



2016 VIRGINIA HIGHWAY SAFETY PLAN

Annual Report Fiscal Year 2016

Virginia Highway Safety Office

Virginia Department of Motor Vehicles

2300 West Broad Street

Richmond, Virginia 23220

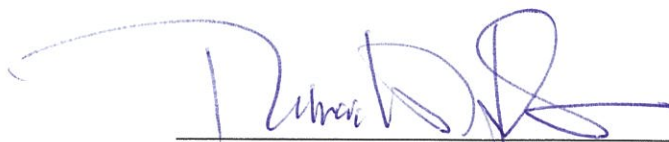
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Commissioner's Message

The Virginia Department of Motor Vehicles Highway Safety Office (VAHSO) is pleased to present Virginia's **2016 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 2016 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

12-16-16

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 2016:

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 and 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.

Other

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 Commissioner of the Department of Motor Vehicles 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 Federal Fiscal Year 2015-2016, the Virginia Highway Safety Office, the Governor's Highway Safety Representative and the Virginia Secretary of Transportation approved the award of 386 grants totaling \$20,734,958.

Virginia is comprised of 38 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2015 was 8,382,993, and there are 8,005,505 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 6,003,526. 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 1,591 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 R. "Terry" 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.

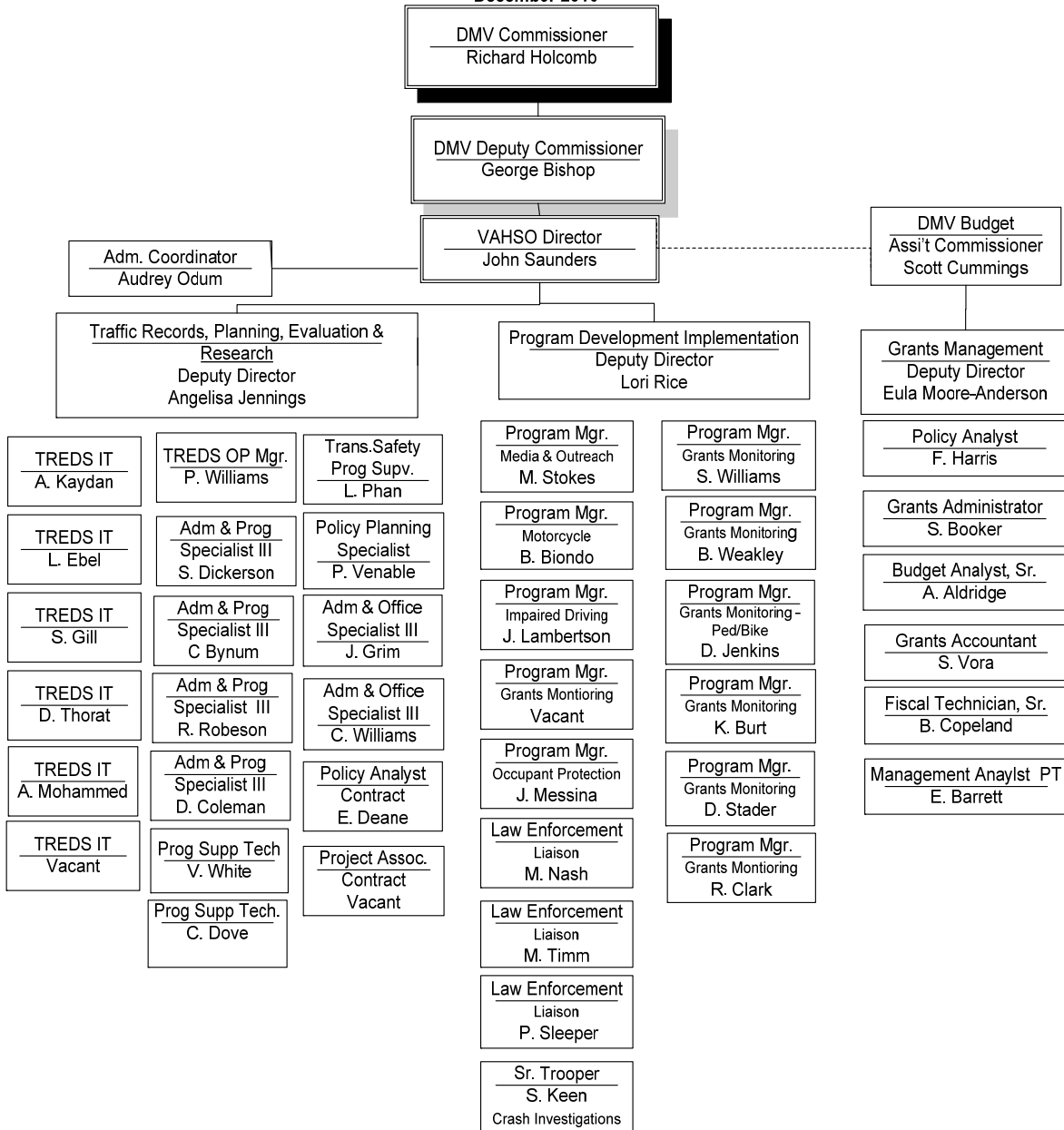
Deputy Director for Program Development and Implementation:

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 2016**



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 Campus Law
Enforcement Administrators
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
Office of the Chief Medical Examiner
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 Program Assessment
Occupant Protection Strategic Plan
Strategic Plan for Traffic Records and Information Systems
Traffic Records Assessment
Virginia Annual Report
Virginia Highway Safety Plan
Virginia Strategic Highway Safety Plan

Seat Belt Use in Virginia Survey (Summary of Findings)

This report documents procedures to produce the 2016 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 2016 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2012, was 79.0%.
2. The 95% confidence interval for the seat belt use rate was between 78.1% and 79.9%.
3. The error rate was 0.4425%, 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 8.8%, below the maximum 10% allowed by code.
5. These results were based on a weighted survey design sample of 13,075 vehicles providing driver and/or passenger belt use observations.

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

This report summarizes the work completed in 2016, the seventh 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 2016 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 (290 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 590 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 (91.9%) or riding as passengers (90.0%).
- A little less than 3 in 10 (29.7) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- Approximately half of the respondents (51.6%) believed the chances of getting a ticket for belt nonuse was “likely” or “very likely.”

Impaired Driving

- Approximately half of the respondents (52.9%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 18.3% *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 (40.5%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (25.6%) 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 (60.6%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Less than a third (29.2%) recalled law enforcement activity targeting speeding in the past 30 days.

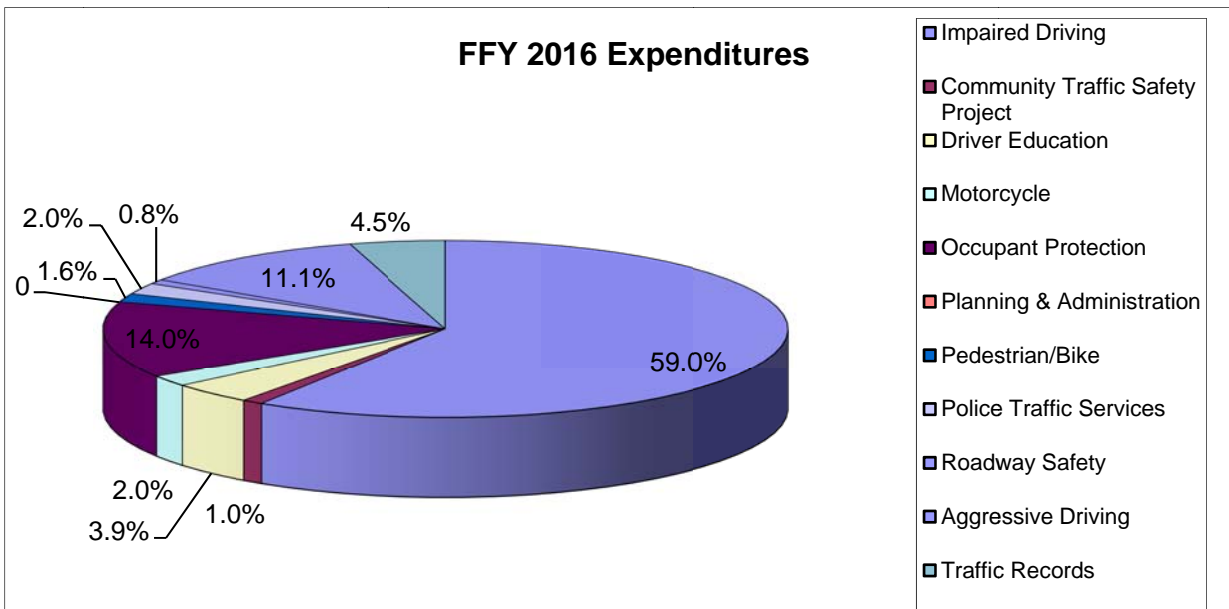
Distracted Driving

- More than half of the respondents (64.0%) “seldom” or “never” talk on mobile phones while driving; 1.8% reported not owning a mobile phone.
- A significant majority (76.4%) said they “never” text while driving

Virginias' Financial Summary - Expenditures*

FFY 2016 FINANCIAL SUMMARY – EXPENDITURES

Program Area	Program						Total	% of
	402	405 MAP 21	410	154	2010	2011	Expenditures	Total
Impaired Driving	\$49,201	\$1,087,551	\$414,784	\$6,782,776	-	-	\$8,334,312	59.0%
Community Traffic Safety Project	\$140,039						\$140,039	1.0%
Driver Education	\$556,103						\$556,103	3.9%
Motorcycle	\$220,486	\$180	-	-	\$65,310	-	\$285,976	2.0%
Occupant Protection	\$542,379	\$1,347,003	-	-	-	\$85,801	\$1,975,184	14.0%
Planning & Administration	\$224,556							
Pedestrian/Bike	\$221,448	-	-	-	-	-	\$221,448	1.6%
Police Traffic Services	\$288,488						\$288,488	2.0%
Roadway Safety	\$116,070	-	-	-	-	-	\$116,070	0.8%
Aggressive Driving	\$1,572,515	-	-	-	-	-	\$1,572,515	11.1%
Traffic Records	\$274,723	\$362,643	-	-	-	-	\$637,366	4.5%
TOTAL							\$14,127,500	100.00%



Section 154 Transfer Funds – Hazard Elimination

The hazard elimination program is managed by the Virginia Department of Transportation (VDOT).
Total expended in FFY 2016 - \$5,372,697

Legislation

During the 2015 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws will be enacted and become effective July 1, 2015:

HB 1342 and SB 1220: Driver of motor vehicle following too closely; includes non-motor vehicles. (DeSteph and Reeves)(Chapters 188 and 31)
Amends Va. Code § 46.2-816

This bill amends § 46.2-816 of the Code to prohibit operators of a motor vehicle from following any other vehicle (not only motor vehicles) more closely than is reasonable. The non-motor vehicles include bicycles, electric assistive mobility devices, electric power-assisted bicycles, and mopeds among vehicles that the driver of any motor vehicle shall not follow more closely than is reasonable.

HB 1344: Flashing lights on motor vehicles; "move over" law. (Rasoul)(Chapter 41)
Amends Va. Code § 46.2-1025

This bill specifies that vehicles that assist with the management of roadside and traffic incidents or perform traffic management services along public highways may be equipped with flashing, blinking, or alternating amber warning lights. Virginia's "move over" law applies to such vehicles. A violation of this provision is punishable as a traffic infraction.

HB 1379: Stationary mail vehicles; related to passing. (Farrell)(Chapter 189)
Amends Va. Code § 46.2-838

This bill requires the driver of any motor vehicle overtaking a vehicle used to collect or deliver the United States mail that is displaying a flashing, blinking, or alternating amber light to proceed with due caution and maintain a safe speed. A violation of this provision is punishable as a traffic infraction.

HB 1649: Stationary refuse-collection vehicles; procedure for passing and overtaking. (Villanueva)(Chapter 197)
Amends Va. Code § 46.2-838

This bill requires that certain procedures be followed when passing certain stationary refuse collection vehicles. A violation of this provision is punishable as a traffic infraction. When passing a refuse-collection vehicle on a highway with fewer than four lanes, the driver of the motor vehicle is to decrease his or her speed by ten miles per hour below the posted speed limit and pass at least two feet to the left of the refuse-collection vehicle.

When passing a refuse-collection vehicle on a highway with at least four lanes and at least two lanes intended for traffic proceeding in the same direction, the driver of the motor vehicle is to pass in a lane not adjacent to the refuse-collection vehicle while yielding the right-of-way.

SB 781: Passing with a double yellow line; drivers allowed to pass a pedestrian, bicycle, skateboard, etc. (Alexander)(Chapter 416)
Amends Va. Code § 46.2-804

This bill allows drivers to cross double yellow lines in order to pass a pedestrian or a device moved by human power, including a bicycle, skateboard, or foot-scooter, if such movement can be made safely.

SB 793: Towing truck driver, etc.; prohibits occupants in motor vehicle while such vehicle is being towed. (Carrico)(Chapter 217)
Amends Va. Code § 46.2-118

This bill prohibits tow truck drivers and towing and recovery operators from knowingly towing a motor vehicle with occupants while on a public highway.

Driving Trends

In 2015 as compared to 2014 there were:

111,444 more licensed drivers	1.9% increase
107,308 more registered vehicles	1.4% increase
5,518 more crashes	4.6% increase
50 more total fatalities	7.1% increase
1,645 more total injuries	2.6% increase

Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
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	80,737	0.96	1.23
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,767	0.92	1.23
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	80,985	0.86	1.18
2015	125,800	753	65,029	6,003,526	8,005,505	8,382,993	82,970	0.91	1.22

* Fatality 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.

Data: January 1 – November 30: 2013 vs. 2016

- Virginia's fatalities were 676 for 2013 and 652 for 2016 or a 4% decrease from 2013. Virginia is not on track to meet its target of 14% reduction for 2016.

Top contributing factors to overall fatalities include failure to maintain control of the vehicle, running off the road and speed. These accounted for 42% of the fatalities. One third occurred in the late afternoon or evening between 3pm and 9pm. Speed and unrestrained fatalities also played parts in the increase, with 40% being speed-related and 57% of the fatalities were unrestrained.

- Virginia's serious injuries were 8,001 for 2013 and 7,057 for 2016 or a 12% decrease from 2013. Virginia is not on track to meet its target of 33% reduction for 2016.

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

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. 2016 because VMT data is not available for 2016 at this time.

Contributing factors include failure to maintain control of the vehicle, running off the road and speed.

- Virginia's rural fatalities per 100M VMT were 1.57 for 2013. The number of rural fatalities per VMT cannot be compared for 2013 vs. 2016 because VMT data is not available for 2016 at this time.

Contributing factors were alcohol (51%) and speed (65%)

- Virginia's urban fatalities per 100M VMT were 0.51 for 2013. The number of urban fatalities per VMT cannot be compared for 2013 vs. 2016 because VMT data is not available for 2016 at this time.

Contributing factors were alcohol (49%) and speed (34%)

- Virginia's unrestrained passenger vehicle occupant fatalities were 266 for 2013 and 253 for 2016 or a 5% decrease. Virginia is not on track to meet its target of 25% reduction for 2016.

Of the unrestrained fatalities for 2016, 36% were either totally (27%) or partially (9%) ejected.

- Virginia's impaired driving fatalities were 254 in 2013. The number of impaired driving fatalities cannot be compared for 2013 vs. 2016 because 2016 data is not available from NHTSA/FARS at this time. Virginia's target is 245 for 2016.
- Virginia's speed-related fatalities were 316 for 2013 and 261 for 2016 or a 17% decrease. Virginia is not on track to meet its target of 28% reduction for 2015.

A major factor impacting speed-related fatalities was drivers failing to maintain control of the vehicle, running off the road due to speed and drivers not wearing safety restraints (64 percent). Alcohol was also a factor in 27% of the fatalities.

- Virginia's motorcycle fatalities were 63 for 2013 and 68 for 2016 or an 8% increase. Virginia is not on track to meet its target of 9% reduction for 2016.

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 62% of the fatalities.

- Virginia's unhelmeted motorcyclist fatalities were 2 for 2013 and 2 for 2016. Virginia is not on track to meet its target (0) for 2016.
- Virginia's young drivers (age 20 and younger) involved in fatal crashes were 80 for 2013 and 71 for 2016. Virginia is not on track to meet its target of 33% reduction for 2016.

Contributing factors to the fatal crashes involving young drivers ages 20 or younger were failure to maintain control of the vehicle (running off the road, hitting fixed objects) and speed. These actions accounted for 58% of the fatal crashes. Young drivers were also not restrained 36% of the time.

- Virginia's pedestrian fatalities were 72 for 2013 and 88 for 2016 or a 22% increase. Virginia is not on track to meet its target of 1 percent reduction for 2016.

Top contributing factor to the increase in pedestrian fatalities is a 113% increase in pedestrians crossing not at an intersection. Other factors include pedestrians drinking and not wearing reflective clothing. There was also an increase of pedestrian fatalities between the nighttime hours of 9pm – 3am.

- Virginia's bicycle fatalities were 8 for 2013 and 10 for 2016 or a 25% increase. Virginia is not on track to meet its target of 24% reduction for 2016. Contributing factors to the increase in bicyclist fatalities were disregarded the traffic signal and improper/unsafe lane change when the fatal crash occurred and not wearing helmets. In addition, the bicyclist was at fault 60 percent of the time.
- Virginia's seat belt usage rate was 79.7 for 2013 and 79.0 for 2016. Virginia did not meet the target of 81.3. 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.

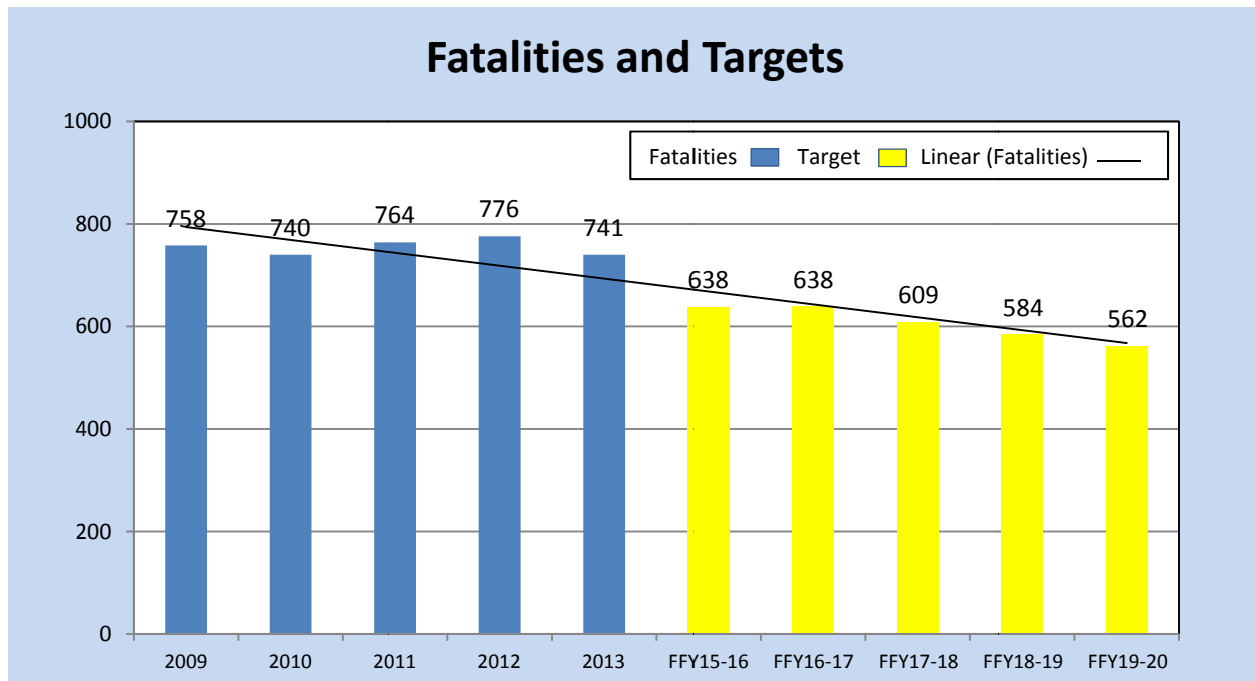
Core Outcome Performance Measures

Measure (C-1 Fatalities): Decrease traffic **fatalities** 14 percent from the 2013 calendar base year of 741 to 638 by December 31, 2016.

Fatalities	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	758	740	764	776	741	703	638

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's fatalities were 676 for 2013 and 652 for 2016 or a 4 percent decrease from 2013. Virginia is not on track to meet its target of 14 percent reduction by 2016.



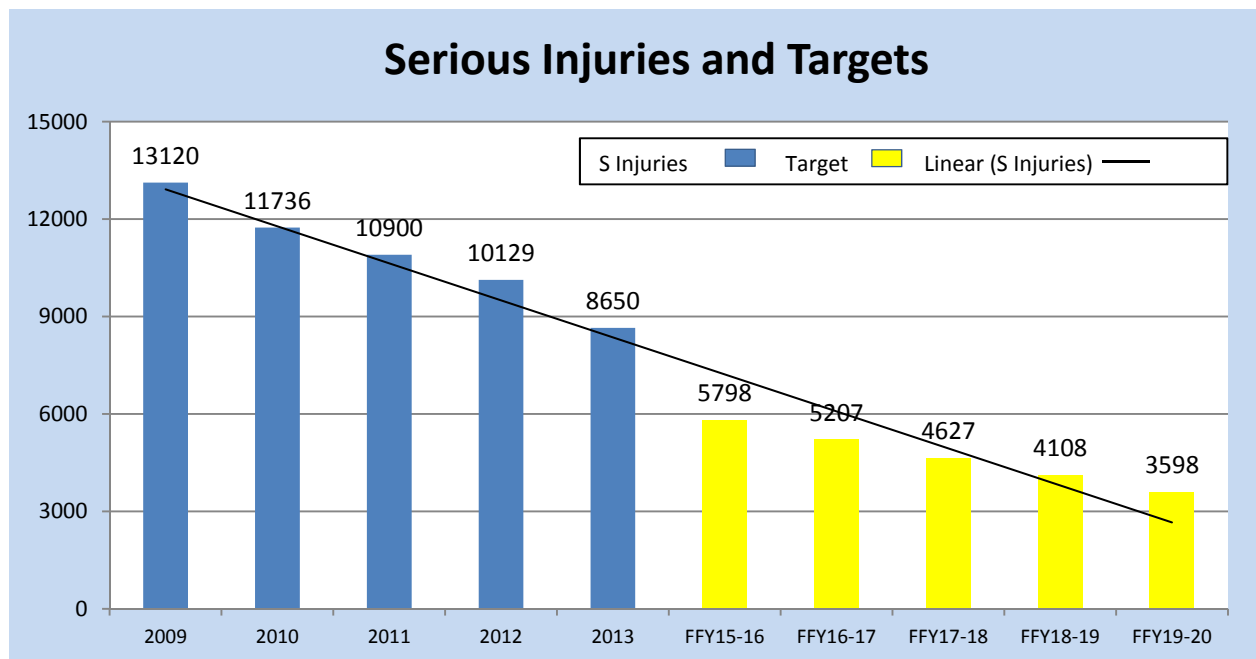
Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year moving averages. Virginia selected a 5-year moving average (14 percent reduction) in fatalities as a more achievable target than the annual or 3-year moving average.

Measure (C-2 Serious Injuries): Decrease **serious injuries** in traffic crashes 33 percent from the 2013 calendar base year of 8,650 to 5,798 by December 31, 2016.

Serious Injuries	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	5,798
	13,120	11,736	10,900	10,129	8,650	7,585	

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia’s serious injuries were 8,001 for 2013 and 7,057 for 2016 or 12 percent decrease from 2013. Virginia is not on track to meet its target of 33 percent reduction by 2016.



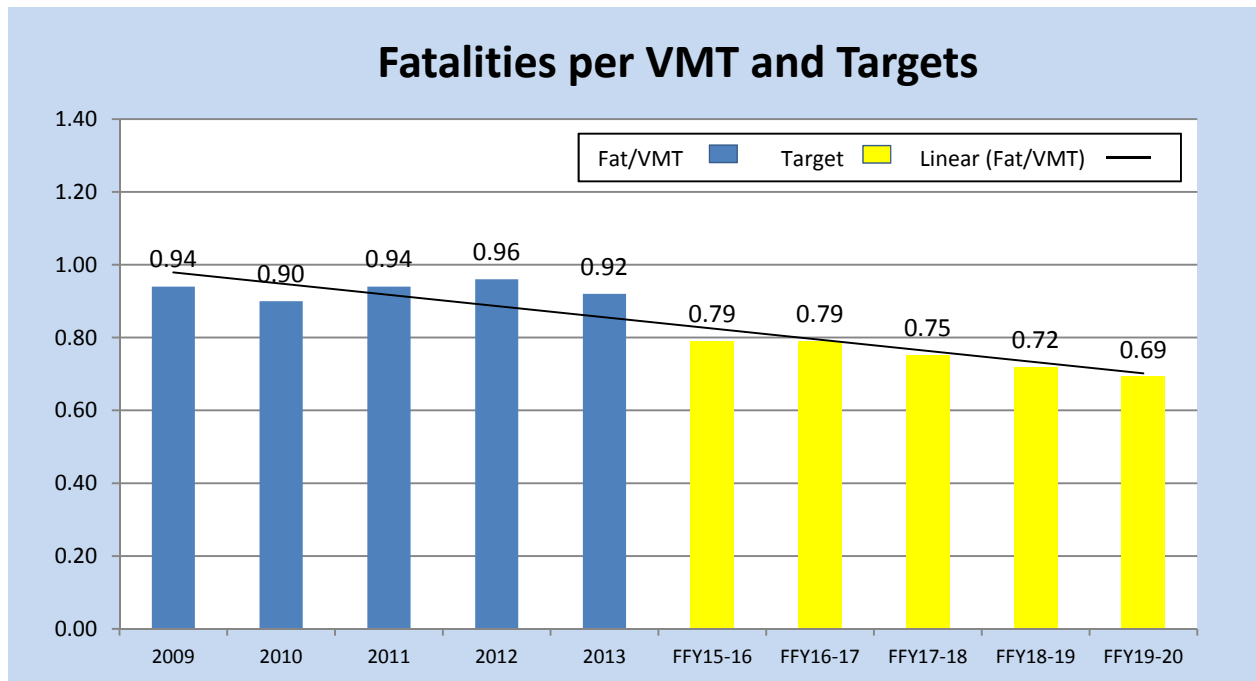
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year moving averages. Virginia selected 5-year moving average (33 percent reduction) in serious injuries as a more achievable target than the annual or 3-year moving average.

Measure (C-3a): Decrease fatalities per 100M VMT 18 percent from the 2013 calendar base year of 0.92 to 0.79 by year December 31, 2016.

Fatalities (per 100M VMT)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	0.79
	0.94	0.90	0.94	0.96	0.92	0.86	

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's fatalities per 100M VMT were 0.92 for 2013. The number of fatalities per VMT cannot be compared for 2013 vs. 2016 because VMT data is not available for 2016 at this time.



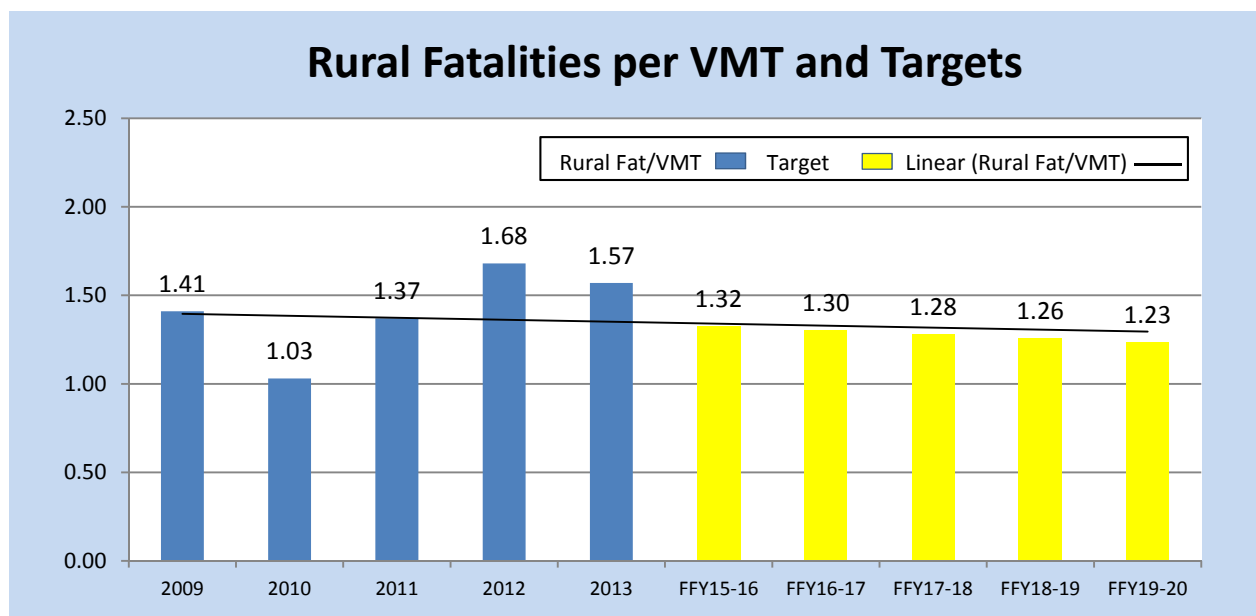
Justification: Virginia conducted trend analysis based on annual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (18 percent reduction) in fatalities per 100M VMT as a more achievable target than the 3-year moving average or annual target.

Measure (C-3b): Decrease rural fatalities per 100M VMT 16 percent from the 2013 calendar base year of 1.57 to 1.32 by December 31, 2016.

Rural Fatalities (per 100M VMT)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
		1.41	1.03	1.37	1.68	1.57	1.51

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's rural fatalities per 100M VMT were 1.57 for 2013. The number of rural fatalities per VMT cannot be compared for 2013 vs. 2016 because VMT data is not available for 2016 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 3-year moving average (16 percent reduction) in rural fatalities per 100M VMT as a more achievable target than the annual or 5-year moving average.

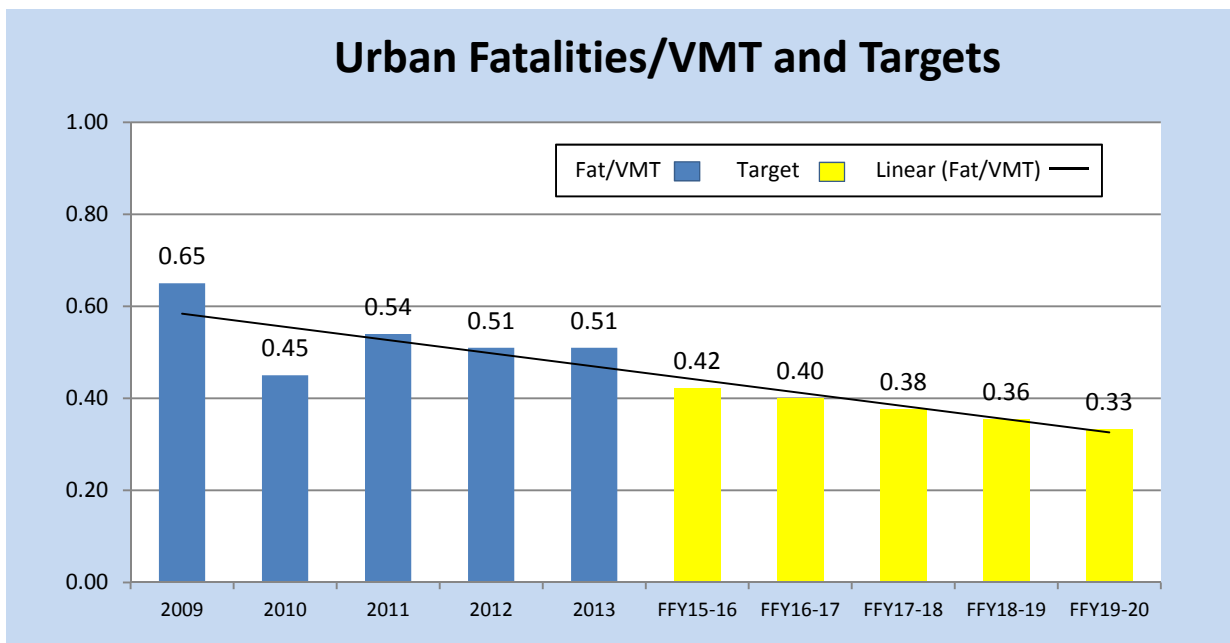
Measure (C-3c): Decrease **urban fatalities per 100M VMT** 17 percent from the 2013 estimated calendar base year of 0.51 to 0.42 by December 31, 2016.

Urban Fatalities (per 100M VMT)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
		0.65	0.45	0.54	0.51	0.51	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 0.51 for 2013. The number of urban fatalities per VMT cannot be compared for 2013 vs. 2016 because VMT data is not available for 2016 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year linear (17 percent reduction) for urban fatalities per 100M VMT as a more achievable target than the annual or 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

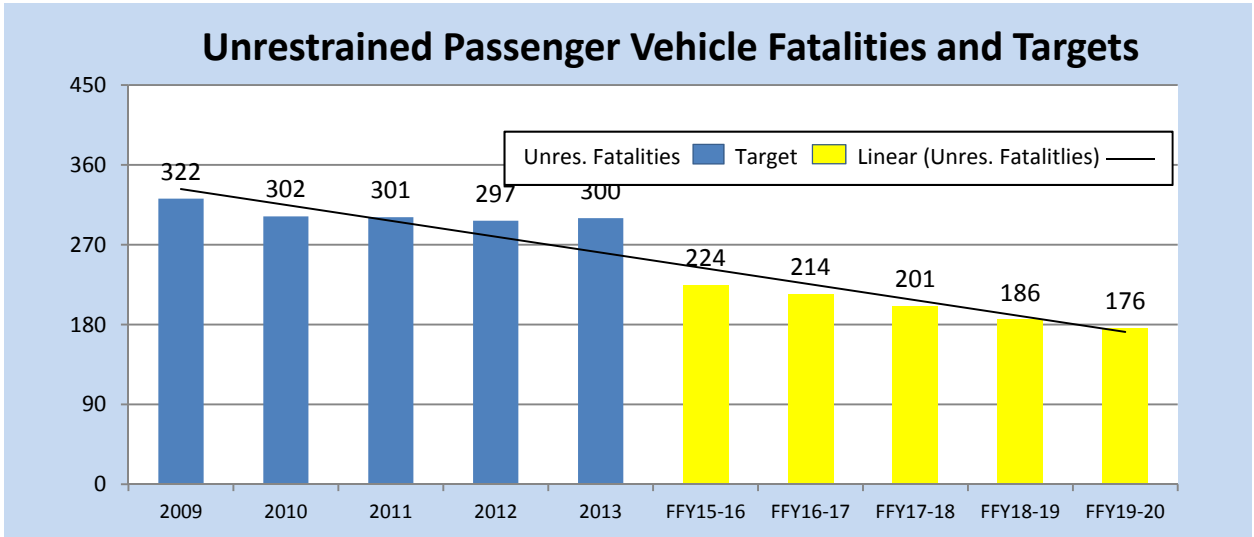
While Virginia's seat belt law is secondary, our occupant protection program's primary purpose is to reduce fatalities and injuries to unrestrained motor vehicle occupants through increased use of safety restraints. The program focused on using enforcement and education to increase the public's awareness 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 25 percent from the 2013 calendar base year of 300 to 224 by December 31, 2016.

Unrestrained Passenger Vehicle Occupant	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	322	302	301	297	300	250	224

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's unrestrained passenger vehicle occupant fatalities were 266 for 2013 and 253 for 2016 or 5 percent decrease. Virginia is not on track to meet its target of 25 percent reduction for 2016.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (25 percent reduction) in unrestrained passenger vehicle occupant fatalities as a more achievable target than the annual 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)
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	44,022	10,757
2016	79.0	**	**

* 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.

Note: Observed Seat Belt Use Rate - Traffic Safety Facts Virginia (NHTSA)

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 the NHTSA national mobilization. The enforcement mobilization will have particular emphasis on high risk locations for two weeks in May 2016, and one week in November 2015 (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 2016 (CTW Chapter 2-2.1, 3.1)
3. Conduct pre-and-post mobilization observational surveys of safety belt use by June 2016 (CTW Chapter 2-2.1, 3.1)
4. Conduct a minimum of 50 occupant protection selective enforcement activities. (CTW Chapter 2-2.3)
5. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2)
6. Conduct a minimum of four, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2016. (CTW Chapter 2-2.1, 3.1)
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 2016. (CTW Chapter 2-2.1, 3.1)
8. Coordinate and/or assist with five NHTSA Standardized Child Passenger Safety Certification Courses, four Child Passenger Technician Refresher Courses, one Renewal Course and two Child Passenger Safety Special Needs Certification Courses. (CTW Chapter 2 – 3.1).
9. Coordinate 12 Operation Kids: Next Generation Familiarization Courses for Virginia Highway Safety Office law enforcement liaisons.
10. Expand the number of safety seats inspected to 11,500; 9,000 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)
11. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible. (CTW Chapter 2-7.2)

Accomplishments

1. A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two week period during May 2016 and a two weeks "mini mobilization" during November 2015.
2. Almost 300 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. Forty-six law enforcement agencies, including the Virginia State Police were issued Occupant Protection Selective Enforcement grant for the 2015-2016 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. The Virginia State Police conducted 102 OP projects.

5. 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.
6. Law Enforcement Liaisons (LELs) implemented statewide training of the Below 100 safety training workshop. Two LELs were trained as instructors and completed supervised training. Below 100 safety training was conducted in lieu of TOPS (Traffic Occupant Protection Strategies) safety training workshops. Partnering with local law enforcement officers and a DMV law enforcement officer, LELs instructed 4 trainings throughout Virginia with 38 attendees. Additionally, local law enforcement officers have instructed Below 100 workshops, but documentation was not available as to numbers of classes or students.
7. Virginia conducted 226 activities to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.
8. Seven, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 92 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes in Virginia, resulting in an additional 237 certified technicians.). One CPS Special Needs Training class was conducted with 14 students successfully completing. Instructor availability prevented the second class from being conducted during the fiscal year. Three Refresher Trainings were conducted with 32 students successfully completing. In addition, statewide, there were four Renewal classes conducted with twelve successful participants. Three Refresher Trainings were conducted with 132 students successfully completing.
9. Law Enforcement Liaisons (LELs) implemented “First Ride, Safe Ride” safety training program in lieu of Operation Kids: Next Generation Familiarization Courses. “ First Ride, Safe Ride” safety training program was conducted in hospitals as part of the prenatal classes offered to new parents. There were 10 presentations throughout Virginia with approximately 100 total attendees.
10. The number of safety seats inspected through safety seat check stations was 8,550 and 2,316 safety seats were inspected at one-day check events.
11. The Low Income Safety Seat Distribution and Education Program distributed approximately 9,412 safety seats to indigent children. Statewide locations are provided through the Virginia Department of Health Website at <http://www.vdh.virginia.gov/child-passenger-safety/low-income-safety-seat-program/> for interested parents and caregivers.

High Visibility Enforcement and Media Campaigns

Click It or Ticket

DMV's VAHSO 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 23 through June 5, 2016, and another mini-mobilization was conducted November 19- December 11, 2015.

During the May 2016 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.

During the May 2016 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

Officers worked 514,415 regular hours and 108,936 overtime hours. They wrote 70,437 citations including 2,850 seat belt violations; 585 child restraint citations and 23,455 speeding citations. Officers banded together and worked an additional 59,563 regular hours during the May CIOT Route 60 Blitz, and wrote 3,598 citations, including 347 seat belt tickets. During the November 2015 CIOT Mini-Mobilization, officers worked 188,847 regular hours and wrote 18,352 citations, including 1,681 seat belt tickets and 383 child restraint violations.

For the May 2016 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 eleven counties were conducted in high-risk areas leading up to the May campaign.

May 2016 Click It or Ticket Outreach Activities

Event Date/ Time	Location/ City/attendees	Sponsor	Activity
May	Statewide	YOVASO	58 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
5.27.16	Statewide	DMV VAHSO	CIOT news release issued statewide
5.23-6.6.16	Statewide	DMV VAHSO	Two NHTSA-produced CIOT TV spots aired throughout Virginia targeting males ages 18 to 34
5.26.16	Route 60 median: all Richmond area law enforcement, VDH, Safe Kids, VAHSO	New Kent Sheriff's Office	Kick-off media event for CIOT Route 60 blitz
4.17.16	Carroll, Tazewell and Washington counties, and Hillsville, Tazewell, Richlands, Bluefield, Damascus, 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
4.21.16	Henry and Pittsylvania counties, Danville and Martinsville		Annual regional site visits
5.5.16	Prince George County, Colonial Heights, Petersburg and Hopewell		Annual regional site visits

5.7.16	Allegheny and Rockbridge counties, and Buena Vista, Lexington, Covington		Annual regional site visits
	Buena Vista, Lexington, Covington		
5.20.16	Hampton Roads Association of Chiefs of Police		Annual regional site visits

May 2016 Click It or Ticket Citation Results

Citation Type	Citations Written
Seatbelt	2,850
Child safety seat	585
Speed	23,455
Reckless driving	4,947
DUI/DUID	797
Underage drinking	27
Stolen vehicles recovered	24
Felony arrests	1,291
Weapons seized	47
Fugitives apprehended	172
Suspended/revoked	4,503
Uninsured motorists	156
No operator's license	780
Drug arrests	1,181
Other	29,541
Open container	73
Juveniles arrested for zero tolerance law	8
Total Citations Written	70,437

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 February 2016. The assessment resulted in an in-depth analysis of the program, and identified many strengths and 16 recommendations for improvement. The recommendations are being evaluated for potential action/implementation.

Occupant Protection and Occupant Protection for Children Program Committee

The Occupant Protection Program Committee has 41 members who met in October 2015, January and April 2016. 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 (LISSDEP) 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 42 site visits to distribution sites and 37 annual training sessions for 232 program staff. Forty-six child safety seat check events were held (9 during Click It or Ticket). Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program.

Child Passenger Safety Education

During this grant year, eight new Safety Seat Check Stations (SSCS) opened in high risk and low seat belt use areas, for a total of 93 SSCS across the Commonwealth. SSCS provided safety seat inspection services throughout Virginia and inspected 8,550 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: nine during the May 2015 Click It or Ticket Campaign, 16 in low seat belt use/at risk areas, 17 in areas without a Safety Seat Check Station, and four targeting special needs populations. Forty-two 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. Five hospitals received FRSR trainings including maternity hospital staff. This represents 67 percent of maternity hospitals across Virginia having received the FRSR training. In addition, 14,646 FRSR patient and provider handbooks were distributed to health care providers.

A total of 43,226 pieces of educational materials were distributed throughout the Commonwealth, with the Virginia Department of Health website for child passenger safety reporting more than 87,159 web hits. 82,698 CPS, SSCS, and LISSDEP general resource materials were downloaded, 4461 FRSR guides and general resource materials were downloaded.

The Commonwealth also provides a toll-free phone number for Virginia residents to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 1,618 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 15,000 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. In addition, the VAHSO receives numerous email and phone requests from the public for these stickers.

Child Passenger Safety Training

Child Passenger Safety Training is administered by the VAHSO whose Occupant Protection 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.

Seven, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 92 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes in Virginia, resulting in an additional 237 certified technicians.). One CPS Special Needs Training class was conducted with 14 students successfully completing. Instructor availability prevented the second class from being conducted during the fiscal year. Three Refresher Trainings were conducted with 32 students successfully completing. In addition, statewide, there were four Renewal classes conducted with twelve successful participants, three Refresher Trainings were conducted with 132 students successfully completing.

A total of 157 of 164 participants for all classes successfully completed the course, which is a 95.73 percent passing rate: 63.06 percent of attendees were law enforcement, 12.74 percent were attended by fire and emergency medical services, 17.20 percent of attendees were from health services and 10.19 percent were civilians.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police (VACP)

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. Seven 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 7.93 percent at participating schools. Nearly 9,000 students pledged to always buckle up and to encourage others to do the same. Through the campaign 18,898 students were reached and 65,853 educational materials were distributed. The “Arrive Alive” campaign also promoted seat belt use. During this campaign, 36,883 students were reached with campaign activities and messaging as reported by the schools.

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 currently has 93 active schools with peer-to-peer teen safe driving programs throughout the Commonwealth. A total of 210 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 2015-16 school year, 30 area high schools completed this regional seat belt challenge focused on increasing seat belt use by our youth. The baseline seat belt checks ranged from a low of 47% percent belted to a high of 98% belted. The final seat belt check ranged from a low of 64% to a high of 99% of persons belted. The average seat belt use rate for all the schools combined was 86.42% which is higher than the state rate.

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 26 years, over 16,000 safety seats have been collected and destroyed. For FFY16, 567 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).

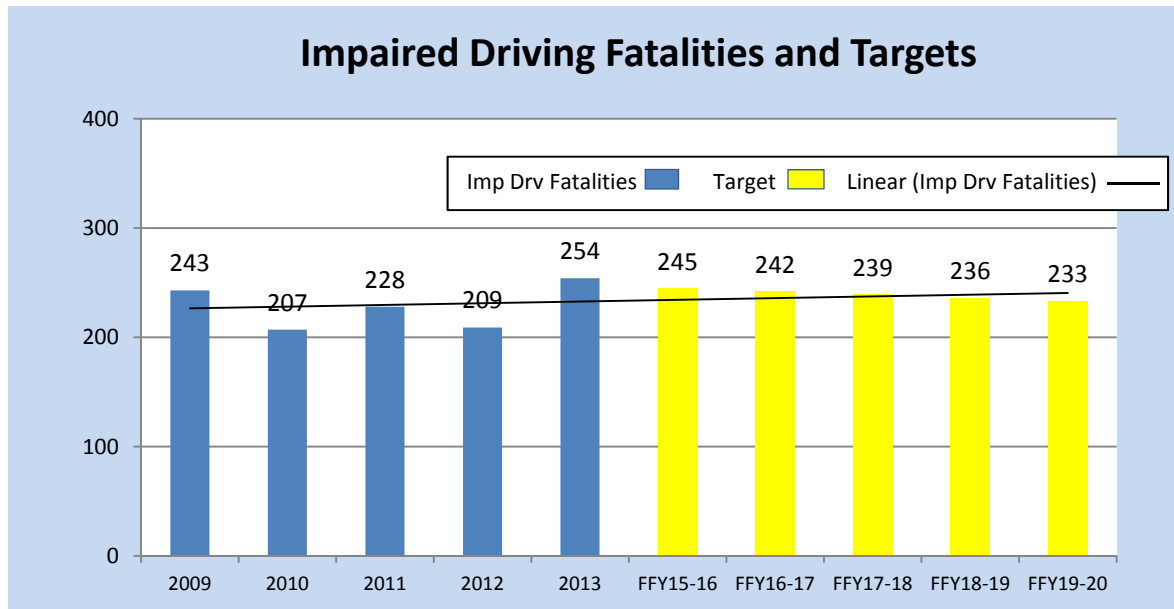
Measure: (C-5) Decrease **alcohol impaired** driving fatalities 4 percent from the 2013 calendar base year of 254 to 245 by December 31, 2016.

Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	243	207	228	209	254	214	

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. 2016 because 2016 data is not available from NHTSA/FARS at this time. Virginia's target is 245 for 2016.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (4 percent reduction) in alcohol impaired driving fatalities as a more achievable target than annual or 3-year moving average.

Strategies

1. Implement a statewide DUI Checkpoint Strikeforce campaign (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. Continue to expand the Standardized Field Sobriety Test (SFST) instructor database and the SFST basic training courses. Assist remaining law enforcement academies with the certification of at least one Senior SFST Instructor for their academy.
Ensure any SFST pending instructors needing to have their apprenticeships completed from the FY15 are completed. Assess each academy and articulate the readiness of becoming 100% self-sufficient including current administrative program support. (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 judiciary 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 on 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 guide the statewide countermeasures programs.
9. Coordinate with the Judicial Outreach Liaison to work with the Virginia Supreme Court to assist with information dissemination and to establish a point of contact between the Highway Safety Office and the judiciary.
10. Conduct 3,600 Alcohol Compliance Checks, to be completed by the Virginia Department of Alcoholic Beverage Control (ABC).
11. Conduct 6 youth peer-to-peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances.

Accomplishments

1. WRAP directed the Checkpoint Strike Force/DUI Enforcement 2016 regional traffic safety campaign. The 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. During this year's Drive Sober or Get Pulled Over high-visibility enforcement crackdown, a total of 332,180 regular and 11,714 overtime hours were worked. Over 370 checkpoints including 19 multi-agency checkpoints were conducted during the August/September wave. As a result of these checkpoints and over 1500 saturation patrols during that time, over 1,100 DUI 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 FY16 grant year, 1,248 police recruits were trained in SFST, and there were 34 new Basic SFST Instructors and 9 Senior SFST Instructors trained and added to the cadre of instructors in Virginia. At the conclusion of the grant year, there were a total 276 Basic SFST Instructors and 50 Senior SFST Instructors. All training academies now have 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. Two classes were held during FFY 2016, totaling 37 students.
5. The Judicial Transportation Safety Conference was held September 22-23, 2016 in Norfolk, VA. Approximately 90 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 presentation on Virginia's upcoming Drug Recognition Expert program.
6. The Department of Forensic Science (DFS) conducted breath alcohol training to license breath test operators for law enforcement agencies across the Commonwealth. There were 38 breath alcohol trainings conducted with 741 law enforcement officers trained. One Police Instructor Retraining course was conducted with 26 law enforcement officers retrained to assist with breath alcohol instruction. DFS contracted with The Computer Solutions Company (TCSC) to expand report capabilities to access breath alcohol testing data. Two additional reports for Breath Alcohol Records: "Test Results by Instrument Site" and Test Results by Gender" were added to the DFS website. The Breath Alcohol Records are being consistently accessed and DFS continues to receive positive feedback on their availability.
7. The 2016 DUI Drug Court Training reached over 240 participants and included in attendance 40 judges and 42 teams. This year's event covered topics including, but not limited to best practice standards, juvenile drug court best practices, toxicology, the brain and addiction, an over-prescribing nation: what's a judge to do, and communication in problem-solving dockets. A special judges sessions was held on constitutional issues in drug courts and other problem solving courts. Additionally the DUI Drug Courts in Virginia received targeted training. The judge and coordinator from the Halifax DUI Drug Court Planning team had the opportunity to attend the National Association of Drug Court Professionals training in Anaheim, CA. Both attended the DWI track at the conference.
8. The Impaired Driving Committee met 3 times over the fiscal year and its primary goal this year was to review the current SHSP and develop new SHSP strategies and action steps for the next iteration of the document. Meetings also offered stakeholders the time to share information on the programs their agency was conducting and provided a channel for discussion on how to improve communication amongst stakeholders.

9. The Supreme Court of Virginia completed its first full year with the Judicial Outreach Liaison (JOL) program. Over the year, Retired Judge Wilkens continued to build the JOL program and become familiar with the successes and concerns of the judicial system in Virginia as it relates to highway safety. He was able to increase awareness of his new position by attending various highway safety stakeholder meetings and by visiting operating DUI Courts in the Commonwealth. In addition to those meetings, Judge Wilkens worked closely with the VAHSO to help develop the curriculum for the Judicial Conference. He was able to secure time on the agenda for the introduction of Virginia's upcoming Drug Recognition Expert (DRE) Program and encouraged judges to learn more about the DRE program so they are prepared when the cases begin to come to their courtrooms. The JOL has participated as a presenter at various judges trainings across Virginia. He prepares and emails a quarterly newsletter to judges providing them with the latest and greatest of highway safety subject matter. Overall, Judge Wilkens is building a strong foundation to the JOL program in Virginia.
10. The Department of Alcoholic Beverage Control conducted a total of 3,391 successful alcohol compliance checks throughout the state focusing on access to age restricted products such as alcohol. These checks resulted in 277 sales to underage buyers which results in an overall compliance rate of 91.83% in our licensed retail stores, which is an increase from 2015.
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 64,000 students were reached through messaging, educational programs and educational displays.

Section 410 Impaired Driving Incentive Grant

Between 2011 and 2013, Virginia had an average alcohol-related fatality rate of 0.288 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 \$414,784 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 \$6,782,776 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	2009	2010	2011	2012	2013	2014	2015
Under age 21	2,139	1,789	1,382	1,563	1,412	1,089	1,006
Adults	29,295	27,274	26,74	27,121	25,903	23,896	19,762
Unknown	0	0	38	35	18	0	0
Total	31,434	29,063	28,16	28,719	27,333	24,985	20,768

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

The Commission on VASAP is the sole state agency mandated to provide DUI education and probation monitoring to Virginia DUI offenders. A key component of the success of their program is providing essential training to their personnel. Over the year, they were able to conduct regional training for VASAP instructors and exceeded their expectation of having 110 participants with an actual count of 164.

Two DMV/VASAP Regional Procedural Trainings were conducted with a total of 350 participants. This training provided participants with an overview of ASAP and DMV processes with an emphasis on ASAP revoked licenses, restricted licenses and ignition interlock. Participants had the opportunity to test their knowledge by participating in a critical thinking activity. Janet Baugh, the Attorney General Representative for DMV and VASAP was present and served as a resource.

In addition to the regional trainings, an annual Training Conference was held in September. Over 170 participants participated in presentations on research updates, drugged driving, techniques for effective alcohol management, ignition interlock, substance abuse and trauma, and many more impaired driving related topics.

Commonwealth's Attorneys' Services Council (CASC)

The CASC was able to conduct significant training via the ADVANCED DUI PROGRAM. This program provided critically needed training in an area of Highway Safety where annually considerable changes in the statutes and case law can have a major impact. The training also addressed the worst type of DUI cases- those involving the serious injury or death of innocent citizens. This program was presented at 2 locations in 2016, Williamsburg and Staunton. At both of the sites, a new, very well received section involving sitting judges entitled "View From the Bench" was introduced.

Again this year, the DUID TRAINING PROGRAM was presented at six locations across the state stretching from Wytheville to Fredericksburg to Newport News. The DUID program is a one-day program designed to address the growing and extremely complicated sub-set of DUI offenses that involve drug impairment, entailing illegal drugs as well as the very challenging type of cases involving prescription drugs. While these offenses are more complex than many types of felony offenses faced by highly experienced investigators, the young officers out on patrol must deal with these offenses almost nightly. The program was created to help these officers recognize and identify a DUID offense and then collect the necessary evidence. At the same time, since it is only a one-day training event, the program is one that the under-staffed law enforcement community can easily free-up their officers to attend.

Also new this year was the development and presentation of Crashing the Courtroom, a primer on crash reconstruction for prosecutors. It was presented at four sites across the state in 2016.

Virginia State Police

Selective enforcement initiatives were conducted on select highways during the days of the week, and the times of day that statistically show alcohol violations and alcohol 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 alcohol violations. During the grant period, more than 4,172 traffic violators were arrested for violations committed on Virginia highways. In addition, 128 criminal arrests were made. Overtime enforcement statistics indicate that, during this grant period, troopers made 243 DUI arrests.

The Virginia State Police vehicle fleet is approximately 70 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 September identify that traffic crashes and fatalities are 32% below the numbers identified for the same period in the previous year.

Mothers Against Drunk Driving (MADD)

MADD continues to use staff and volunteers to educate very diverse segments of the population, including many at-risk groups. This ranges from young to old, ethnically diverse, and offenders. They have used grant funds to help grow the volunteer base that MADD uses to create awareness in communities across the state. Twelve newsletters went out to over 9,000 people who have demonstrated an interest in being part of the solution to drunk and drugged driving. Through this educated group we are better able to spread traffic safety messages in communities across the state. Over 300 law enforcement officers were recognized at law enforcement awards events, providing an opportunity for every department in the state to be able to highlight the work of at least one officer for their outstanding efforts to reduce drunk and drugged driving. Through social media and other media partnerships we expanded the impact of the Eat Drink and Be Driven campaign. This campaign reminds the public to never drive impaired. Over 1 million people were exposed to the Eat Drink and Be Driven campaign through social media and direct mail and at least 6,282 decided they want to know more about the campaign.

Drive Safe Hampton Roads - Alcohol

Drive Safe Hampton Roads focused on increasing awareness of using an alternative mode of transportation, like a designated driver, instead of partaking in the deadly behavior of drinking and driving. This included distributing 1500 holiday bags through the ABC stores with an impaired driving message and using the “Intoxiclock Program” 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. Further, they collaborated with the Virginia Beach Police Department to begin planning the 2017 Mid-Atlantic DUI Conference.

Drive Smart Virginia



A NASCAR impaired driving initiative, led by Drive Smart Virginia, asked fans “Who’s your driver?” The campaign challenged Virginians to choose a sober driver before drinking. During the May and September races at Richmond International Raceway (RIR), the Who’s Your Driver? tent was set up in the fan zone and featured autographs from NASCAR driver Casey Mears, live music, prizes, photos, and a drunk driving simulator. NASCAR fans were also encouraged to sign a sober driving pledge. “Who’s Your Driver?” signage was also featured on the race track, the track infield, in parking lots, and on banners around RIR.

Speed

(Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

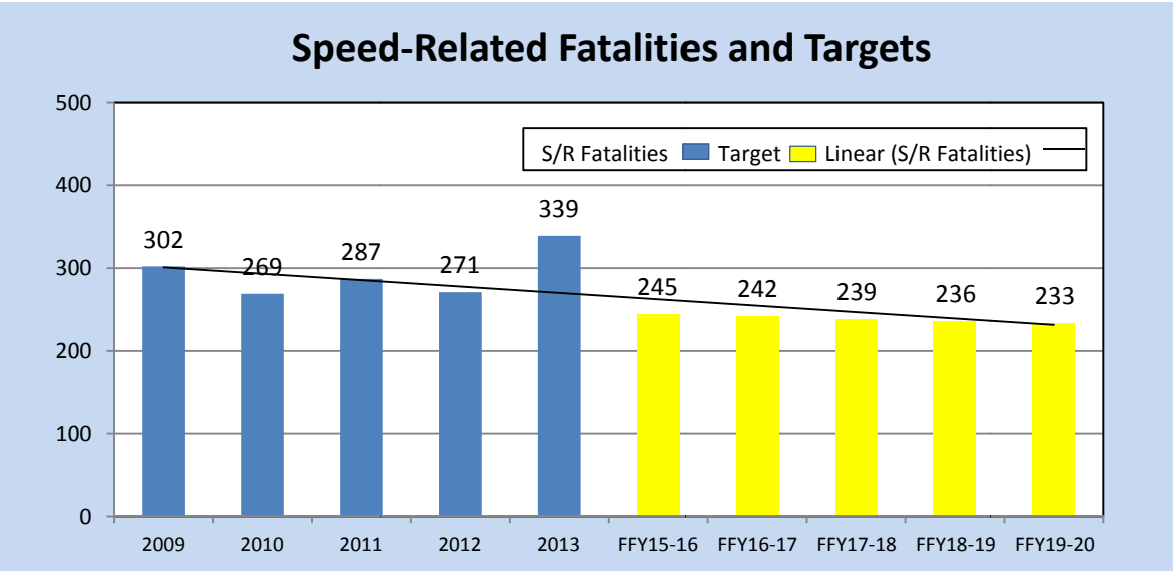
Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,572,515 of its NHTSA 402 funds on speed-selective enforcement and equipment.

Measure: (C-6) Decrease **speed-related** fatalities 28 percent from the 2013 calendar base year of 339 to 245 by December 31, 2016.

Speed Related Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	302	269	287	271	339	300	245

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia’s speed-related fatalities were 316 for 2013 and 261 for 2016 or a 17 percent decrease. Virginia is not on track to meet its target of 28 percent reduction for 2016.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (28 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 47 and 48 of the Air, Land and Speed operation during the 2016 grant period. These Phases involved Interstates 64, 81, 85 and 95. During the two phases 4,029 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 111 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, 55,221 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 47: July 16, 2016

Operation Air, Land, and Speed Results - 2016				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	445	263	311	1,019
Reckless	96	148	28	272
DUI	0	0	0	0
Safety belt	19	27	21	67
Drug/felonies	5	2	2	9
TOTAL – All				
Citations	778	720	579	2,077

Highway fatalities - 0

Phase 48: August 20, 2016

Operation Air, Land, and Speed Results - 2016				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	408	237	228	873
Reckless	136	137	63	336
DUI	1	1	0	2
Safety belt	17	21	18	56
Drug/felonies	2	5	2	9
TOTAL – All Citations	856	644	452	1,952

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.

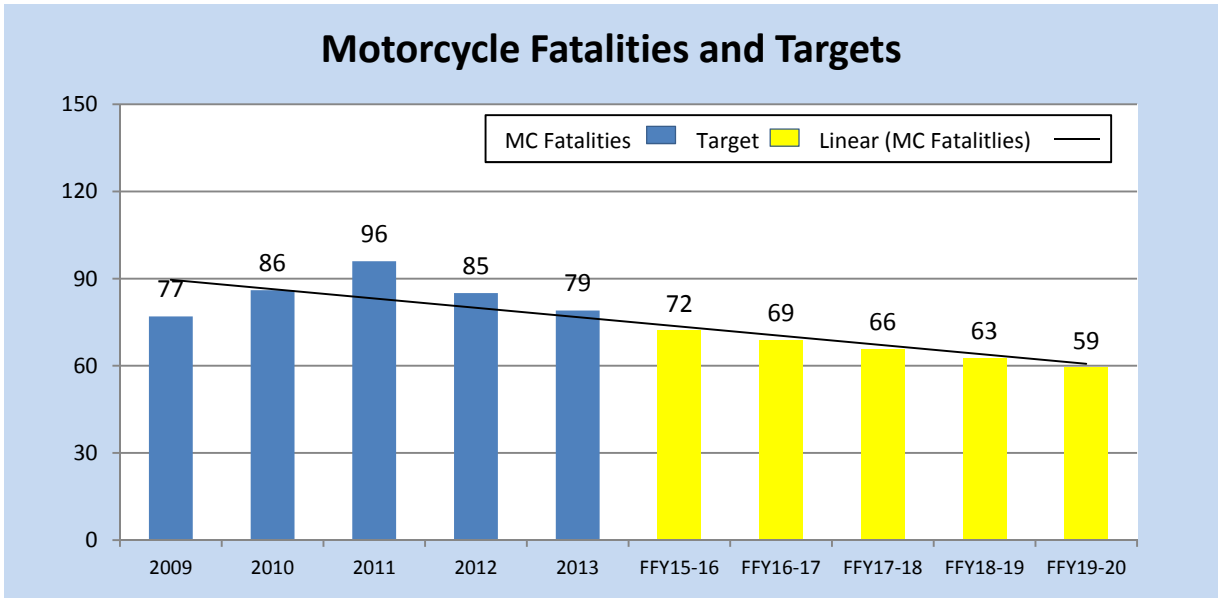
Virginia has successfully managed to maintain its quality of instruction while accommodating the increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the accompanying chart, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 12,859 students were trained during the grant year.

Measure: (C-7): Decrease **motorcyclist** fatalities 9 percent from the 2013 calendar base year of 79 to 72 by December 31, 2016.

Motorcyclist Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	77	86	96	85	79	79	72

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia’s motorcycle fatalities were 63 for 2013 and 68 for 2016 or an 8 percent increase. Virginia is not on track to meet its target of 9 percent reduction by 2016.



Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year moving averages. Virginia selected the 4-year linear (9 percent reduction) in motorcyclist fatalities as a more achievable target than the 3-year or 5-year moving averages.

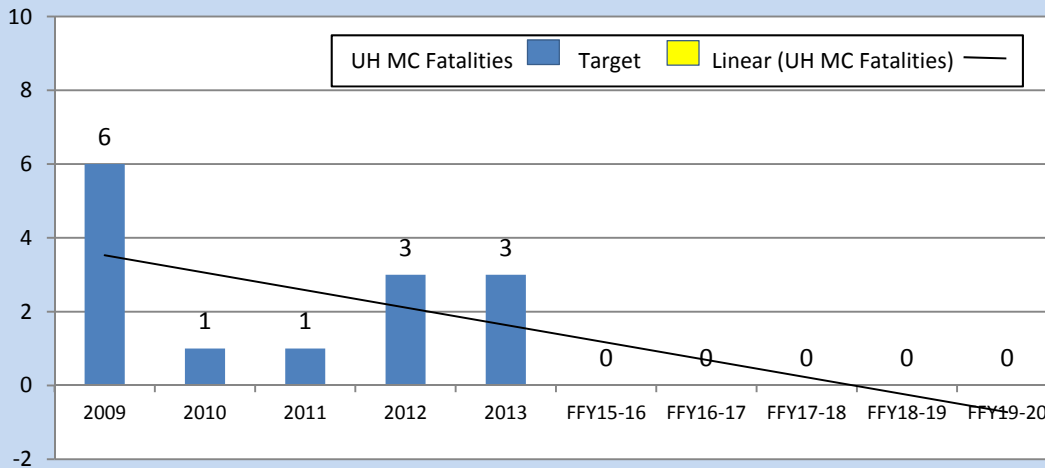
Measure: (C-8) Decrease **unhelmeted motorcyclist fatalities** 100 percent from the 2013 calendar base year of 3 to 0 by December 31, 2016.

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	6	1	1	5	3	0	0

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia’s unhelmeted motorcyclist fatalities were 2 for 2013 and 2 for 2016. Virginia is not on track to meet its target (0) motorcyclist fatalities for 2016.

Unhelmeted Motorcycle Fatalities and Targets



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 Speed-focused media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions.
(CTW, Chapter 5, Section(s) 4.1, 4.2)
2. Develop and conduct a motorist awareness media campaign on the misperception of motorcycle speed.
(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 30, 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. A Speed-focused media campaign targeting motorcyclists within Richmond, Tidewater, and Northern Virginia regions. PSAs ran during the spring of 2016 and encouraged motorcyclists to use their heads and to receive training. (See Paid Media Plan section for more details).
2. Motorcycle Awareness media campaign was conducted to address motorcycle safety. PSAs ran during the spring of 2016 on the “Take a second look” media campaign (See Paid Media Plan section for more details.)
3. Conducted over 1500 Basic Rider training classes across the Commonwealth.
4. Conducted 50 sidecar/trike training courses.
5. Conducted 8 Total Control Advanced Rider Clinics.
6. On-site monitoring and evaluations of over 242 training facilities/instructors were conducted. In addition, 68 Professional Development Workshops were conducted for instructors to maintain skills and update knowledge.
7. Conducted 13 motorcycle safety driver education awareness events.

Motorcycle Crashes and Injuries

Year	2008	2009	2010	2011	2012	2013	2014	2015
Crashes	2,638	2,115	2,207	2,288	2,416	2,079	2,005	2,061
Injuries	2,404	2,239	1,981	2,036	2,149	1,828	1,778	1,776

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2010	357,873
2011	372,072
2012	384,292
2013	389,517
2014	406,831
2015	414,930

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.

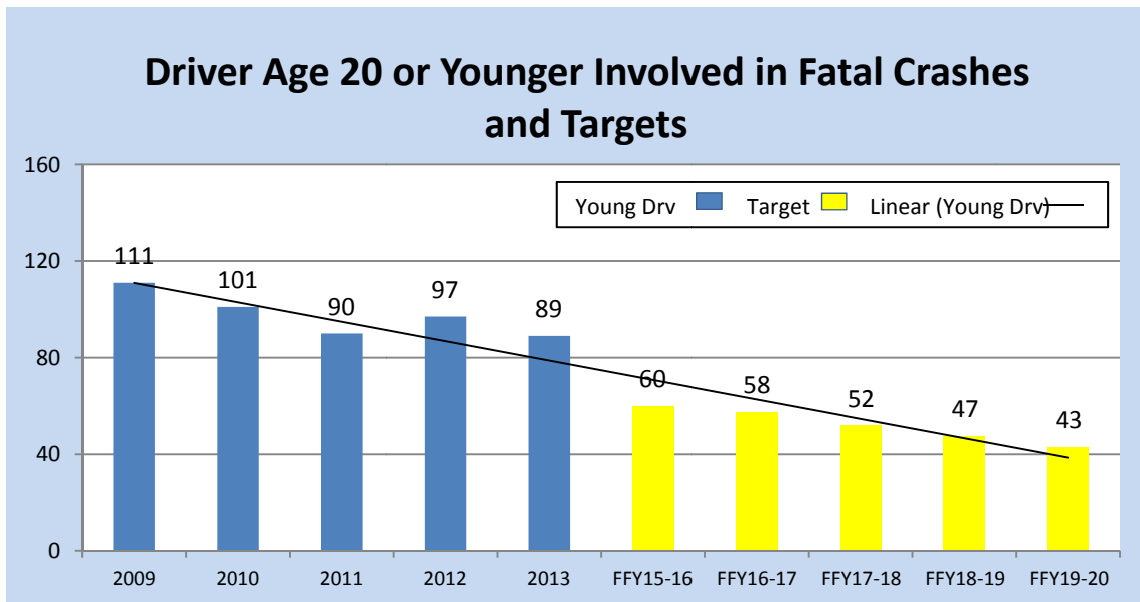
Virginia spent approximately \$165,264 of Section 154AL funds and approximately \$375,988 of NHTSA 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 33 percent from the 2013 calendar base year of 89 to 60 by December 31, 2016.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	111	100	90	97	89	76	60

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's young drivers (age 20 and younger) in fatal crashes were 80 for 2013 and 71 for 2016 or a 12 percent decrease. Virginia is not on track to meet its target of 33 percent reduction for 2016.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (33 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the annual or 3-year moving average.

Strategies

1. Distribute at a minimum 170,500 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 120,000 guides to teen drivers and their parents.
2. YOVASO sponsored 5 statewide safe driving campaigns that impacted at least 36,883 youth. Educational materials were distributed and over 1,250 educational and awareness activities were offered. During FY 2106, YOVASO has 93 active schools and an additional 48 member schools. YOVASO seat belt campaigns are statewide.
3. Drive Safe Hampton Roads: The “Get It Together High School Seat Belt Challenge” During the 2015-16 school year, 30 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

The Department of Education’s Buckle-Up-Challenge resources were reviewed, revised and distributed to all school divisions. More than two thousand driver education teachers were continuously reminded of the importance of emphasizing safety belt use in their school communities and encouraged to engage their students in peer-led leadership projects throughout the school year. Documentation of these peer-led safety belt initiatives was collected from 17 school divisions. This is a 20% increase in the number of schools sharing their data with DOE – but significantly more schools reported participating in these activities and did not share any documentation/data with the state. Schools that did share their Buckle-Up-Challenge data reported an average of 94% safety belt use, and received certificates and banners for their participation. These schools showed a 5-7 % increase in safety belt usage rates at the end of their campaigns.

Pedestrian Safety Program Area

(Core Outcome Measure C-10)



Overview of Programs, Projects and Activities Funded

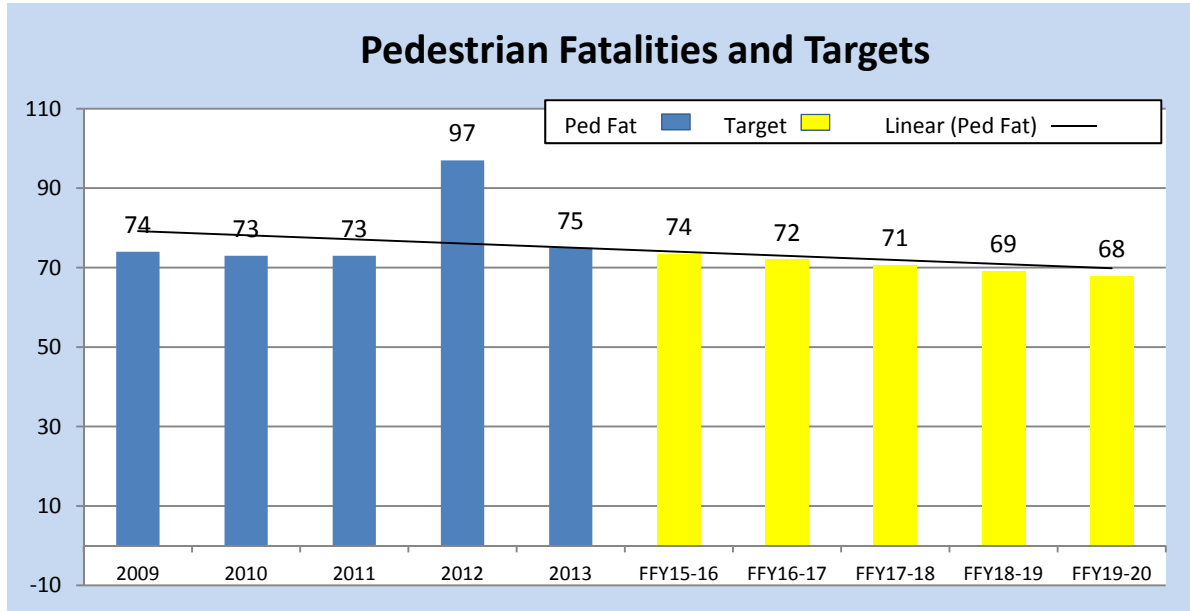
The goal of this program area is to reduce pedestrian fatalities and injuries through improving roadway behaviors. Through this program, pedestrians were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the pedestrian projects were conducted in conjunction with bicycle safety projects. Virginia spent approximately \$110,724 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-10): Reduce **pedestrian fatalities** 1 percent from the 2013 calendar base year of 75 to 74 by December 31, 2016.

Pedestrian Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	74	73	73	97	75	91	74

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's pedestrian fatalities were 72 for 2013 and 88 for 2016 or a 22 percent increase. Virginia is not on track to meet its target of 1 percent reduction for 2016.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year moving averages. Virginia selected the 5-year moving average (1 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)
4. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles.

Accomplishments

1. Six pedestrian and bicycle safety focused selective enforcement projects were conducted in the Commonwealth. Three were conducted in conjunction with regional outreach and media support from the Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program (see #3 below). These were conducted in Arlington, Fairfax and Prince William Counties. During these efforts, 5586 grant funded hours were utilized and resulted in over 3839 citations in the following areas: alcohol, speed, OP, pedestrian and, bicycle violations.
2. In addition, three other localities also conducted pedestrian and bicycle focused selective enforcement activities: Richmond City, Roanoke City and Salem City. During these efforts, 275 grant funded hours were utilized and resulted in over 285 citations, including alcohol, speed, OP, pedestrian and, bicycle violations.

3. Drive Smart Virginia conducted *Bicycle and Pedestrian Awareness Week* to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit made brochures available to promote the Share the road message.
4. 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.
5. 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 continued distributing "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 2700 copies of the 36 page guide distributed and 150 Spanish versions of the guide, which were designed to help bicyclists, pedestrians, and motorists safely use Virginia's transportation network. The guide was revised during 2016 and will be reproduced in the coming grant year to provide an updated perspective on various cycling initiatives.

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)

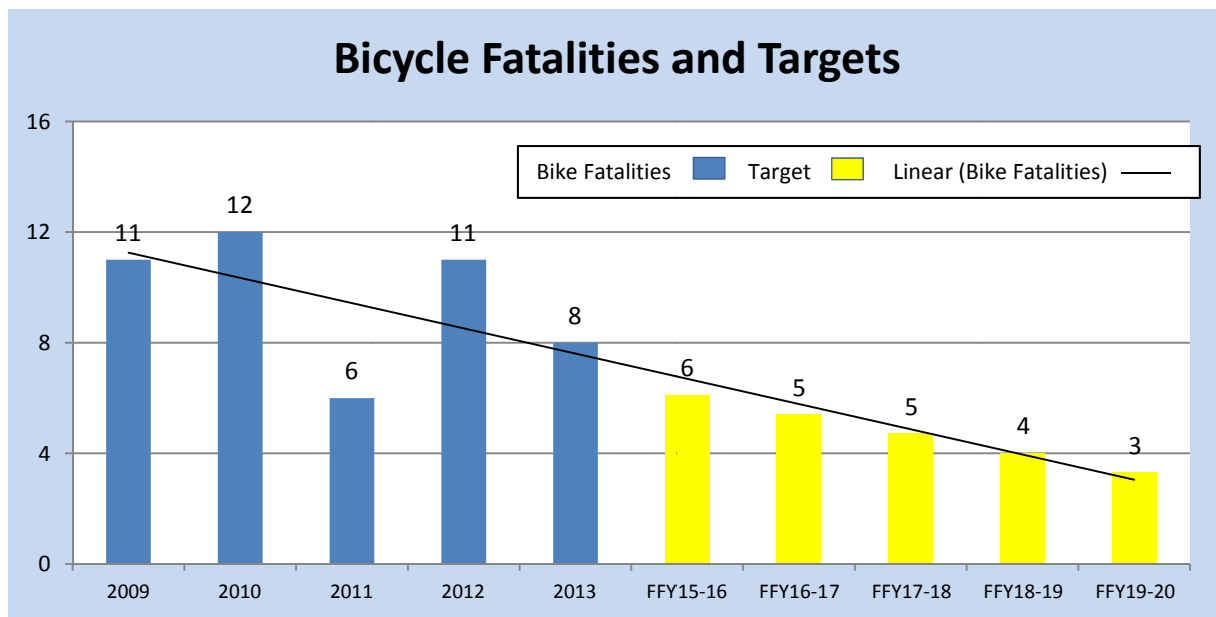
The goal of this program area is to reduce bicycle fatalities and injuries through improving roadway behaviors. Through this program bicyclists were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the bicycle projects were conducted in conjunction with pedestrian safety projects. Virginia spent approximately \$110,724 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-11): Reduce **bicyclist fatalities** 24 percent from the 2013 calendar base year of 8 to 6 by December 31, 2016.

Bicycle Fatalities (FARS)	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	6
	11	12	6	11	8	12	

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia's bicycle fatalities were 8 for 2013 and 10 for 2016 or a 25 percent increase. Virginia is not on track to meet its target of 24 percent reduction for 2016.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year moving averages. Virginia selected the 5-year linear (24 percent reduction) in bicyclist fatalities as a more achievable target than the annual or 3-year moving average.

Strategies

1. Conduct a minimum of 1 bicycle safety activity (selective enforcement, media and education.)
2. Partner with sub-grantees to conduct safety campaigns throughout 2016:
 - Metropolitan Washington Council of Governments will partner with four law enforcement agencies in northern Virginia for the Street Smart campaign in the fall and spring.
 - Street Smart will conduct a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road.
 - The Northern Virginia Regional Commission (NVRC) will provide a bicycle and pedestrian safety website.
 - NVRC will distribute approximately 25,000 “Sharing the Roads in Virginia” pocket guides to Virginians containing thorough information about the Commonwealth’s bicycling laws.
 - NVRC also will conduct at least one bicycle safety training event.
 - Richmond City Police Department will continue to enforcement bicycle traffic laws through a selective enforcement grant.

Accomplishment

1. The Northern Virginia Regional Commission (NVRC) conducted 3 bicycle safety training events.
2. Partner with sub-grantees to conduct safety campaigns throughout 2016:
 - Metropolitan Washington Council of Governments partnered with three law enforcement agencies in northern Virginia for the *Street Smart* campaign in the fall and spring.
 - The *Street Smart* campaigns combined bicycle and pedestrian enforcement and education to encourage everyone to share the road. A kickoff press event was held in October, followed by media purchases and other events (see Media Plan Summary)
 - The Northern Virginia Regional Commission (NVRC) updated their bicycle and pedestrian safety website.
 - NVRC will distribute approximately 2850 “Sharing the Roads in Virginia” pocket guides containing thorough information about the Commonwealth’s bicycling laws and completely revised the guides, including Spanish translations.
 - NVRC conducted 3 bicycle safety training events, which included outreach to Hispanic/Latino communities.
 - Richmond City Police Department will continue to enforcement bicycle traffic laws through a selective enforcement grant. In addition, Roanoke and Salem City Police Departments also conducted specialized selective enforcement focusing on bicycle and pedestrian safety.

Seat Belt Use Rate – Core Behavior Performance

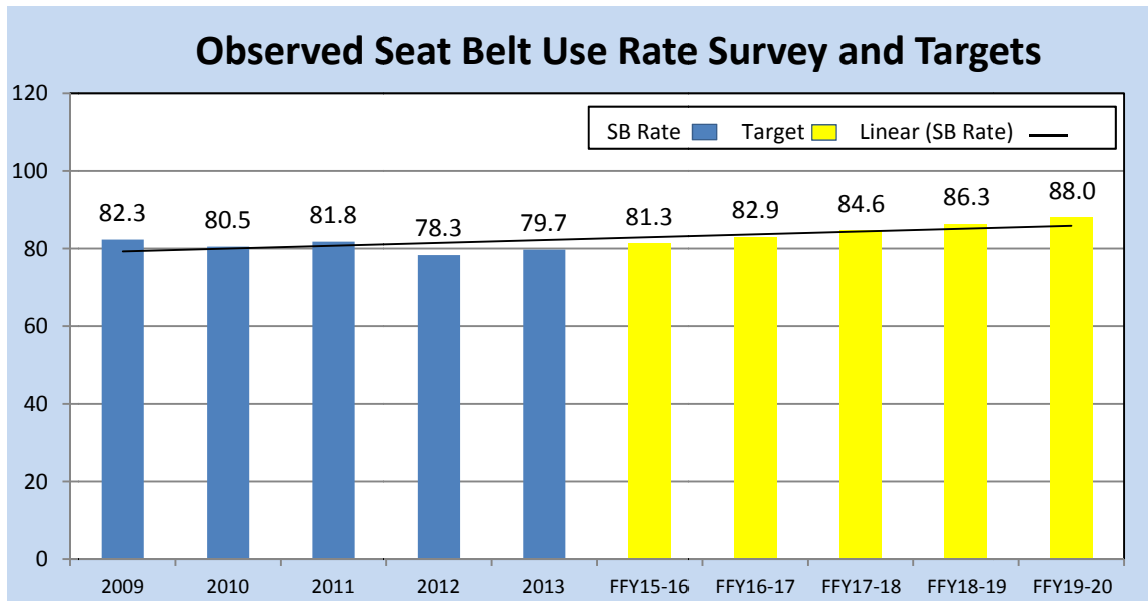
Seat Belt Use Rate – Observed Seat Belt Use Survey (Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percent from the 2013 calendar base year of 79.7 percent to 81.3 percent by year 2016.

Observed Seat Belt Use Rate Survey	Baseline Data						2016 Target
	2009	2010	2011	2012	2013	2014	
	82.3	80.5	81.8	80.7	79.7	77.2	81.3

Performance - Data comparison January 1 – November 30: 2013 vs. 2016

Virginia’s seat belt usage rate was 79.7 for 2013 and 79.0 for 2016. Virginia did not meet the target of 81.3.



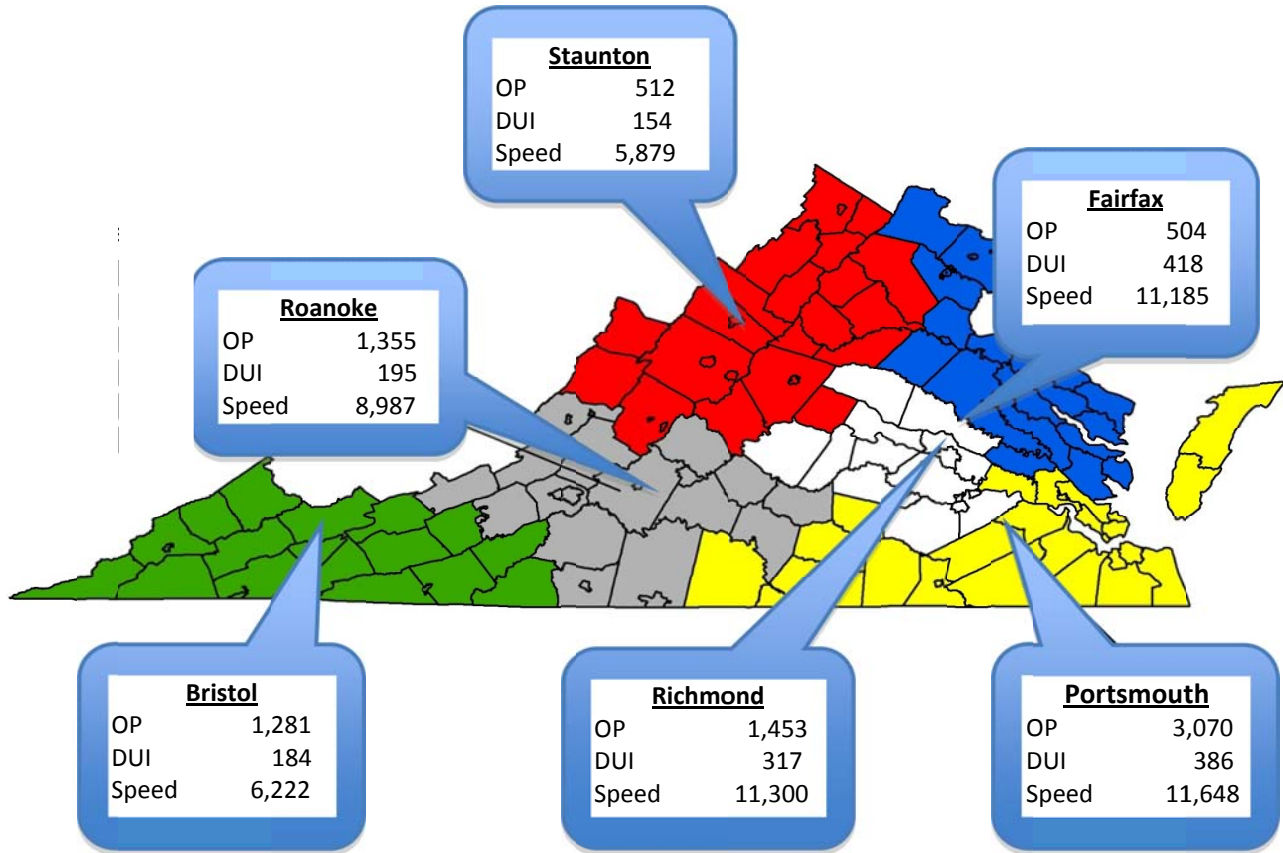
Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year moving averages. Virginia selected the 5-year moving average usage rate trend line (2 percent increase) in seat belt use rate as a more achievable target than the annual or 3-year moving average.

Note: Observed Seat Belt Use Rate - Traffic Safety Facts Virginia (NHTSA)

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)	6,722
DUI (A-2)	1,654
Speed (A-3)	55,221

State Police	
OP	1,665
DUI	243
Speed	10,763

Region + SP	
OP	8,387
DUI	1,897
Speed	65,984

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 \$274,723 of its NHTSA 402 funds, \$362,643 of its NHTSA 405 funds, and \$30,000 in NHTSA 154 funds on TREDS and other traffic records activities.

Measure:

Continue to enhance the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDS by December 31, 2016.

Strategies:

1. Increase 2015 street level crash location data from 0 to 120,000
2. Increase electronic submission of crash reports by law enforcement from 86 percent to 90 percent
3. Integrate 4 ignition interlock vendor process to electronically capture vendor interlock information
4. Add at least 2 new fields to crash report to collect data on TNC vehicles (Uber and Lyft) to perform analysis on their crash involvement
5. Implement a minimum of 5 new crash business rules in TREDS to enhance at least one of the six characteristics of the core database (accuracy, timeliness, uniformity, integration, completeness and accessibility.)
6. Transfer a minimum of 50% of VA FARS data to NHTSA FARS electronically.
7. Development of a S2S Verification System.
8. Hire Business Analyst to document the life cycle of the S2S Verification System

Accomplishments

1. Nearly 120,275 crashes were located and published for use in problem identification, mapping and analysis.
2. Electronic submissions of crash reports increased to 92%
3. TREDS completed the development work to allow interlock vendors to transmit data. Work is still being done by interlock vendors to electronically submit interlock data. One has been tested and should be submitting by 1st quarter 2017.
4. TNC data fields were added to the crash report. Beginning March 2016, law enforcement began collecting this information and submitting it to TREDS.
5. Implemented 32 business rules in TREDS to improve the quality and quantity of data in TREDS

6. Approximately 69% of VA FARS data is now being submitted to NHTSA FARS electronically.
7. Virginia has designed its S2S Verification System which was launched in December 2016
8. Existing DMV staff was used to document the life cycle of the S2S Verification System; instead, contractors will be hired in 2017 to eliminate duplicate records from the S2S.

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:

Virginia Traffic Records Assessment

Virginia conducted a 5-year assessment of its Traffic Records Program; receiving a score 20 points higher than the national average on its crash system, strategic planning and management at the end of the assessment. Virginia achieved a perfect score (100%) in the planning and management module for the first time in the state's history of assessments; and was also the first state, out of 38 completed state assessments, to do so.

Governor's Big Data Project

TREDS was selected to participate in Governor McAuliffe's "Next Generation Data Analytics - Big Data Projects Pilot" partnering with graduate students using crash data for the implementation of analytics projects.

National Governor's Association

Virginia's Governor's "Big Data" Project was selected as a "case study" and this effort was presented at the National Governor's Association meeting. Anthony Fung, Deputy Secretary of Technology for Virginia presented the work.

TNC Survey and Analysis

Partnered with Virginia Tech University, to conduct a survey and analysis regarding the use of Transportation Network Companies as an alternative method of transportation following the consumption of alcohol. Final report will be provided in April 2017.

DMV/VA Tech Crash Location Project

VA Tech successfully located 98,812 crashes on all roadways in Virginia in 2016. This data is critical to Virginia's "street-level" problem identification and analysis for highway safety.

Coordination, Data Collection and Reporting for the Strategic Highway Safety Plan (SHSP)

Coordinated with VDOT on the development of the SHSP and Richmond Roadshow. 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 2016, VDOT submitted a letter of support for DMV/VAHSO's performance measures for inclusion in the HSP.

TREDS Infrastructure Upgrade

Virginia embarked on a complete upgrade of its IT infrastructure for TREDS. This includes moving all existing system applications such as TREDS, VASAP, SPIDAR, data warehousing, reporting, 3rd party integrations and database conversions, from 14 servers to 44 new servers. This is expected to greatly improve performance, functionality and data security.

TREDS Enhancements

Created Jurisdiction Crash Maps which display all crashes, alcohol-related crashes, speed-related crashes and unrestrained crashes for a specific jurisdiction on interstates or non-interstates. Maps are available for 2014 – 2016, allowing a comparison of crashes from year to year.

Created Department Crash Maps which display all crashes, alcohol-related crashes, speed-related crashes and unrestrained crashes on interstates or non-interstates that were investigated by a specific law enforcement agency. Maps are available for 2014 – 2016, allowing a comparison of crashes from year to year.

Enhanced existing functionality to improve the data capture for Transportation Network Company (TNC) information by allowing users to enter only valid TNC names.

Implemented 10 business rules in the TREDS client software to improve the accuracy of data collection. In addition, 22 validation rules were added to the TREDS website to eliminate law enforcement errors when updating/reviewing crash reports on the website.

Updated DMV's website with 2016 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.

Developed a standard file format to send crash data to one of the largest agencies in the state for problem identification.

Training

Trained approximately 120 TREDS Train-the-Trainers and law enforcement personnel to improve the accuracy of data sent to TREDS.

FR300 Training Manual was updated with crash, vehicle and passenger information to assist law enforcement with completing crash reports more accurately. Updates included passenger definition, clarification of commercial motor vehicle qualifications, and commercial motor vehicle examples.

Law Enforcement Enhancements

Enhanced the Interactive Crash Data Report allowing law enforcement to select multiple categories by jurisdiction or statewide (i.e. alcohol-related crashes where speed was involved).

Mapping and data profiles (heat maps) were added to the TREDS 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 TREDS website, heat maps for all localities are available to all TREDS users rather than only to the locality using the information for planning purposes.

TREDS Operations Center

Created a report to identify possible duplicate crash reports allowing the Operations team to more efficiently determine when reports are duplicated and to quickly resolve the issue.

FARS

Enhanced the electronic data transfer of FARS elements to include BAC data from VMEDS.

Virginia Alcohol Safety Action Program/ Ignition Interlock Tracking/Vendor Integration

Partnered with the Commission on Virginia Alcohol Safety Action Program, to expand its current automation by implementing a technologically advanced web-based system. Completed development to allow Interlock vendors to electronically submit 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, 2016.

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 two safety breaks throughout Virginia at different Safety Rest Areas along the interstates, reaching approximately 800 drivers (trucks and general motoring public). In addition, VTA held a safety break event at local 3 day event that had approximately 40,000 attendees. Participants 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 fourteen *No Zone* presentations at local high schools reaching approximately 6,100 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 214 older driver assessments through four comprehensive driver assessment centers. Through health fairs, expos, and presentations 11,302 people were reached this grant year--a total of 218 participants were Car Fitted at 26 CarFit events and 119 volunteers were trained as technicians (90) or coordinators (29). 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 FY2016 there were 3,514 web-sessions with 21,802 new visitors. In addition to the web presence, there were a total of 919 television spots and 14 online ads ran with an estimated 8,784,593 impressions.

Community Traffic Safety Programs

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, 2016.

Strategies

1. Enhance the VAHSO website with real-time crash location data, 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, map modules and heat map profiles. 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 Distracted Driving Conference, GHSA, NHTSA regional meetings, etc.

Police Traffic Services

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, 2016.

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 third Law Enforcement Liaisons (LEL) was hired in March, 2016, to work in the southwestern areas of the Commonwealth. All three LELs attended training to improve knowledge and skills. They work regionally and assist across areas to train law enforcement officers, provide technical assistance to agencies, and engage and motivate law enforcement agencies to increase participation in highway safety campaigns Commonwealth. They actively engaged in training, staff meetings and building relationships with law enforcement agencies.
2. Working in conjunction with the Virginia Association of Chiefs of Police (VACP), two Law Enforcement Liaisons were trained as instructors and conducted 4 "Below 100" workshops for local and state law enforcement officers. 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 4 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 (Strategy 2 under Roadway Safety section).

VACP also hosted the Small Agency Symposium and an Annual Conference with funding support from the VAHSO for law enforcement recognition and training.

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

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 \$116,070 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, 2016.

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 6 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 workshops were presented at the City of Virginia Beach Advanced Technology Center for Traffic & Transportation Engineers from the localities in Hampton Roads: *The Safety Effect of Roadway Design, Signs, Markings, Signals, Roadside Safety Workshop, and Designing Pedestrian Facilities Workshop.*

A total of 118 Traffic Engineers & Technicians from State & City agencies in Hampton Roads were trained this year through this grant project. The workshops were well attended with positive feedback. These training workshops provided training to improve pedestrian, bicycle, & traffic safety and reduce crashes in Hampton Roads. **(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. The Committee addressed methods to improve consistency and quality of courses to be offered, made recommendations for training and equipment purchases, and continued building the program to meet our goals outlined in the strategic plan. In order to ensure that more fundamental levels of training were maintained across the state, the VAHSO provided the following courses to agencies across the Commonwealth of Virginia:

- 3 *Fundamentals of Crash Investigation* courses taught to 67 students,
- 3 *Advanced Crash Investigation & Reconstruction* courses taught to 57 students,
- 5 *Crash Data Retrieval* courses taught to 63 students
- 3 *Specialty Crash Investigation* courses taught to 65 students
- 4 *Crashing in the Courtroom* workshops, instructed in conjunction with Virginia's Commonwealth Attorneys Services Council.

In addition to courses, crash investigation related equipment and software were purchased to provide critical resources for evidence collection and documentation. The equipment is available to qualified crash reconstructionists and is housed in various agencies across the Commonwealth.

The ACTAR certified Virginia State Trooper, on loan to the VAHSO from the VSP, provided technical assistance statewide and enhanced his expertise by attending several specialized reconstruction related courses, conferences 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 FY16 Virginia spent approximately \$185,238 of its NHTSA Section 402 funds and \$29,982 of its Section 410 funds on these additional transportation safety activities.

2016 Governor's Transportation Safety Awards Program

On June 27, 2016, 12 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.

2016 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held September 22-23, 2016 in Norfolk, VA. Approximately 90 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.

Media Plan

The Virginia Highway Safety Office used earned, owned and paid media channels throughout the grant year to publicize a variety of safe driving messages.

Specifically, paid advertising was purchased during strategic times of 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 Virginia State Police grant, GrandDriver grant, Chesterfield SAFE grant, Prevention Council of Roanoke 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, 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.

Click It or Ticket-November Mini-mobilization

The November 2015 Click It or Ticket Mini-Mobilization campaign proceeded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. More than \$135,881 generated \$306,049 worth of paid and no charge advertising during the week-long mini-mobilization. The no charge value exceeded the matching value requirement by 22 percent. In addition, digital advertising generated 636,839 impressions at no cost. The November 2015 media buy involved airing the latest NHTSA-created Click It or Ticket television spot featuring a Latino pick-up truck driver in movie theaters, and on radio, television and online.

More than 900 earned media activities were associated with the November 2015 Click It or Ticket campaign including the distribution of 211 posters, magnets and clings; 8 radio and TV stories aired; 7 news releases were issued; 1 school activities occurred and 76 public service announcements aired and 11 print stories.

Click It or Ticket-May Mobilization

More than \$405,515 in paid advertising generated \$856,656 worth of paid and no-charge spots statewide during the two-week May 2016 Click It or Ticket campaign to support high visibility enforcement. No charge advertising exceeded the matching value requirement by 11 percent. 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, the latest NHTSA-created Click It or Ticket television spot featuring a Latino pick-up truck driver was aired across Virginia. The spot ran on broadcast, cable and satellite television, and the combination of paid and no-charge spots enabled the campaign to reach a minimum of 82 percent of men ages 18 to 34 an average of 5.8 times.

A similar Click It or Ticket radio spot aired on a Latino radio station 200 times and on two classic rock stations 40 times, both in heavily-populated Hampton Roads. Video pre-roll, banner ads and mobile ad placements were the channels for the online portion of the paid campaign, along with the video spot airing 113,000 times in movie theaters and on theater lobby monitors.

More than 5,000 earned media activities were associated with the May 2016 Click It or Ticket campaign including the distribution of 1,616 posters, magnets and clings; 21 radio and 18 TV stories aired; 22 news releases were issued; 24 school activities occurred and 196 public service announcements aired and 32 print stories ran.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$150,000 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.

Motorcycle Awareness

For the motorcycle awareness campaign, more than \$61,340 in paid advertising was spent on airing a new video that encourages motorists to give motorcyclists a “second look.” The combination of paid and no charge spots enabled the campaign to reach 64 percent of the audience an average of four times. In addition to the new video spot, the digital portion of the campaign generated 235,127 impressions.

Motorcycle Safety

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding to motorcyclists. The \$88,235 paid media campaign reached 68 percent of the target audience of men ages 18 to 34 who own motorcycles an average of three times. The video advertisement encourages motorcyclists to use their heads and to receive training.

DUI Prevention

About \$125,000 was spent on the 2016 St. Patrick’s Day anti-DUI paid media campaign for four days leading up to the holiday. The campaign exceeded the matching no charge value by 12 percent and reached 68 percent of men ages 18 to 34 an average of four times in each region of Virginia. The 15-second video spot encourages motorists to “do their part” by designating a sober driver and by watching out for impaired pedestrians.

About \$149,000 was spent on the 2016 Fourth of July anti-DUI paid media campaign that ran for 11 days leading up to the holiday. Almost 6,000 paid spots ran along with 6,700 no-charge spots, which exceeded the cost of the cash schedule by 123 percent. The campaign reached an average of 63 percent of men ages 18 to 34 an average of three times.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

The 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 creative products and the paid media plan for Virginia.

Beautiful Campaign

In an effort to curb drunk driving, the Virginia Highway Safety Office and the Washington Regional Alcohol Project partnered for the “Beautiful” campaign, which states, “There’s nothing more beautiful than a safe ride home.” The Beautiful campaign incorporated high visibility enforcement with paid, earned and owned media, with a special emphasis on targeting young males through social media. The Beautiful campaign experienced an 11-percent increase in awareness. In an August 2015 survey (before the campaign began) of 800 young males in Virginia and Maryland, 39 percent said they’d heard of the Beautiful campaign, but 50 percent of respondents said they’d heard of the Beautiful campaign in January 2016, after it was over.

Appendix A
Federal Fiscal Year 2016 Expenditures

Grant Program	Project Number	Grant ID	Subrecipient	Project Title	Approved Award	Total Paid
154AL-2016	56271	6471	Accomack County	Selective Enforcement - Alcohol	\$21,886.00	\$20,499.90
154AL-2016	56120	6320	Amherst County	Selective Enforcement - Alcohol	\$18,900.00	\$17,382.59
154AL-2016	56181	6381	Appomattox County	Selective Enforcement - Alcohol	\$21,250.00	\$15,641.71
154AL-2016	56136	6336	Arlington County	Selective Enforcement - Alcohol	\$23,116.00	\$23,101.44
154AL-2016	56023	6223	Augusta County	Selective Enforcement - Alcohol	\$33,930.00	\$26,541.15
154AL-2016	56019	6219	Bedford County	Selective Enforcement - Alcohol	\$35,124.00	\$28,298.50
154AL-2016	56028	6228	Bedford Town	Selective Enforcement - Alcohol	\$6,720.00	\$4,880.96
154AL-2016	56351	6551	Blackstone Town	Selective Enforcement - Alcohol	\$6,189.00	\$5,940.32
154AL-2016	56049	6249	Bluefield Town	Selective Enforcement - Alcohol	\$15,045.00	\$12,958.80
154AL-2016	56367	6567	Botetourt County	Selective Enforcement - Alcohol	\$29,240.00	\$23,239.99
154AL-2016	56368	6568	Bristol City	Selective Enforcement - Alcohol	\$66,093.00	\$66,093.00
154AL-2016	56133	6333	Buchanan County	Selective Enforcement - Alcohol	\$10,200.00	\$9,200.00
154AL-2016	56257	6457	Buckingham County	Selective Enforcement - Alcohol	\$10,000.00	\$9,975.00
154AL-2016	56378	6578	Buena Vista City	Selective Enforcement - Alcohol	\$7,100.00	\$5,794.90
154AL-2016	56177	6377	Campbell County	Selective Enforcement - Alcohol	\$18,800.00	\$17,883.36
154AL-2016	56362	6562	Charlotte County	Selective Enforcement - Alcohol	\$24,500.00	\$20,373.38
154AL-2016	56164	6364	Chase City Town	Selective Enforcement - Alcohol	\$9,864.00	\$9,177.82
154AL-2016	56215	6415	Chesapeake City	Selective Enforcement - Alcohol	\$34,680.00	\$11,397.25
154AL-2016	56051	6251	Chesterfield County	Selective Enforcement - Alcohol	\$130,782.00	\$128,998.91
154AL-2016	56214	6414	Chilhowie Town	Selective Enforcement - Alcohol	\$8,250.00	\$8,250.00
154AL-2016	56186	6386	Clarke County	Selective Enforcement - Alcohol	\$12,870.00	\$12,862.57
154AL-2016	56144	6344	Clarksville Town	Selective Enforcement - Alcohol	\$6,808.00	\$5,071.83
154AL-2016	56202	6402	Clintwood Town	Selective Enforcement - Alcohol	\$6,550.00	\$6,490.16
154AL-2016	56008	6208	Colonial Heights City	Selective Enforcement - Alcohol	\$17,500.00	\$16,869.00
154AL-2016	56187	6387	Commission on VASAP	2015 East Coast Interlock Synergy Symposium	\$26,004.00	\$19,647.96
154AL-2016	56420	6625	Commission on VASAP	Training and Operational Equipment	\$21,752.00	\$13,801.20
154AL-2016	56213	6413	Craig County	Selective Enforcement - Alcohol	\$11,000.00	\$10,580.00
154AL-2016	56190	6390	Culpeper County	Selective Enforcement - Alcohol	\$23,730.00	\$16,551.87
154AL-2016	56412	6612	Danville City	Selective Enforcement - Alcohol	\$11,130.00	\$10,458.30
154AL-2016	56227	6427	Dickenson County	Selective Enforcement - Alcohol	\$9,690.00	\$8,267.13
154AL-2016	56148	6348	Dinwiddie County	Selective Enforcement - Alcohol	\$14,791.00	\$14,180.22
154AL-2016	56320	6520	Drive Safe Hampton Roads	Survive the Drive	\$17,322.00	\$13,070.27
154AL-2016	56421	6626	Drive Smart of Virginia	NASCAR RIR Partnership with Drive Smart VA	\$304,421.00	\$304,059.67
154AL-2016	56352	6552	Fairfax City	Selective Enforcement - Alcohol	\$20,100.00	\$17,811.18
154AL-2016	56424	6629	Fairfax County	DUI Task Force	\$1,908,567.00	\$466,942.67
154AL-2016	56012	6212	Fairfax County	Selective Enforcement - Alcohol	\$252,980.00	\$150,951.70
154AL-2016	56334	6534	Farmville Town	Selective Enforcement - Alcohol	\$29,235.00	\$27,807.00
154AL-2016	56036	6236	Floyd County	Selective Enforcement - Alcohol	\$7,850.00	\$7,437.37
154AL-2016	56309	6509	Fluvanna County	Selective Enforcement - Alcohol	\$18,500.00	\$18,309.86

154AL-2016	56243	6443	Franklin County	Selective Enforcement - Alcohol	\$17,406.00	\$15,993.00
154AL-2016	56262	6462	Frederick County	Selective Enforcement - Alcohol	\$34,049.00	\$29,447.51
154AL-2016	56142	6342	Front Royal Town	Selective Enforcement - Alcohol	\$11,249.00	\$9,355.29
154AL-2016	56293	6493	Galax City	Selective Enforcement - Alcohol	\$22,672.00	\$9,443.15
154AL-2016	56301	6501	Gate City Town	Selective Enforcement - Alcohol	\$9,550.00	\$6,750.00
154AL-2016	56153	6353	Goochland County	Selective Enforcement - Alcohol	\$8,800.00	\$7,143.17
154AL-2016	56035	6235	Grayson County	Selective Enforcement - Alcohol	\$13,585.00	\$8,907.02
154AL-2016	56165	6365	Halifax County	Selective Enforcement - Alcohol	\$12,771.00	\$11,743.25
154AL-2016	56106	6306	Hanover County	Selective Enforcement - Alcohol	\$83,671.00	\$83,670.13
154AL-2016	56088	6288	Harrisonburg City	Selective Enforcement - Alcohol	\$25,044.00	\$14,884.76
154AL-2016	56345	6545	Henrico County	Selective Enforcement - Alcohol	\$215,752.00	\$214,442.00
154AL-2016	56201	6401	Henry County	Selective Enforcement - Alcohol	\$32,832.00	\$31,182.00
154AL-2016	56063	6263	Herndon Town	Selective Enforcement - Alcohol	\$31,525.00	\$31,525.00
154AL-2016	56081	6281	Hillsville Town	Selective Enforcement - Alcohol	\$6,724.00	\$6,657.78
154AL-2016	56353	6553	Isle of Wight County	Selective Enforcement - Alcohol	\$31,542.00	\$22,979.52
154AL-2016	56250	6450	James City County	Selective Enforcement - Alcohol	\$26,716.00	\$26,706.00
154AL-2016	56101	6301	King George County	Selective Enforcement - Alcohol	\$15,600.00	\$14,793.55
154AL-2016	56370	6570	Lee County	Selective Enforcement - Alcohol	\$11,027.00	\$10,932.26
154AL-2016	56043	6243	Lexington City	Selective Enforcement - Alcohol	\$18,150.00	\$8,863.69
154AL-2016	56004	6204	Loudoun County	Selective Enforcement - Alcohol	\$27,073.00	\$23,671.50
154AL-2016	56389	6589	Louisa Town	Selective Enforcement - Alcohol	\$15,130.00	\$4,522.50
154AL-2016	56385	6585	Marion Town	Selective Enforcement - Alcohol	\$9,750.00	\$6,974.00
154AL-2016	56158	6358	Mathews County	Selective Enforcement - Alcohol	\$14,110.00	\$10,814.85
154AL-2016	56185	6385	Mecklenburg County	Selective Enforcement - Alcohol	\$21,920.00	\$21,420.00
154AL-2016	56031	6231	Montgomery County	Selective Enforcement - Alcohol	\$14,168.00	\$10,874.73
154AL-2016	56284	6484	Narrows Town	Selective Enforcement - Alcohol	\$5,214.00	\$5,214.00
154AL-2016	56183	6383	Nelson County	Selective Enforcement - Alcohol	\$14,394.00	\$5,604.00
154AL-2016	56053	6253	New Kent County	Selective Enforcement - Alcohol	\$28,300.00	\$28,280.00
154AL-2016	56044	6244	Newport News City	Selective Enforcement - Alcohol	\$55,200.00	\$54,791.84
154AL-2016	56022	6222	Norfolk City	Selective Enforcement - Alcohol	\$41,770.00	\$40,510.02
154AL-2016	56116	6316	Northampton County	Selective Enforcement - Alcohol	\$20,010.00	\$19,553.00
154AL-2016	56418	6618	Northumberland County	Selective Enforcement - Alcohol	\$3,400.00	\$3,211.72
154AL-2016	56235	6435	Norton City	Selective Enforcement - Alcohol	\$21,750.00	\$21,467.31
154AL-2016	56034	6234	Page County	Selective Enforcement - Alcohol	\$16,730.00	\$13,781.42
154AL-2016	56074	6274	Pearisburg Town	Selective Enforcement - Alcohol	\$9,617.00	\$9,617.00
154AL-2016	56189	6389	Petersburg City	Selective Enforcement - Alcohol	\$75,910.00	\$75,904.19
154AL-2016	56175	6375	Poquoson City	Selective Enforcement - Alcohol	\$6,496.00	\$4,647.10
154AL-2016	56077	6277	Portsmouth City	Selective Enforcement - Alcohol	\$44,990.00	\$43,319.30
154AL-2016	56337	6537	Prevention Council of Roanoke County	Blue Ridge Media & Community Education Partnership	\$112,265.00	\$71,138.63
154AL-2016	56318	6518	Prince George County	Selective Enforcement - Alcohol	\$13,800.00	\$12,751.95
154AL-2016	56005	6205	Prince William County	Selective Enforcement - Alcohol	\$124,300.00	\$111,837.41
154AL-2016	56191	6391	Pulaski County	Selective Enforcement - Alcohol	\$19,640.00	\$15,051.66

154AL-2016	56061	6261	Radford City	Selective Enforcement - Alcohol	\$11,800.00	\$7,357.50
154AL-2016	56982	6621	Region Ten Community Svc Board	You Choose	\$153,217.00	\$9,881.65
154AL-2016	56263	6463	Richlands Town	Selective Enforcement - Alcohol	\$9,900.00	\$9,900.00
154AL-2016	56096	6296	Richmond City	Selective Enforcement - Alcohol	\$90,815.00	\$78,344.88
154AL-2016	56192	6392	Richmond County	Selective Enforcement - Alcohol	\$15,900.00	\$15,900.00
154AL-2016	56426	6631	Roanoke County	Roanoke Valley DUI Task Force	\$843,087.00	\$0.00
154AL-2016	56104	6304	Roanoke County	Selective Enforcement - Alcohol	\$71,300.00	\$71,300.00
154AL-2016	56245	6445	Rockbridge County	Selective Enforcement - Alcohol	\$9,830.00	\$9,575.00
154AL-2016	56097	6297	Rockingham County	Selective Enforcement - Alcohol	\$32,541.00	\$32,536.95
154AL-2016	56107	6307	Rocky Mount Town	Selective Enforcement - Alcohol	\$13,853.00	\$13,777.22
154AL-2016	56248	6448	Russell County	Selective Enforcement - Alcohol	\$15,870.00	\$11,797.50
154AL-2016	56386	6586	Saint Paul Town	Selective Enforcement - Alcohol	\$7,300.00	\$6,166.48
154AL-2016	56014	6214	Salem City	Selective Enforcement - Alcohol	\$7,425.00	\$7,425.00
154AL-2016	56315	6515	Saltville Town	Selective Enforcement - Alcohol	\$12,000.00	\$9,644.50
154AL-2016	56237	6437	Scott County	Selective Enforcement - Alcohol	\$16,600.00	\$16,600.00
154AL-2016	56163	6363	Shenandoah County	Selective Enforcement - Alcohol	\$22,800.00	\$22,791.32
154AL-2016	56277	6477	South Boston Town	Selective Enforcement - Alcohol	\$11,910.00	\$11,910.00
154AL-2016	56092	6292	Southampton County	Selective Enforcement - Alcohol	\$11,302.00	\$10,302.00
154AL-2016	56058	6258	Spotsylvania County	Selective Enforcement - Alcohol	\$100,982.00	\$76,913.32
154AL-2016	56324	6524	Stafford County	Selective Enforcement - Alcohol	\$29,370.00	\$29,370.00
154AL-2016	56091	6291	Stanley Town	Selective Enforcement - Alcohol	\$5,160.00	\$5,060.00
154AL-2016	56196	6396	Suffolk City	Selective Enforcement - Alcohol	\$48,233.00	\$47,775.97
154AL-2016	56425	6630	Suffolk City	Suffolk Police Department DUI Task Force	\$275,115.00	\$169,682.10
154AL-2016	56207	6407	Supreme Court of Va	Judicial Outreach Liaison	\$71,250.00	\$43,835.20
154AL-2016	56398	6598	Sussex County	Selective Enforcement - Alcohol	\$15,997.00	\$14,997.00
154AL-2016	56249	6449	Tappahannock Town	Selective Enforcement - Alcohol	\$3,500.00	\$3,139.66
154AL-2016	56140	6340	Tazewell Town	Selective Enforcement - Alcohol	\$5,450.00	\$4,545.00
154AL-2016	56210	6410	University of Richmond	Selective Enforcement - Alcohol	\$8,825.00	\$6,979.19
154AL-2016	56331	6531	Virginia Association of Campus Law Enforcement Administrators	Collaborative Richmond Area Campus DUI Prevention & Education Program	\$113,872.00	\$91,440.21
154AL-2016	56069	6269	Virginia Beach City	Selective Enforcement - Alcohol	\$60,060.00	\$60,060.00
154AL-2016	56212	6412	Virginia Commonwealth University	Selective Enforcement - Alcohol	\$10,800.00	\$8,604.00
154AL-2016	56413	6613	Virginia Dept of Alcohol & Beverage Control	FY 2016 Highway Safety Project	\$99,600.00	\$93,564.76
154AL-2016	56073	6273	Virginia Dept of Criminal Justice Services	SFST Training Program	\$68,520.00	\$41,062.59
154AL-2016	56283	6483	Virginia Dept of Motor Vehicles	Alcohol Media	\$260,000.00	\$247,711.49
154AL-2016	56407	6607	Virginia Dept of Motor Vehicles	eSummons/Ignition Interlock/DUI Projects	\$978,000.00	\$30,000.00
154AL-2016	56428	6633	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordination-Alcohol Impaired Driving Reduction	\$29,157.00	\$15,955.47

154AL-2016	56055	6255	Virginia Dept of State Police	Selective Enforcement - Alcohol	\$1,400,500.00	\$1,203,003.26
154AL-2016	56174	6374	Virginia Dept of State Police	VSP/YOVASO - AL	\$172,633.00	\$152,194.14
154AL-2016	56162	6362	Washington County	Selective Enforcement - Alcohol	\$24,540.00	\$21,737.35
154AL-2016	56319	6519	West Point Town	Selective Enforcement - Alcohol	\$6,150.00	\$542.20
154AL-2016	56208	6408	Westmoreland County	Selective Enforcement - Alcohol	\$30,300.00	\$29,573.81
154AL-2016	56341	6541	Williamsburg City	Selective Enforcement - Alcohol	\$16,000.00	\$15,990.00
154AL-2016	56102	6302	Winchester City	Selective Enforcement - Alcohol	\$28,035.00	\$25,513.24
154AL-2016	56118	6318	Wise County	Selective Enforcement - Alcohol	\$29,895.00	\$29,883.67
154AL-2016	56135	6335	WRAP	FY 2016 Checkpoint Strikeforce Campaign	\$1,130,121.00	\$1,119,487.78
154AL-2016	56359	6559	Wytheville Town	Selective Enforcement - Alcohol	\$24,400.00	\$23,201.00
154AL-2016	56226	6426	York County	Selective Enforcement - Alcohol	\$37,518.00	\$36,912.78
154AL Total					\$11,038,504.00	\$6,782,776.06
K3-2016	56037	6237	Children's Hospital/King's Daughters	Child Passenger Safety Program	\$21,932.00	\$21,932.00
K3-2016	56110	6310	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	\$63,869.24	\$63,869.24
K3 Total					\$85,801.24	\$85,801.24
K6-2016	56276	6476	Virginia Dept of Motor Vehicles	2010 Motorcycle Media	\$65,309.69	\$65,309.69
K6 Total					\$65,309.69	\$65,309.69
K8-2016	56220	6420	Albemarle County	Selective Enforcement - Alcohol	\$37,730.00	\$31,651.47
K8-2016	56312	6512	Alleghany County	Selective Enforcement - Alcohol	\$8,500.00	\$8,500.00
K8-2016	56371	6571	Big Stone Gap Town	Selective Enforcement - Alcohol	\$8,400.00	\$8,389.00
K8-2016	56080	6280	Blacksburg Town	Selective Enforcement - Alcohol	\$15,750.00	\$15,720.00
K8-2016	56050	6250	Broadway Town	Selective Enforcement - Alcohol	\$3,000.00	\$3,000.00
K8-2016	56146	6346	Caroline County	Selective Enforcement - Alcohol	\$30,250.00	\$28,745.50
K8-2016	56168	6368	Chatham Town	Selective Enforcement - Alcohol	\$2,500.00	\$2,500.00
K8-2016	56302	6502	Christiansburg Town	Selective Enforcement - Alcohol	\$12,784.00	\$11,733.21
K8-2016	56197	6397	Coeburn Town	Selective Enforcement - Alcohol	\$5,277.00	\$3,400.85
K8-2016	56376	6576	Cumberland County	Selective Enforcement - Alcohol	\$19,650.00	\$14,579.10
K8-2016	56397	6597	Dayton Town	Selective Enforcement - Alcohol	\$7,695.00	\$7,437.67
K8-2016	56039	6239	Dublin Town	Selective Enforcement - Alcohol	\$3,000.00	\$3,000.00
K8-2016	56042	6242	Fauquier County	Selective Enforcement - Alcohol	\$40,000.00	\$40,000.00
K8-2016	56223	6423	Gloucester County	Selective Enforcement - Alcohol	\$19,140.00	\$19,125.00
K8-2016	56184	6384	Greene County	Selective Enforcement - Alcohol	\$8,000.00	\$7,596.03
K8-2016	56112	6312	Haymarket Town	Selective Enforcement - Alcohol	\$3,375.00	\$2,581.72
K8-2016	56358	6558	King and Queen County	Selective Enforcement - Alcohol	\$10,800.00	\$10,790.00
K8-2016	56217	6417	Lebanon Town	Selective Enforcement - Alcohol	\$5,750.00	\$5,000.00
K8-2016	56084	6284	Louisa County	Selective Enforcement - Alcohol	\$12,210.00	\$7,062.64
K8-2016	56298	6498	Lunenburg County	Selective Enforcement - Alcohol	\$18,624.00	\$21,882.38
K8-2016	56089	6289	Luray Town	Selective Enforcement - Alcohol	\$6,075.00	\$6,075.00

K8-2016	56247	6447	Manassas Park City	Selective Enforcement - Alcohol	\$20,000.00	\$9,967.46
K8-2016	56305	6505	Martinsville City	Selective Enforcement - Alcohol	\$12,143.00	\$6,126.10
K8-2016	56366	6566	New Market Town	Selective Enforcement - Alcohol	\$6,700.00	\$3,730.02
K8-2016	56303	6503	Patrick County	Selective Enforcement - Alcohol	\$14,720.00	\$14,685.00
K8-2016	56308	6508	Pittsylvania County	Selective Enforcement - Alcohol	\$18,000.00	\$17,998.31
K8-2016	56292	6492	Powhatan County	Selective Enforcement - Alcohol	\$22,125.00	\$21,738.00
K8-2016	56300	6500	Prince Edward County	Selective Enforcement - Alcohol	\$10,220.00	\$5,189.11
K8-2016	56279	6479	Pulaski Town	Selective Enforcement - Alcohol	\$5,100.00	\$4,471.07
K8-2016	56365	6565	Roanoke City	Selective Enforcement - Alcohol	\$21,440.00	\$19,728.44
K8-2016	56001	6201	Smyth County	Selective Enforcement - Alcohol	\$12,290.00	\$12,290.00
K8-2016	56419	6619	Stephens City Town	Selective Enforcement - Alcohol	\$4,500.00	\$4,256.37
K8-2016	56391	6591	Tazewell County	Selective Enforcement - Alcohol	\$10,750.00	\$10,750.00
K8-2016	56256	6456	Warrenton Town	Selective Enforcement - Alcohol	\$7,600.00	\$4,816.42
K8-2016	56041	6241	Wise Town	Selective Enforcement - Alcohol	\$13,121.00	\$13,039.92
K8-2016	56295	6495	Wythe County	Selective Enforcement - Alcohol	\$12,000.00	\$12,000.00
K8 Total					\$469,219.00	\$414,783.63
M2HVE-2016	56313	6513	Alleghany County	Selective Enforcement - Occupant Protection	\$4,000.00	\$4,000.00
M2HVE-2016	56204	6404	Arlington County	Selective Enforcement - Occupant Protection	\$4,080.00	\$3,967.15
M2HVE-2016	56278	6478	Ashland Town	Selective Enforcement - Occupant Protection	\$3,330.00	\$2,841.44
M2HVE-2016	56178	6378	Campbell County	Selective Enforcement - Occupant Protection	\$4,500.00	\$4,474.54
M2HVE-2016	56323	6523	Prince George County	Selective Enforcement - Occupant Protection	\$3,150.00	\$2,753.84
M2HVE-2016	56206	6406	Suffolk City	Selective Enforcement - Occupant Protection	\$2,472.00	\$2,472.00
M2HVE-2016	56011	6211	Tazewell Town	Selective Enforcement - Occupant Protection	\$2,000.00	\$2,000.00
M2HVE-2016	56307	6507	Virginia Dept of Motor Vehicles	OP Media	\$582,700.00	\$546,478.60
M2HVE-2016	56038	6238	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	\$161,481.00	\$139,152.83
M2HVE-2016	56134	6334	Westmoreland County	Selective Enforcement - Occupant Protection	\$3,000.00	\$2,783.11
M2HVE Total					\$770,713.00	\$710,478.14
M2OP-2016	56375	6575	ODU Research Foundation	Occupant Protection Programs: Reducing Anytime Unrestrained Fatalities	\$190,805.00	\$127,770.99
M2OP-2016	56373	6573	ODU Research Foundation	Virginia Seat Belt and CORE Survey 2016	\$176,871.00	\$144,681.38
M2OP Total					\$367,676.00	\$272,452.37
M2PE-2016	56017	6217	Drive Smart of Virginia	Occupant Protection Education & Outreach	\$138,288.00	\$95,915.96
M2PE Total					\$138,288.00	\$95,915.96

M2TR-2016	56195	6395	Virginia Dept of Health	Child Passenger Safety	\$264,015.00	\$261,603.17
M2TR-2016	56997	6641	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	\$43,579.76	\$6,553.72
M2TR Total					\$307,594.76	\$268,156.89
405b OP Total					\$1,584,271.76	\$1,347,003.36
M3DA-2016	56981	6620	Virginia Dept of Motor Vehicles	State to State Verification System (S2S)	\$108,200.00	\$0.00
M3DA-2016	56400	6600	Virginia Dept of Motor Vehicles	Traffic Safety Information System - TREDIS	\$935,750.00	\$362,642.66
M3DA Total					\$1,043,950.00	\$362,642.66
M6OT-2016	56260	6460	Alexandria City	Selective Enforcement - Alcohol	\$30,375.00	\$25,629.05
M6OT-2016	56003	6203	Commission on VASAP	Commission on VASAP Training Conference and Regional Trainings	\$102,632.00	\$77,418.51
M6OT-2016	56255	6455	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	\$182,327.00	\$155,797.70
M6OT-2016	56018	6218	Drive Smart of Virginia	Impaired Driving Education & Outreach	\$80,122.00	\$79,826.27
M6OT-2016	56151	6351	MADD	MADD Impaired Driving Safety Countermeasures	\$189,270.00	\$147,688.69
M6OT-2016	56209	6409	Substance Abuse Free Environment, Inc.	SAFE Roadways in Chesterfield County	\$149,538.00	\$140,776.14
M6OT-2016	56268	6468	Supreme Court of Va	Drug Courts Reduce Impaired Driving Related Crashes, Injuries & Fatalities	\$105,600.00	\$92,557.92
M6OT-2016	56099	6299	Vienna Town	Selective Enforcement - Alcohol	\$26,220.00	\$26,056.28
M6OT-2016	56150	6350	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	\$220,763.00	\$169,818.24
M6OT-2016	56328	6528	Virginia Dept of Motor Vehicles	2016 Judicial Transportation Safety Conference	\$60,000.00	\$29,982.30
M6OT-2016	56381	6581	Virginia Dept of Motor Vehicles	Alcohol/Drug Programs	\$18,000.00	\$4,735.58
M6OT-2016	56409	6609	Virginia Dept of Motor Vehicles	Drug Evaluation and Classification Program	\$15,000.00	\$2,368.10
M6OT-2016	56127	6327	WRAP	FY 2016 Public Education and Information and Youth Outreach Programs	\$150,810.00	\$134,896.45
M6OT Total					\$1,330,657.00	\$1,087,551.23
M9MT-2016	56410	6610	Motorcycle Safety League of Va	Motorcycle Curriculum and Three Wheel Training Equipment - 2010 Grant	\$215,000.00	\$0.00
M9MT-2016	56430	6635	Virginia Dept of Motor Vehicles	Paid Media	\$690.31	\$180.48
M9MT Total					\$215,690.31	\$180.48
AL-2016	56392	6592	Berryville Town	Selective Enforcement - Alcohol	\$4,000.00	\$3,551.54
AL-2016	56364	6564	Colonial Beach Town	Selective Enforcement - Alcohol	\$3,850.00	\$622.32
AL-2016	56124	6324	Lynchburg City	Selective Enforcement - Alcohol	\$45,027.00	\$45,027.00
AL Total					\$52,877.00	\$49,200.86

CP-2016	56149	6349	Eastern VA Medical School	Partnerships to Expand Booster, Tween, and Teen MV Safety Programming in Schools	\$115,560.00	\$80,259.69
CP-2016	56222	6422	Supreme Court of Va	Judicial Outreach Liaison-402	\$23,750.00	\$12,666.14
CP-2016	56322	6522	Virginia Dept of Motor Vehicles	2016 Travel & Training Grant	\$43,000.00	\$41,930.24
CP-2016	56427	6632	Virginia Dept of Motor Vehicles	Imp Driving Pgm Coord--Reduction of Drug-Impaired, Distracted & Drowsy Driving	\$9,637.00	\$5,182.79
CP Total					\$191,947.00	\$140,038.86
DE-2016	56377	6577	Dept for Aging and Rehabilitative Services	Virginia GrandDriver	\$184,820.00	\$173,560.56
DE-2016	56016	6216	Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	\$161,575.00	\$161,168.74
DE-2016	56121	6321	Mid-Atlantic Foundation for Safety	IDRIVE 2016	\$60,640.00	\$0.00
DE-2016	56154	6354	Prince William County	Partners for Safe Teen Driving	\$90,020.00	\$58,308.04
DE-2016	56374	6574	VADETS	Cross Your Heart and Click-It	\$22,000.00	\$11,000.00
DE-2016	56387	6587	Virginia Dept of Education	Parent Involvement	\$105,500.00	\$89,397.73
DE-2016	56048	6248	Virginia Dept of Motor Vehicles	45-Hour Parent/Teen Guide	\$31,460.00	\$31,459.97
DE-2016	56404	6604	Virginia Dept of State Police	Move Over Law Educational Outreach	\$20,000.00	\$19,530.00
DE-2016	56380	6580	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	\$18,668.00	\$11,677.54
DE Total					\$694,683.00	\$556,102.58
MC-2016	56408	6608	Motorcycle Safety League of Va	Motorcycle & Sidecar/Trike Education	\$208,200.00	\$135,828.49
MC-2016	56225	6425	Richmond Ambulance Authority	Rider Alert	\$6,930.00	\$6,846.57
MC-2016	56272	6472	Virginia Dept of Motor Vehicles	402 Motorcycle Media	\$80,000.00	\$77,811.24
MC Total					\$295,130.00	\$220,486.30
OP-2016	56326	6526	Accomack County	Selective Enforcement - Occupant Protection	\$3,000.00	\$1,163.26
OP-2016	56244	6444	Buckingham County	Selective Enforcement - Occupant Protection	\$10,000.00	\$10,000.00
OP-2016	56379	6579	Buena Vista City	Selective Enforcement - Occupant Protection	\$3,000.00	\$3,000.00
OP-2016	56273	6473	Chesapeake City	Selective Enforcement - Occupant Protection	\$15,300.00	\$12,600.97
OP-2016	56311	6511	Covington City	Selective Enforcement - Occupant Protection	\$2,100.00	\$716.89
OP-2016	56415	6615	Danville City	Selective Enforcement - Occupant Protection	\$5,760.00	\$5,668.80
OP-2016	56369	6569	Drive Safe Hampton Roads	Occupant Protection	\$35,849.00	\$28,432.46
OP-2016	56422	6627	Drive Smart of Virginia	NASCAR RIR Partnership w/ Drive Smart VA - Occupant Protection	\$76,802.00	\$76,422.83

OP-2016	56346	6546	Franklin County	Selective Enforcement - Occupant Protection	\$2,700.00	\$2,700.00
OP-2016	56267	6467	Frederick County	Selective Enforcement - Occupant Protection	\$4,000.00	\$3,890.91
OP-2016	56321	6521	Galax City	Selective Enforcement - Occupant Protection	\$6,400.00	\$6,396.37
OP-2016	56228	6428	Gloucester County	Selective Enforcement - Occupant Protection	\$5,600.00	\$5,600.00
OP-2016	56338	6538	Henrico County	Selective Enforcement - Occupant Protection	\$16,800.00	\$16,800.00
OP-2016	56205	6405	Henry County	Selective Enforcement - Occupant Protection	\$10,200.00	\$10,200.00
OP-2016	56033	6233	Hillsville Town	Selective Enforcement - Occupant Protection	\$2,900.00	\$2,900.00
OP-2016	56251	6451	James City County	Selective Enforcement - Occupant Protection	\$3,850.00	\$3,770.23
OP-2016	56047	6247	Lexington City	Selective Enforcement - Occupant Protection	\$3,000.00	\$2,363.94
OP-2016	56254	6454	Manassas Park City	Selective Enforcement - Occupant Protection	\$3,000.00	\$2,999.69
OP-2016	56330	6530	Martinsville City	Selective Enforcement - Occupant Protection	\$3,500.00	\$2,696.32
OP-2016	56075	6275	Montgomery County	Selective Enforcement - Occupant Protection	\$7,020.00	\$6,027.98
OP-2016	56046	6246	New Kent County	Selective Enforcement - Occupant Protection	\$5,250.00	\$5,250.00
OP-2016	56117	6317	Norfolk State University	Selective Enforcement - Occupant Protection	\$3,750.00	\$0.00
OP-2016	56129	6329	Old Dominion University	Selective Enforcement - Occupant Protection	\$4,375.00	\$3,307.50
OP-2016	56062	6262	Onancock Town	Selective Enforcement - Occupant Protection	\$5,628.00	\$5,584.12
OP-2016	56390	6590	Pittsylvania County	Selective Enforcement - Occupant Protection	\$5,400.00	\$5,356.75
OP-2016	56079	6279	Portsmouth City	Selective Enforcement - Occupant Protection	\$6,958.00	\$6,708.52
OP-2016	56098	6298	Richmond City	Selective Enforcement - Occupant Protection	\$7,500.00	\$7,500.00
OP-2016	56399	6599	Roanoke City	Selective Enforcement - Occupant Protection	\$11,200.00	\$11,166.43
OP-2016	56122	6322	Roanoke County	Selective Enforcement - Occupant Protection	\$11,700.00	\$11,690.55
OP-2016	56266	6466	Rockbridge County	Selective Enforcement - Occupant Protection	\$3,600.00	\$3,600.00
OP-2016	56020	6220	Salem City	Selective Enforcement - Occupant Protection	\$3,300.00	\$3,263.64
OP-2016	56281	6481	South Boston Town	Selective Enforcement - Occupant Protection	\$2,650.00	\$2,650.00
OP-2016	56024	6224	South Hill Town	Selective Enforcement - Occupant Protection	\$10,500.00	\$6,961.53
OP-2016	56356	6556	Stafford County	Selective Enforcement - Occupant Protection	\$3,150.00	\$2,357.24

OP-2016	56152	6352	Tazewell County	Selective Enforcement - Occupant Protection	\$7,500.00	\$7,500.00
OP-2016	56211	6411	University of Richmond	Selective Enforcement - Occupant Protection	\$5,625.00	\$4,608.27
OP-2016	56013	6213	Virginia Beach City	Selective Enforcement - Occupant Protection	\$52,000.00	\$52,000.00
OP-2016	56423	6628	Virginia Dept of Motor Vehicles	Occupant Protection Assessment 2016	\$40,000.00	\$23,570.01
OP-2016	56172	6372	Virginia Dept of State Police	VSP/YOVASO - OP	\$195,637.00	\$168,390.51
OP-2016	56009	6209	Washington County	Selective Enforcement - Occupant Protection	\$5,600.00	\$3,063.54
OP-2016	56274	6474	Wythe County	Selective Enforcement - Occupant Protection	\$3,500.00	\$3,500.00
OP Total					\$615,604.00	\$542,379.26
PA-2016	56431	6636	Virginia Dept of Motor Vehicles	402 - Planning and Administration	\$251,700.00	\$224,555.84
PA Total					\$251,700.00	\$224,555.84
PS-2016	56199	6399	Arlington County	Selective Enforcement - Pedestrian/Bicycle	\$4,080.00	\$4,000.52
PS-2016	56343	6543	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	\$10,500.00	\$1,448.52
PS-2016	56306	6506	Metro Washington Council of Gov	Street Smart Regional Pedestrian and Bicycle Safety Program	\$150,000.00	\$150,000.00
PS-2016	56103	6303	Northern Virginia Regional Commission	2016 Bicycle and Pedestrian Safety: Share the Road in Virginia	\$54,667.00	\$48,301.98
PS-2016	56029	6229	Prince William County	Selective Enforcement - Pedestrian/Bicycle	\$6,750.00	\$6,750.00
PS-2016	56100	6300	Richmond City	Selective Enforcement - Pedestrian/Bicycle	\$6,500.00	\$5,779.36
PS-2016	56403	6603	Roanoke City	Selective Enforcement - Pedestrian/Bicycle	\$3,200.00	\$3,188.11
PS-2016	56045	6245	Salem City	Selective Enforcement - Pedestrian/Bicycle	\$1,980.00	\$1,980.00
PS Total					\$237,677.00	\$221,448.49
PT-2016	56329	6529	VA Association of Chiefs of Police	Law Enforcement Training and Resources	\$208,607.00	\$179,682.21
PT-2016	56396	6596	Virginia Dept of Motor Vehicles	FY2016 Law Enforcement Liaisons	\$159,300.00	\$108,805.38
PT Total					\$367,907.00	\$288,487.59
RS-2016	56109	6309	Virginia Beach City	Regional Training in Traffic Engineering	\$15,000.00	\$15,000.00
RS-2016	56336	6536	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program	\$122,300.00	\$101,070.17
RS Total					\$137,300.00	\$116,070.17
SC-2016	56229	6429	Abingdon Town	Selective Enforcement - Speed	\$12,850.00	\$11,644.55
SC-2016	56232	6432	Albemarle County	Selective Enforcement - Speed	\$10,000.00	\$8,420.17
SC-2016	56314	6514	Alleghany County	Selective Enforcement - Speed	\$6,000.00	\$6,000.00
SC-2016	56342	6542	Amelia County	Selective Enforcement - Speed	\$15,000.00	\$15,000.00

SC-2016	56125	6325	Amherst County	Selective Enforcement - Speed	\$11,200.00	\$11,200.00
SC-2016	56160	6360	Arlington County	Selective Enforcement - Speed	\$10,200.00	\$10,124.97
SC-2016	56071	6271	Arlington County	Selective Enforcement - Speed	\$7,250.00	\$6,055.67
SC-2016	56282	6482	Ashland Town	Selective Enforcement - Speed	\$7,400.00	\$5,747.78
SC-2016	56068	6268	Bedford County	Selective Enforcement - Speed	\$10,176.00	\$6,021.27
SC-2016	56021	6221	Bedford Town	Selective Enforcement - Speed	\$4,800.00	\$4,734.23
SC-2016	56086	6286	Blacksburg Town	Selective Enforcement - Speed	\$7,000.00	\$6,918.54
SC-2016	56350	6550	Blackstone Town	Selective Enforcement - Speed	\$5,104.00	\$5,104.00
SC-2016	56393	6593	Botetourt County	Selective Enforcement - Speed	\$5,040.00	\$5,040.00
SC-2016	56156	6356	Boykins Town	Selective Enforcement - Speed	\$4,200.00	\$4,191.00
SC-2016	56287	6487	Buckingham County	Selective Enforcement - Speed	\$20,000.00	\$15,464.25
SC-2016	56180	6380	Campbell County	Selective Enforcement - Speed	\$12,000.00	\$11,997.85
SC-2016	56288	6488	Carroll County	Selective Enforcement - Speed	\$18,867.00	\$18,866.78
SC-2016	56327	6527	Charles City County	Selective Enforcement - Speed	\$13,500.00	\$12,933.00
SC-2016	56166	6366	Chatham Town	Selective Enforcement - Speed	\$2,500.00	\$2,500.00
SC-2016	56056	6256	Chesterfield County	Selective Enforcement - Speed	\$54,800.00	\$54,800.00
SC-2016	56072	6272	Chincoteague Town	Selective Enforcement - Speed	\$8,967.00	\$8,799.40
SC-2016	56304	6504	Christiansburg Town	Selective Enforcement - Speed	\$10,880.00	\$10,878.98
SC-2016	56143	6343	Clarksville Town	Selective Enforcement - Speed	\$2,600.00	\$1,873.58
SC-2016	56090	6290	Courtland Town	Selective Enforcement - Speed	\$4,385.00	\$4,385.00
SC-2016	56286	6486	Covington City	Selective Enforcement - Speed	\$3,000.00	\$1,272.17
SC-2016	56218	6418	Crewe Town	Selective Enforcement - Speed	\$6,000.00	\$6,000.00
SC-2016	56357	6557	Culpeper Town	Selective Enforcement - Speed	\$7,000.00	\$7,000.00
SC-2016	56348	6548	Cumberland County	Selective Enforcement - Speed	\$6,300.00	\$4,986.49
SC-2016	56414	6614	Danville City	Selective Enforcement - Speed	\$9,444.00	\$9,244.30
SC-2016	56269	6469	Dublin Town	Selective Enforcement - Speed	\$3,000.00	\$3,000.00
SC-2016	56070	6270	Dumfries Town	Selective Enforcement - Speed	\$10,000.00	\$4,563.47
SC-2016	56138	6338	Essex County	Selective Enforcement - Speed	\$9,600.00	\$6,564.00
SC-2016	56238	6438	Exmore Town	Selective Enforcement - Speed	\$8,750.00	\$8,750.00
SC-2016	56339	6539	Fairfax County	Selective Enforcement - Speed	\$30,000.00	\$26,908.60
SC-2016	56108	6308	Falls Church City	Selective Enforcement - Speed	\$6,300.00	\$6,300.00
SC-2016	56340	6540	Farmville Town	Selective Enforcement - Speed	\$12,000.00	\$12,000.00
SC-2016	56114	6314	Floyd County	Selective Enforcement - Speed	\$6,250.00	\$6,028.80
SC-2016	56335	6535	Franklin County	Selective Enforcement - Speed	\$10,800.00	\$8,073.00
SC-2016	56219	6419	Fredericksburg City	Selective Enforcement - Speed	\$20,275.00	\$16,202.66
SC-2016	56242	6442	Front Royal Town	Selective Enforcement - Speed	\$3,000.00	\$2,660.75
SC-2016	56194	6394	Giles County	Selective Enforcement - Speed	\$6,000.00	\$5,130.00
SC-2016	56230	6430	Gloucester County	Selective Enforcement - Speed	\$5,250.00	\$5,232.50
SC-2016	56155	6355	Goochland County	Selective Enforcement - Speed	\$13,200.00	\$11,173.90
SC-2016	56200	6400	Greene County	Selective Enforcement - Speed	\$6,000.00	\$5,981.07
SC-2016	56067	6267	Halifax County	Selective Enforcement - Speed	\$5,344.00	\$5,114.50
SC-2016	56078	6278	Hampton City	Selective Enforcement - Speed	\$45,300.00	\$41,499.29
SC-2016	56087	6287	Harrisonburg City	Selective Enforcement - Speed	\$8,000.00	\$5,969.09

SC-2016	56115	6315	Haymarket Town	Selective Enforcement - Speed	\$4,050.00	\$3,117.82
SC-2016	56083	6283	Haysi Town	Selective Enforcement - Speed	\$4,350.00	\$2,520.00
SC-2016	56333	6533	Henrico County	Selective Enforcement - Speed	\$42,000.00	\$42,000.00
SC-2016	56065	6265	Herndon Town	Selective Enforcement - Speed	\$14,850.00	\$14,850.00
SC-2016	56026	6226	Hillsville Town	Selective Enforcement - Speed	\$5,075.00	\$5,075.00
SC-2016	56294	6494	Hopewell City	Selective Enforcement - Speed	\$12,107.00	\$11,786.42
SC-2016	56252	6452	James City County	Selective Enforcement - Speed	\$19,404.00	\$19,404.00
SC-2016	56363	6563	King and Queen County	Selective Enforcement - Speed	\$3,000.00	\$3,000.00
SC-2016	56128	6328	King George County	Selective Enforcement - Speed	\$9,600.00	\$5,214.39
SC-2016	56290	6490	King William County	Selective Enforcement - Speed	\$5,250.00	\$5,190.00
SC-2016	56010	6210	Loudoun County	Selective Enforcement - Speed	\$25,650.00	\$25,631.72
SC-2016	56119	6319	Lynchburg City	Selective Enforcement - Speed	\$10,500.00	\$10,500.00
SC-2016	56411	6611	Madison County	Selective Enforcement - Speed	\$10,850.00	\$8,060.36
SC-2016	56221	6421	Manassas City	Selective Enforcement - Speed	\$19,340.00	\$11,797.11
SC-2016	56259	6459	Manassas Park City	Selective Enforcement - Speed	\$20,000.00	\$19,428.69
SC-2016	56332	6532	Martinsville City	Selective Enforcement - Speed	\$7,000.00	\$4,201.26
SC-2016	56159	6359	Mathews County	Selective Enforcement - Speed	\$3,200.00	\$3,080.92
SC-2016	56310	6510	Middletown Town	Selective Enforcement - Speed	\$3,000.00	\$1,458.04
SC-2016	56076	6276	Montgomery County	Selective Enforcement - Speed	\$14,400.00	\$10,617.71
SC-2016	56139	6339	Mount Jackson Town	Selective Enforcement - Speed	\$3,024.00	\$3,024.00
SC-2016	56349	6549	Narrows Town	Selective Enforcement - Speed	\$4,500.00	\$4,500.00
SC-2016	56052	6252	New Kent County	Selective Enforcement - Speed	\$10,500.00	\$10,482.50
SC-2016	56032	6232	Norfolk City	Selective Enforcement - Speed	\$24,650.00	\$24,119.49
SC-2016	56093	6293	Northampton County	Selective Enforcement - Speed	\$6,600.00	\$6,600.00
SC-2016	56417	6617	Northumberland County	Selective Enforcement - Speed	\$3,000.00	\$3,000.00
SC-2016	56395	6595	Onley Town	Selective Enforcement - Speed	\$5,000.00	\$5,000.00
SC-2016	56234	6434	Orange County	Selective Enforcement - Speed	\$10,000.00	\$8,754.73
SC-2016	56054	6254	Page County	Selective Enforcement - Speed	\$3,500.00	\$3,340.07
SC-2016	56382	6582	Patrick County	Selective Enforcement - Speed	\$4,500.00	\$4,468.50
SC-2016	56145	6345	Pearisburg Town	Selective Enforcement - Speed	\$8,840.00	\$8,840.00
SC-2016	56171	6371	Pembroke Town	Selective Enforcement - Speed	\$11,090.00	\$11,090.00
SC-2016	56006	6206	Pennington Gap Town	Selective Enforcement - Speed	\$7,000.00	\$4,935.31
SC-2016	56394	6594	Pittsylvania County	Selective Enforcement - Speed	\$8,100.00	\$8,049.96
SC-2016	56176	6376	Poquoson City	Selective Enforcement - Speed	\$6,226.00	\$5,658.98
SC-2016	56082	6282	Portsmouth City	Selective Enforcement - Speed	\$3,479.00	\$3,038.42
SC-2016	56289	6489	Powhatan County	Selective Enforcement - Speed	\$18,000.00	\$17,880.00
SC-2016	56239	6439	Prince Edward County	Selective Enforcement - Speed	\$4,154.00	\$2,945.52
SC-2016	56325	6525	Prince George County	Selective Enforcement - Speed	\$8,400.00	\$5,511.53
SC-2016	56030	6230	Prince William County	Selective Enforcement - Speed	\$22,500.00	\$22,174.52
SC-2016	56291	6491	Pulaski Town	Selective Enforcement - Speed	\$6,500.00	\$3,728.35
SC-2016	56203	6403	Rappahannock County	Selective Enforcement - Speed	\$8,000.00	\$7,920.39
SC-2016	56280	6480	Richlands Town	Selective Enforcement - Speed	\$2,800.00	\$2,800.00
SC-2016	56095	6295	Richmond City	Selective Enforcement - Speed	\$40,000.00	\$40,000.00

SC-2016	56193	6393	Richmond County	Selective Enforcement - Speed	\$6,750.00	\$6,750.00
SC-2016	56401	6601	Roanoke City	Selective Enforcement - Speed	\$13,440.00	\$13,417.07
SC-2016	56141	6341	Roanoke County	Selective Enforcement - Speed	\$29,250.00	\$29,250.00
SC-2016	56264	6464	Rockbridge County	Selective Enforcement - Speed	\$7,200.00	\$7,200.00
SC-2016	56015	6215	Salem City	Selective Enforcement - Speed	\$9,735.00	\$9,693.08
SC-2016	56007	6207	Smyth County	Selective Enforcement - Speed	\$2,800.00	\$2,783.76
SC-2016	56059	6259	Spotsylvania County	Selective Enforcement - Speed	\$49,500.00	\$43,095.50
SC-2016	56354	6554	Stafford County	Selective Enforcement - Speed	\$9,450.00	\$9,205.48
SC-2016	56231	6431	Strasburg Town	Selective Enforcement - Speed	\$5,645.00	\$5,476.36
SC-2016	56113	6313	Tazewell Town	Selective Enforcement - Speed	\$5,000.00	\$5,000.00
SC-2016	56167	6367	Timberville Town	Selective Enforcement - Speed	\$3,000.00	\$3,000.00
SC-2016	56105	6305	Vienna Town	Selective Enforcement - Speed	\$17,100.00	\$17,100.00
SC-2016	56216	6416	Virginia Commonwealth Univ.	Selective Enforcement - Speed	\$10,800.00	\$7,938.00
SC-2016	56040	6240	Virginia Dept of State Police	Selective Enforcement - Speed	\$511,067.00	\$441,844.71
SC-2016	56161	6361	Washington County	Selective Enforcement - Speed	\$10,500.00	\$10,393.58
SC-2016	56111	6311	Waynesboro City	Selective Enforcement - Speed	\$14,000.00	\$10,985.63
SC-2016	56182	6382	Weber City Town	Selective Enforcement - Speed	\$6,750.00	\$6,075.00
SC-2016	56137	6337	Westmoreland County	Selective Enforcement - Speed	\$10,500.00	\$9,136.07
SC-2016	56270	6470	Windsor Town	Selective Enforcement - Speed	\$11,800.00	\$11,628.00
SC-2016	56317	6517	Woodstock Town	Selective Enforcement - Speed	\$5,120.00	\$4,483.45
SC-2016	56265	6465	Wythe County	Selective Enforcement - Speed	\$26,250.00	\$26,132.74
SC Total					\$1,735,178.00	\$1,572,514.75
TR-2016	56388	6588	Supreme Court of Va	Improve Traffic Data	\$45,500.00	\$35,770.00
TR-2016	56297	6497	Virginia Dept of Motor Vehicles	VAHSO Analytics and Reporting	\$223,880.00	\$190,690.09
TR-2016	56406	6606	Virginia Dept of Motor Vehicles	VAHSO Data Analyst	\$52,172.00	\$48,263.02
TR Total					\$321,552.00	\$274,723.11
402 Total					\$4,901,555.00	\$4,206,007.81

NON-IMPLEMENTATION GRANTS FOR FFY-2016

GRANT NUMBER	GRANTEE NAME	PROJECT TITLE	REASON FOR NON-IMPLEMENTATION
154AL-2016-56426-6631	Roanoke County Police Dept.	Roanoke Valley DUI Task Force	Multiple agency procurement issues kept the project from being implemented as written in FY16.
OP-2016-56117-6317-20.600	Norfolk State University	Selective Enforcement Occupant Protection	The FY16 project was suspended due to a review of the FY15 project and request for reimbursement(s). Once reinstated, the agency did not request reimbursement of personnel funds for selective enforcement due to manpower shortages.
DE-2016-56121-6321	IDRIVE 2016	Mid-Atlantic Foundation for Safety	Grantee withdrew from project to pursue other activities
M9MT-2016-56410-6610	Motorcycle Safety League of Virginia	Motorcycle Curriculum & 3 Wheel Training Equipment	DMV/VAHSO placed a hold on decision regarding curriculum until after the Motorcycle Safety Program Assessment in FY2017; project could not be implemented
TR-2016-56981-6620	DMV	S2S Verification System	Grant was to hire a business analyst to document the lifecycle of the S2S project; however, this work was completed by an existing employee

