforcement - Alcohol	\$34,406.00	\$30,869.89
154AL Total					\$7,285,502.00	\$5,573,395.84
K3-2015	55041	5780	Children's Hospital/King's Daughters	Child Passenger Safety Program	\$21,162.00	\$7,432.51
K3-2015	55118	5857	Virginia Dept of Health	Child Passenger Safety	\$265,859.00	\$250,602.62
K3 Total					\$287,021.00	\$258,035.13
K6-2015	55162	5901	Virginia Dept of Motor Vehicles	VAHSO Paid Media-2010 Motorcycle Training	\$66,000.00	\$63,415.25
K6 Total					\$66,000.00	\$63,415.25
K8-2015	55335	6074	Albemarle County	Selective Enforcement - Alcohol	\$27,735.00	\$18,301.03
K8-2015	55320	6059	Alexandria City	Selective Enforcement - Alcohol	\$30,325.00	\$21,825.64
K8-2015	55264	6003	Alleghany County	Selective Enforcement - Alcohol	\$6,000.00	\$4,250.00
K8-2015	55414	6153	Blacksburg Town	Selective Enforcement - Alcohol	\$13,930.00	\$13,436.36
K8-2015	55369	6108	Brookneal Town	Selective Enforcement - Alcohol	\$4,480.00	\$3,275.72
K8-2015	55099	5838	Buchanan County	Selective Enforcement - Alcohol	\$22,135.00	\$22,135.00
K8-2015	55104	5843	Caroline County	Selective Enforcement - Alcohol	\$22,050.00	\$12,313.89
K8-2015	55314	6053	Chatham Town	Selective Enforcement - Alcohol	\$10,265.00	\$10,265.00
K8-2015	55303	6042	Christiansburg Town	Selective Enforcement - Alcohol	\$13,255.00	\$13,255.00
K8-2015	55278	6017	Commission on VASAP	Commission on VASAP Training Conference	\$75,450.00	\$60,563.44
K8-2015	55346	6085	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	\$176,235.00	\$127,686.87
K8-2015	55341	6080	Cumberland County	Selective Enforcement - Alcohol	\$9,025.00	\$4,339.92
K8-2015	55308	6047	Danville City	Selective Enforcement - Alcohol	\$10,781.00	\$9,140.47

K8-2015	55075	5814	Dickenson County	Selective Enforcement - Alcohol	\$15,145.00	\$12,976.31
K8-2015	55217	5956	Drive Smart of Virginia	Impaired Driving Education and Outreach	\$60,646.00	\$53,595.50
K8-2015	55038	5777	Dublin Town	Selective Enforcement - Alcohol	\$5,250.00	\$5,133.48
K8-2015	55143	5882	Fairfax County	Selective Enforcement - Alcohol	\$195,200.00	\$89,775.36
K8-2015	55053	5792	Falls Church City	Selective Enforcement - Alcohol	\$5,600.00	\$2,437.71
K8-2015	55064	5803	Farmville Town	Selective Enforcement - Alcohol	\$14,256.00	\$14,226.00
K8-2015	55049	5788	Fauquier County	Selective Enforcement - Alcohol	\$40,000.00	\$40,000.00
K8-2015	55142	5881	Galax City	Selective Enforcement - Alcohol	\$20,000.00	\$2,185.13
K8-2015	55293	6032	Gloucester County	Selective Enforcement - Alcohol	\$14,650.00	\$14,177.50
K8-2015	55258	5997	Greene County	Selective Enforcement - Alcohol	\$6,000.00	\$5,999.99
K8-2015	55048	5787	Haysi Town	Selective Enforcement - Alcohol	\$9,289.00	\$9,244.00
K8-2015	55243	5982	Independence Town	Selective Enforcement - Alcohol	\$3,000.00	\$0.00
K8-2015	55386	6125	King and Queen County	Selective Enforcement - Alcohol	\$9,300.00	\$7,742.63
K8-2015	55194	5933	Lebanon Town	Selective Enforcement - Alcohol	\$10,915.00	\$10,603.19
K8-2015	55069	5808	Loudoun County	Selective Enforcement - Alcohol	\$19,840.00	\$19,449.80
K8-2015	55136	5875	Louisa Town	Selective Enforcement - Alcohol	\$6,090.00	\$2,371.25
K8-2015	55244	5983	Luray Town	Selective Enforcement - Alcohol	\$7,125.00	\$6,973.16
K8-2015	55219	5958	MADD	MADD - Impaired Driving Safety Countermeasures	\$188,545.00	\$164,541.21
K8-2015	55248	5987	Manassas Park City	Selective Enforcement - Alcohol	\$20,750.00	\$13,449.79
K8-2015	55221	5960	Martinsville City	Selective Enforcement - Alcohol	\$20,677.00	\$16,812.51
K8-2015	55361	6100	Patrick County	Selective Enforcement - Alcohol	\$7,850.00	\$6,785.73
K8-2015	55061	5800	Pearisburg Town	Selective Enforcement - Alcohol	\$6,300.00	\$6,300.00
K8-2015	55228	5967	Pittsylvania County	Selective Enforcement - Alcohol	\$27,800.00	\$27,800.00
K8-2015	55179	5918	Pound Town	Selective Enforcement - Alcohol	\$5,150.00	\$0.00
K8-2015	55246	5985	Powhatan County	Selective Enforcement - Alcohol	\$18,750.00	\$18,750.00
K8-2015	55218	5957	Prince Edward County	Selective Enforcement - Alcohol	\$12,990.00	\$7,400.86
K8-2015	55301	6040	Pulaski Town	Selective Enforcement - Alcohol	\$4,349.65	\$2,733.35
K8-2015	55429	6168	Remington Town	Selective Enforcement - Alcohol	\$3,500.00	\$3,230.00
K8-2015	55358	6097	Roanoke City	Selective Enforcement - Alcohol	\$24,390.00	\$24,329.87
K8-2015	55003	5742	Smyth County	Selective Enforcement - Alcohol	\$1,400.00	\$1,400.00
K8-2015	55313	6052	Supreme Court of Va	Reducing Crashes, Injuries and Fatalities due to Impaired Driving	\$106,000.00	\$81,568.66
K8-2015	55419	6158	Tazewell County	Selective Enforcement - Alcohol	\$12,350.00	\$12,335.00
K8-2015	55351	6090	University of Richmond	Selective Enforcement - Alcohol	\$7,125.00	\$6,787.62
K8-2015	55025	5764	Vienna Town	Selective Enforcement - Alcohol	\$25,760.00	\$25,348.79
K8-2015	55377	6116	Virginia Department of Forensic Science (DFS)	Virginia Breath Alcohol Training Program	\$190,761.00	\$165,304.41
K8-2015	55222	5961	Virginia Dept of Motor Vehicles	Alcohol/Drug Countermeasures	\$26,000.00	\$11,893.00
K8-2015	55026	5765	Virginia Dept of Motor Vehicles	Judicial Transportation Safety Conference	\$85,000.00	\$79,885.04
K8-2015	55112	5851	Warrenton Town	Selective Enforcement - Alcohol	\$6,375.00	\$3,492.50
K8-2015	55394	6133	Wise Town	Selective Enforcement - Alcohol	\$14,414.00	\$13,943.48
K8-2015	55101	5840	WRAP	FY2015 Public Education and Information and Youth Outreach Programs	\$146,410.00	\$130,189.01
K8-2015	55132	5871	Wythe County	Selective Enforcement - Alcohol	\$12,984.00	\$12,983.96
K8 Total					\$1,839,602.65	\$1,454,944.14
K9-2015	55438	6186	Virginia Dept of Motor Vehicles	Traffic Records	\$244,535.27	\$244,535.27

K9 Total					\$244,535.27	\$244,535.27
M2HVE-2015	55268	6007	Alleghany County	Selective Enforcement - Occupant Protection	\$4,000.00	\$2,200.00
M2HVE-2015	55091	5830	Amherst County	Selective Enforcement - Occupant Protection	\$2,240.00	\$2,223.58
M2HVE-2015	55209	5948	Arlington County	Selective Enforcement - Occupant Protection	\$3,150.00	\$3,606.95
M2HVE-2015	55375	6114	Ashland Town	Selective Enforcement - Occupant Protection	\$3,150.00	\$3,150.00
M2HVE-2015	55307	6046	Bedford Town	Selective Enforcement - Occupant Protection	\$3,000.00	\$2,632.75
M2HVE-2015	55125	5864	Boykins Town	Selective Enforcement - Occupant Protection	\$2,134.00	\$2,094.26
M2HVE-2015	55145	5884	Campbell County	Selective Enforcement - Occupant Protection	\$4,500.00	\$3,391.43
M2HVE-2015	55178	5917	Chatham Town	Selective Enforcement - Occupant Protection	\$2,000.00	\$2,000.00
M2HVE-2015	55173	5912	Chesapeake City	Selective Enforcement - Occupant Protection	\$13,464.00	\$10,189.49
M2HVE-2015	55188	5927	Christiansburg Town	Selective Enforcement - Occupant Protection	\$4,692.00	\$4,692.00
M2HVE-2015	55422	6161	Craig County	Selective Enforcement - Occupant Protection	\$4,000.00	\$4,000.00
M2HVE-2015	55309	6048	Gloucester County	Selective Enforcement - Occupant Protection	\$3,500.00	\$3,500.00
M2HVE-2015	55195	5934	Henry County	Selective Enforcement - Occupant Protection	\$7,072.00	\$5,543.46
M2HVE-2015	55082	5821	Lexington City	Selective Enforcement - Occupant Protection	\$3,500.00	\$3,460.55
M2HVE-2015	55251	5990	Manassas Park City	Selective Enforcement - Occupant Protection	\$3,000.00	\$3,000.00
M2HVE-2015	55065	5804	Montgomery County	Selective Enforcement - Occupant Protection	\$8,640.00	\$8,640.00
M2HVE-2015	55072	5811	New Kent County	Selective Enforcement - Occupant Protection	\$5,250.00	\$5,241.25
M2HVE-2015	55080	5819	Norfolk State University	Selective Enforcement - Occupant Protection	\$3,750.00	\$3,278.25
M2HVE-2015	55165	5904	Old Dominion University Police	Selective Enforcement - Occupant Protection	\$6,500.00	\$4,085.00
M2HVE-2015	55079	5818	Onancock Town	Selective Enforcement - Occupant Protection	\$5,493.00	\$5,485.57
M2HVE-2015	55056	5795	Portsmouth City	Selective Enforcement - Occupant Protection	\$6,958.00	\$6,865.53
M2HVE-2015	55347	6086	Prince George County	Selective Enforcement - Occupant Protection	\$3,150.00	\$2,978.67
M2HVE-2015	55276	6015	Roanoke County	Selective Enforcement - Occupant Protection	\$12,008.00	\$10,453.23
M2HVE-2015	55011	5750	Salem City	Selective Enforcement - Occupant Protection	\$4,375.00	\$4,333.66
M2HVE-2015	55387	6126	Smithfield Town	Selective Enforcement - Occupant Protection	\$2,250.00	\$1,486.96
M2HVE-2015	55205	5944	South Boston Town	Selective Enforcement - Occupant Protection	\$2,520.00	\$2,520.00

M2HVE-2015	55157	5896	Stafford County	Selective Enforcement - Occupant Protection	\$3,500.00	\$3,500.00
M2HVE-2015	55348	6087	Suffolk City	Selective Enforcement - Occupant Protection	\$2,472.00	\$2,458.42
M2HVE-2015	55170	5909	Virginia Beach City	Selective Enforcement - Occupant Protection	\$52,000.00	\$52,000.00
M2HVE-2015	55063	5802	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	\$120,794.00	\$102,097.26
M2HVE-2015	55133	5872	Wythe County	Selective Enforcement - Occupant Protection	\$3,500.00	\$3,500.00
M2HVE Total					\$306,562.00	\$274,608.27
M2OP-2015	55238	5977	ODU Research Foundation	Occupant Protection Programs: Day & Night to Reduce Unrestrained Fatalities	\$191,067.00	\$128,761.20
M2OP-2015	55297	6036	ODU Research Foundation	Virginia Seat Belt and CORE Survey 2015	\$179,791.00	\$58,295.05
M2OP Total					\$370,858.00	\$187,056.25
M2PE-2015	55215	5954	Drive Smart of Virginia	Occupant Protection Education and Outreach	\$128,972.00	\$116,787.45
M2PE Total					\$128,972.00	\$116,787.45
405b-OP Total					\$806,392.00	\$578,451.97
M2TR-2015	55046	5785	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	\$108,522.00	\$106,179.47
M2TR Total					\$108,522.00	\$106,179.47
M3DA-2015	55102	5841	Virginia Dept of Motor Vehicles	Traffic Records - TREDIS (405)	\$732,964.73	\$710,849.11
M3DA Total					\$732,964.73	\$710,849.11
M9MT-2015	55397	6136	Motorcycle Safety League of Va	Motorcycle Safety Awareness Training - 2010 Grant Funds	\$215,000.00	\$32,664.69
M9MT Total					\$215,000.00	\$32,664.69
AL-2015	55344	6083	Berryville Town	Selective Enforcement - Alcohol	\$4,375.00	\$4,327.18
AL-2015	55169	5908	Broadway Town	Selective Enforcement - Alcohol	\$3,000.00	\$3,000.00
AL-2015	55114	5853	Halifax Town	Selective Enforcement - Alcohol	\$8,700.00	\$8,700.00
AL-2015	55052	5791	Lynchburg City	Selective Enforcement - Alcohol	\$32,809.00	\$32,809.00
AL Total					\$48,884.00	\$48,836.18
CP-2015	55216	5955	Drive Smart of Virginia	Safe Mobility of Virginia's Employees (SMOVE)	\$167,499.00	\$163,057.42
CP-2015	55436	6184	Supreme Court of Va	Judicial Outreach Liaison	\$23,750.00	\$4,295.66
CP-2015	55023	5762	Virginia Dept of Motor Vehicles	VAHSO Travel & Training	\$40,000.00	\$28,630.85
CP Total					\$231,249.00	\$195,983.93
DE-2015	55373	6112	Dept for Aging and Rehabilitative Services	Virginia GrandDriver: Mapping a Course for Mature Drivers	\$194,762.00	\$189,356.83

DE-2015	55171	5910	Eastern VA Medical School	Responsive Website Design for Dissemination of Booster, Tween, and Teen Programs	\$100,975.00	\$99,032.33
DE-2015	55300	6039	Mid-Atlantic Foundation for Safety	IDrive 2015	\$63,156.00	\$58,109.48
DE-2015	55253	5992	Prince William County	Partners for Safe Teen Driving	\$75,402.00	\$51,168.25
DE-2015	55435	6178	Virginia Dept of Education	Enhancing VA Alcohol Prevention Curriculum	\$60,000.00	\$42,050.00
DE-2015	55410	6149	Virginia Dept of Education	Parent Involvement	\$60,875.00	\$50,486.85
DE-2015	55227	5966	Virginia Dept of Motor Vehicles	45-Parent/Teen Driving Guide	\$22,880.00	\$22,880.00
DE-2015	55299	6038	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	\$26,224.00	\$17,924.49
DE Total					\$604,274.00	\$531,008.23
MC-2015	55430	6169	Motorcycle Safety League of Va	Motorcycle & Sidecar/trike Education	\$200,000.00	\$131,787.76
MC-2015	55292	6031	Richmond Ambulance Authority	Rider Alert	\$8,050.00	\$7,398.00
MC-2015	55160	5899	Virginia Dept of Motor Vehicles	VAHSO Paid Media-402 Motorcycle Awareness	\$80,000.00	\$75,608.96
MC Total					\$288,050.00	\$214,794.72
OP-2015	55366	6105	Accomack County	Selective Enforcement - Occupant Protection	\$3,000.00	\$2,007.57
OP-2015	55315	6054	Buckingham County	Selective Enforcement - Occupant Protection	\$17,500.00	\$16,223.75
OP-2015	55291	6030	Buena Vista City	Selective Enforcement - Occupant Protection	\$3,000.00	\$1,680.00
OP-2015	55412	6151	Drive Safe Hampton Roads	Occupant Protection	\$34,756.00	\$26,426.60
OP-2015	55236	5975	Franklin County	Selective Enforcement - Occupant Protection	\$2,500.00	\$2,500.00
OP-2015	55232	5971	Henrico County	Selective Enforcement - Occupant Protection	\$16,000.00	\$16,000.00
OP-2015	55121	5860	Richmond City	Selective Enforcement - Occupant Protection	\$7,000.00	\$7,000.00
OP-2015	55365	6104	Roanoke City	Selective Enforcement - Occupant Protection	\$4,800.00	\$4,800.00
OP-2015	55334	6073	Rockbridge County	Selective Enforcement - Occupant Protection	\$3,600.00	\$3,600.00
OP-2015	55043	5782	South Hill Town	Selective Enforcement - Occupant Protection	\$10,500.00	\$9,742.22
OP-2015	55356	6095	University of Richmond	Selective Enforcement - Occupant Protection	\$4,050.00	\$4,050.00
OP-2015	55163	5902	Virginia Dept of Motor Vehicles	VAHSO Occupant Protection Media	\$579,800.00	\$546,753.82
OP-2015	55431	6170	Virginia Dept of State Police	Buckle Up Safety Youth Educational Outreach	\$7,500.00	\$7,490.00
OP-2015	55432	6171	Virginia Dept of State Police	VSP/YOVASO - OP	\$188,229.00	\$134,974.83
OP Total					\$882,235.00	\$783,248.79
PS-2015	55257	5996	Arlington County	Selective Enforcement - Pedestrian/Bicycle	\$3,000.00	\$3,000.00

PS-2015	55331	6070	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	\$10,500.00	\$5,238.95
PS-2015	55230	5969	Metro Washington Council of Gov	Street Smart Regional Pedestrian and Bicycle Safety Program	\$150,000.00	\$150,000.00
PS-2015	55323	6062	Metropolitan Richmond Sports Backers, Inc.	Bike Walk RVA's Campaign for Bike & Pedestrian Safety	\$15,250.00	\$15,236.19
PS-2015	55022	5761	Northern Virginia Regional Commission	Bicycle and Pedestrian Safety Efforts: Sharing the Road in Virginia	\$49,811.00	\$48,098.07
PS-2015	55151	5890	Prince William County	Selective Enforcement - Pedestrian/Bicycle	\$6,750.00	\$6,750.00
PS-2015	55437	6185	Richmond 2015, Inc	Richmond 2015 Youth Education Program	\$53,000.00	\$52,930.65
PS-2015	55108	5847	Richmond City	Selective Enforcement - Pedestrian/Bicycle	\$6,500.00	\$4,193.72
PS Total					\$294,811.00	\$285,447.58
PT-2015	55324	6063	VA Association of Chiefs of Police	Law Enforcement Training and Resources	\$194,221.00	\$147,909.20
PT-2015	55425	6164	Virginia Dept of Motor Vehicles	FY2015 Law Enforcement Liaisons	\$161,300.00	\$61,553.27
PT Total					\$355,521.00	\$209,462.47
RS-2015	55199	5938	Virginia Beach City	Regional Training in Traffic Engineering	\$15,000.00	\$15,000.00
RS-2015	55427	6166	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program	\$74,000.00	\$17,729.62
RS Total					\$89,000.00	\$32,729.62
SC-2015	55187	5926	Abingdon Town	Selective Enforcement - Speed	\$15,450.00	\$11,835.06
SC-2015	55345	6084	Albemarle County	Selective Enforcement - Speed	\$10,000.00	\$9,960.00
SC-2015	55247	5986	Albemarle County	Selective Enforcement - Speed	\$10,000.00	\$7,522.33
SC-2015	55266	6005	Alleghany County	Selective Enforcement - Speed	\$6,000.00	\$4,250.00
SC-2015	55294	6033	Amelia County	Selective Enforcement - Speed	\$18,976.00	\$18,974.50
SC-2015	55109	5848	Amherst County	Selective Enforcement - Speed	\$9,600.00	\$7,044.56
SC-2015	55184	5923	Arlington County	Selective Enforcement - Speed	\$16,134.00	\$16,097.26
SC-2015	55055	5794	Arlington County	Selective Enforcement - Speed	\$7,625.00	\$6,721.62
SC-2015	55376	6115	Ashland Town	Selective Enforcement - Speed	\$7,385.00	\$6,331.38
SC-2015	55418	6157	Bedford County	Selective Enforcement - Speed	\$10,400.00	\$7,307.26
SC-2015	55404	6143	Bedford Town	Selective Enforcement - Speed	\$3,000.00	\$2,955.46
SC-2015	55416	6155	Blacksburg Town	Selective Enforcement - Speed	\$7,000.00	\$7,000.00
SC-2015	55260	5999	Blackstone Town	Selective Enforcement - Speed	\$3,210.00	\$3,206.41
SC-2015	55349	6088	Bland County	Selective Enforcement - Speed	\$14,600.00	\$11,176.00
SC-2015	55018	5757	Botetourt County	Selective Enforcement - Speed	\$4,320.00	\$4,320.00
SC-2015	55124	5863	Boykins Town	Selective Enforcement - Speed	\$3,201.00	\$3,150.44
SC-2015	55149	5888	Campbell County	Selective Enforcement - Speed	\$12,000.00	\$11,974.69
SC-2015	55040	5779	Carroll County	Selective Enforcement - Speed	\$18,795.00	\$18,794.65
SC-2015	55411	6150	Charles City County	Selective Enforcement - Speed	\$13,500.00	\$13,230.00
SC-2015	55379	6118	Charlottesville City	Selective Enforcement - Speed	\$5,120.00	\$4,330.00
SC-2015	55100	5839	Chesterfield County	Selective Enforcement - Speed	\$60,272.00	\$59,961.14
SC-2015	55282	6021	Chincoteague Town	Selective Enforcement - Speed	\$7,758.00	\$5,688.76
SC-2015	55305	6044	Christiansburg Town	Selective Enforcement - Speed	\$13,050.00	\$13,050.00
SC-2015	55030	5769	Clarke County	Selective Enforcement - Speed	\$4,000.00	\$3,903.63
SC-2015	55062	5801	Clintwood Town	Selective Enforcement - Speed	\$8,450.00	\$8,446.47

SC-2015	55330	6069	Courtland Town	Selective Enforcement - Speed	\$3,384.00	\$3,384.00
SC-2015	55385	6124	Covington City	Selective Enforcement - Speed	\$4,020.00	\$3,587.11
SC-2015	55405	6144	Crewe Town	Selective Enforcement - Speed	\$6,000.00	\$5,312.50
SC-2015	55134	5873	Culpeper Town	Selective Enforcement - Speed	\$7,500.00	\$7,500.00
SC-2015	55342	6081	Cumberland County	Selective Enforcement - Speed	\$9,000.00	\$6,657.89
SC-2015	55310	6049	Danville City	Selective Enforcement - Speed	\$12,732.00	\$12,697.98
SC-2015	55355	6094	Dayton Town	Selective Enforcement - Speed	\$5,000.00	\$2,269.38
SC-2015	55036	5775	Dublin Town	Selective Enforcement - Speed	\$3,750.00	\$3,750.00
SC-2015	55289	6028	Dumfries Town	Selective Enforcement - Speed	\$10,000.00	\$7,983.34
SC-2015	55060	5799	Essex County	Selective Enforcement - Speed	\$9,500.00	\$7,027.86
SC-2015	55265	6004	Exmore Town	Selective Enforcement - Speed	\$12,434.00	\$12,034.00
SC-2015	55287	6026	Fairfax County	Selective Enforcement - Speed	\$30,000.00	\$28,343.65
SC-2015	55047	5786	Falls Church City	Selective Enforcement - Speed	\$5,075.00	\$5,069.61
SC-2015	55095	5834	Farmville Town	Selective Enforcement - Speed	\$12,000.00	\$12,000.00
SC-2015	55226	5965	Franklin County	Selective Enforcement - Speed	\$10,000.00	\$9,907.59
SC-2015	55350	6089	Fredericksburg City	Selective Enforcement - Speed	\$21,875.00	\$19,270.76
SC-2015	55340	6079	Front Royal Town	Selective Enforcement - Speed	\$8,345.00	\$8,345.00
SC-2015	55203	5942	Giles County	Selective Enforcement - Speed	\$7,500.00	\$5,790.00
SC-2015	55306	6045	Gloucester County	Selective Enforcement - Speed	\$5,250.00	\$5,223.75
SC-2015	55034	5773	Goochland County	Selective Enforcement - Speed	\$21,286.00	\$21,286.00
SC-2015	55368	6107	Greene County	Selective Enforcement - Speed	\$6,000.00	\$5,997.16
SC-2015	55423	6162	Grundy Town	Selective Enforcement - Speed	\$9,150.00	\$0.00
SC-2015	55392	6131	Halifax County	Selective Enforcement - Speed	\$5,000.00	\$4,892.46
SC-2015	55196	5935	Hampton City	Selective Enforcement - Speed	\$45,000.00	\$42,390.04
SC-2015	55153	5892	Harrisonburg City	Selective Enforcement - Speed	\$10,000.00	\$9,231.41
SC-2015	55234	5973	Henrico County	Selective Enforcement - Speed	\$40,000.00	\$40,000.00
SC-2015	55197	5936	Henry County	Selective Enforcement - Speed	\$13,600.00	\$3,888.53
SC-2015	55148	5887	Herndon Town	Selective Enforcement - Speed	\$14,850.00	\$14,850.00
SC-2015	55012	5751	Hillsville Town	Selective Enforcement - Speed	\$9,300.00	\$8,851.28
SC-2015	55225	5964	Hopewell City	Selective Enforcement - Speed	\$12,689.00	\$12,523.27
SC-2015	55388	6127	James City County	Selective Enforcement - Speed	\$19,404.00	\$19,404.00
SC-2015	55220	5959	Jonesville Town	Selective Enforcement - Speed	\$4,860.00	\$4,542.75
SC-2015	55406	6145	Kenbridge Town	Selective Enforcement - Speed	\$7,776.00	\$5,123.85
SC-2015	55032	5771	King George County	Selective Enforcement - Speed	\$9,600.00	\$7,625.39
SC-2015	55051	5790	King William County	Selective Enforcement - Speed	\$3,750.00	\$3,750.00
SC-2015	55087	5826	Loudoun County	Selective Enforcement - Speed	\$31,440.00	\$28,356.79
SC-2015	55098	5837	Louisa Town	Selective Enforcement - Speed	\$5,040.00	\$0.00
SC-2015	55006	5745	Lunenburg County	Selective Enforcement - Speed	\$16,610.00	\$16,201.84
SC-2015	55190	5929	Lynchburg City	Selective Enforcement - Speed	\$7,500.00	\$7,500.00
SC-2015	55326	6065	Madison County	Selective Enforcement - Speed	\$10,500.00	\$6,406.71
SC-2015	55207	5946	Manassas City	Selective Enforcement - Speed	\$18,718.00	\$11,738.55
SC-2015	55250	5989	Manassas Park City	Selective Enforcement - Speed	\$20,000.00	\$19,009.95
SC-2015	55210	5949	Mathews County	Selective Enforcement - Speed	\$3,000.00	\$3,000.00
SC-2015	55338	6077	Middletown Town	Selective Enforcement - Speed	\$3,000.00	\$1,393.81
SC-2015	55071	5810	Montgomery County	Selective Enforcement - Speed	\$15,120.00	\$15,101.64
SC-2015	55200	5939	Mount Jackson Town	Selective Enforcement - Speed	\$4,000.00	\$3,996.00
SC-2015	55070	5809	New Kent County	Selective Enforcement - Speed	\$10,500.00	\$10,500.00
SC-2015	55381	6120	New Market Town	Selective Enforcement - Speed	\$6,000.00	\$3,721.72
SC-2015	55096	5835	Norfolk City	Selective Enforcement - Speed	\$26,360.00	\$26,360.00
SC-2015	55067	5806	Northampton County	Selective Enforcement - Speed	\$7,500.00	\$7,290.00
SC-2015	55372	6111	Northumberland County	Selective Enforcement - Speed	\$5,100.00	\$3,146.85
SC-2015	55256	5995	Onley Town	Selective Enforcement - Speed	\$4,600.00	\$4,600.00
SC-2015	55353	6092	Orange County	Selective Enforcement - Speed	\$10,000.00	\$9,799.70

SC-2015	55059	5798	Page County	Selective Enforcement - Speed	\$7,940.00	\$7,495.55
SC-2015	55395	6134	Patrick County	Selective Enforcement - Speed	\$7,447.00	\$7,387.05
SC-2015	55139	5878	Pearisburg Town	Selective Enforcement - Speed	\$8,840.00	\$8,840.00
SC-2015	55078	5817	Pembroke Town	Selective Enforcement - Speed	\$8,750.00	\$8,750.00
SC-2015	55085	5824	Poquoson City	Selective Enforcement - Speed	\$6,094.00	\$5,365.20
SC-2015	55161	5900	Portsmouth City	Selective Enforcement - Speed	\$3,479.00	\$2,394.55
SC-2015	55286	6025	Powhatan County	Selective Enforcement - Speed	\$15,000.00	\$15,000.00
SC-2015	55235	5974	Prince Edward County	Selective Enforcement - Speed	\$4,020.00	\$2,260.74
SC-2015	55357	6096	Prince George County	Selective Enforcement - Speed	\$4,200.00	\$3,794.90
SC-2015	55152	5891	Prince William County	Selective Enforcement - Speed	\$18,000.00	\$18,000.00
SC-2015	55321	6060	Pulaski Town	Selective Enforcement - Speed	\$8,905.75	\$6,111.61
SC-2015	55130	5869	Rappahannock County	Selective Enforcement - Speed	\$10,000.00	\$7,696.74
SC-2015	55123	5862	Richmond City	Selective Enforcement - Speed	\$58,500.00	\$54,943.70
SC-2015	55138	5877	Richmond County	Selective Enforcement - Speed	\$9,000.00	\$9,000.00
SC-2015	55336	6075	Roanoke City	Selective Enforcement - Speed	\$13,440.00	\$13,440.00
SC-2015	55252	5991	Roanoke County	Selective Enforcement - Speed	\$30,000.00	\$30,000.00
SC-2015	55332	6071	Rockbridge County	Selective Enforcement - Speed	\$7,800.00	\$7,755.00
SC-2015	55010	5749	Salem City	Selective Enforcement - Speed	\$10,325.00	\$10,325.00
SC-2015	55302	6041	Shenandoah County	Selective Enforcement - Speed	\$25,000.00	\$24,645.00
SC-2015	55400	6139	Smithfield Town	Selective Enforcement - Speed	\$8,500.00	\$5,877.95
SC-2015	55090	5829	Smyth County	Selective Enforcement - Speed	\$10,799.00	\$9,500.00
SC-2015	55028	5767	Spotsylvania County	Selective Enforcement - Speed	\$48,807.00	\$42,270.66
SC-2015	55146	5885	Stafford County	Selective Enforcement - Speed	\$14,875.00	\$13,942.76
SC-2015	55339	6078	Stephens City Town	Selective Enforcement - Speed	\$4,500.00	\$4,500.00
SC-2015	55213	5952	Strasburg Town	Selective Enforcement - Speed	\$6,050.00	\$5,677.60
SC-2015	55426	6165	Tazewell Town	Selective Enforcement - Speed	\$5,280.00	\$4,207.40
SC-2015	55119	5858	Timberville Town	Selective Enforcement - Speed	\$3,000.00	\$2,865.00
SC-2015	55068	5807	Vienna Town	Selective Enforcement - Speed	\$16,800.00	\$16,800.00
SC-2015	55270	6009	Virginia Commonwealth University	Selective Enforcement - Speed	\$7,200.00	\$4,212.00
SC-2015	55127	5866	Virginia Dept of State Police	Selective Enforcement - Speed	\$488,067.00	\$305,349.75
SC-2015	55192	5931	Washington County	Selective Enforcement - Speed	\$18,200.00	\$13,447.60
SC-2015	55240	5979	Waynesboro City	Selective Enforcement - Speed	\$14,000.00	\$13,119.43
SC-2015	55180	5919	Weber City Town	Selective Enforcement - Speed	\$12,750.00	\$11,750.00
SC-2015	55214	5953	Westmoreland County	Selective Enforcement - Speed	\$10,500.00	\$8,873.73
SC-2015	55262	6001	Windsor Town	Selective Enforcement - Speed	\$8,400.00	\$7,910.00
SC-2015	55131	5870	Wythe County	Selective Enforcement - Speed	\$22,500.00	\$22,500.00
SC Total					\$1,867,432.75	\$1,551,874.66
TR-2015	55021	5760	Supreme Court of Va	Improve Traffic Data	\$37,700.00	\$34,840.00
TR-2015	55189	5928	Virginia Dept of Motor Vehicles	VAHSO Analytics and Reporting	\$66,057.00	\$66,056.99
TR-2015	55159	5898	Virginia Dept of Motor Vehicles	VAHSO Data and Technical Assistance	\$67,027.00	\$42,805.36
TR Total					\$170,784.00	\$143,702.35
402 Total					\$4,832,240.75	\$3,997,088.53

