



2019
VIRGINIA
HIGHWAY SAFETY ANNUAL REPORT

Annual Report Fiscal Year 2019

Virginia Highway Safety Office

Virginia Department of Motor Vehicles

2300 West Broad Street

Richmond, Virginia 23220



Table of Content

Commissioner's Messages	2
Executive Summary	3
Mission Statement / Statutory Authority	5
Program Overview / Demographics / Responsibilities	6
Governor's Highway Safety Executive Staff	7
Highway Safety Office Staff	8
Traffic Safety Partners	11
Traffic Safety Plans and Assessments	12
Surveys (Seat Belt Observation and Self-Reported)	13
Legislation	16
Evidence Based Traffic Safety Enforcement Program	18
Performance Report on Core Measures Targets	24
Core Outcome Performance Measures – (C-1 through C-11)	27
Fatalities	27
Serious Injuries	27
Fatalities per VMT	27
Fatalities per VMT (Rural)	28
Fatalities per VMT (Urban)	28
Occupant Protection Program (High Visibility Enforcement and Media)	30
Impaired Driving Program	47
Speed Program	58
Motorcycle Safety Program	61
Drivers Age 20 or Younger Program	66
Pedestrian Safety Program	69
Bicycle Safety Program	73
Core Behavior Performance Measure – (B-1) Seat Belt Use Rate	77
Core Activity Performance Measures – (A-1, A-2, A-3)	78
Traffic Records Program	79
Other Program Area Performance Measures: Drugged Driver, Distracted Driver, Drowsy Driver, Driver's Education, Traffic Services, Roadway Safety	86
Additional Traffic Safety Programs	99
Highway Safety Media Plan	100
Appendix A - Summary of Expenditures & Non-Implementation Grants	104
Appendix B – Expenditures and Non-Implementation Grants	105

Commissioner's Message

The Virginia Department of Motor Vehicles (DMV) Highway Safety Office (VAHSO) is pleased to present Virginia's 2019 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 2019 Virginia Highway Safety Plan (HSP). The Report describes the accomplishments and challenges experienced by the DMV/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 - 3 - 2019

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 Department of Motor Vehicles (DMV) 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 DMV/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 2019:

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 also 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.
- 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

The DMV/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 are data-driven and will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During **Federal Fiscal Year** 2018-2019, the Virginia Highway Safety Office, the Governor's Highway Safety Representative and the Virginia Secretary of Transportation approved the award of 394 grants totaling \$26,825,134.

Demographics of Virginia

Virginia is comprised of 38 cities and 95 counties. The Capitol is located in the city of Richmond. In 2018 the Commonwealth's total population was 8,517,685, and there were 8,305,633 registered vehicles. Virginia has 75,368.41 roadway miles, of which 64,974.75 are secondary roads (86.2%), 9,274.81 are primary roads (12.3%), and 1,118.85 are interstate roads (1.5%).

The combined number of active licensed drivers in Virginia is 6,056,316. 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 Field Divisions with 49 Area Offices and approximately 1,100 State Troopers assigned to patrol responsibilities.

Responsibilities

The DMV/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

Virginia Governor	The Honorable Ralph S. Northam
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

Highway Safety Office Staff

The DMV/VAHISO is comprised of headquarters staff members and field personnel. Brief descriptions of each position 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 operations and programs. Directs the administration of the DMV/VAHISO to include Planning, Data Analysis and Reporting and Program Development and Implementation.

Administrative Coordinator: Provides support to the DMV/VAHISO Director. Coordinates the information needed for the completion of DMV/VAHISO 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. Responsibilities include submitting, monitoring, coordinating and evaluation of approved highway safety grants for the DMV/VAHISO special projects and travel and training for DMVVAHISO staff.

Deputy Director of Planning, Data Analysis, and Reporting: Responsibilities include planning, management and oversight of all analytical staff (including FARS program); managing, implementing and directing the statewide traffic records data system-TREDS including TREDS IT staff and the TREDS Operations Center staff; responsible for planning, statewide, crash data management and analysis, strategic highway safety planning including the SHSP, HSP and Annual Report, and serving as the Chair and Coordinator for the state's traffic records program and the traffic records committee. Also provides oversight to the on-site VA Tech Safety Analyst in partnership with VA Tech University.

TREDS IT: Responsible for the operation, maintenance 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; supervises day-to-day duties of FARS analysts in the collection and submission of fatality 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.

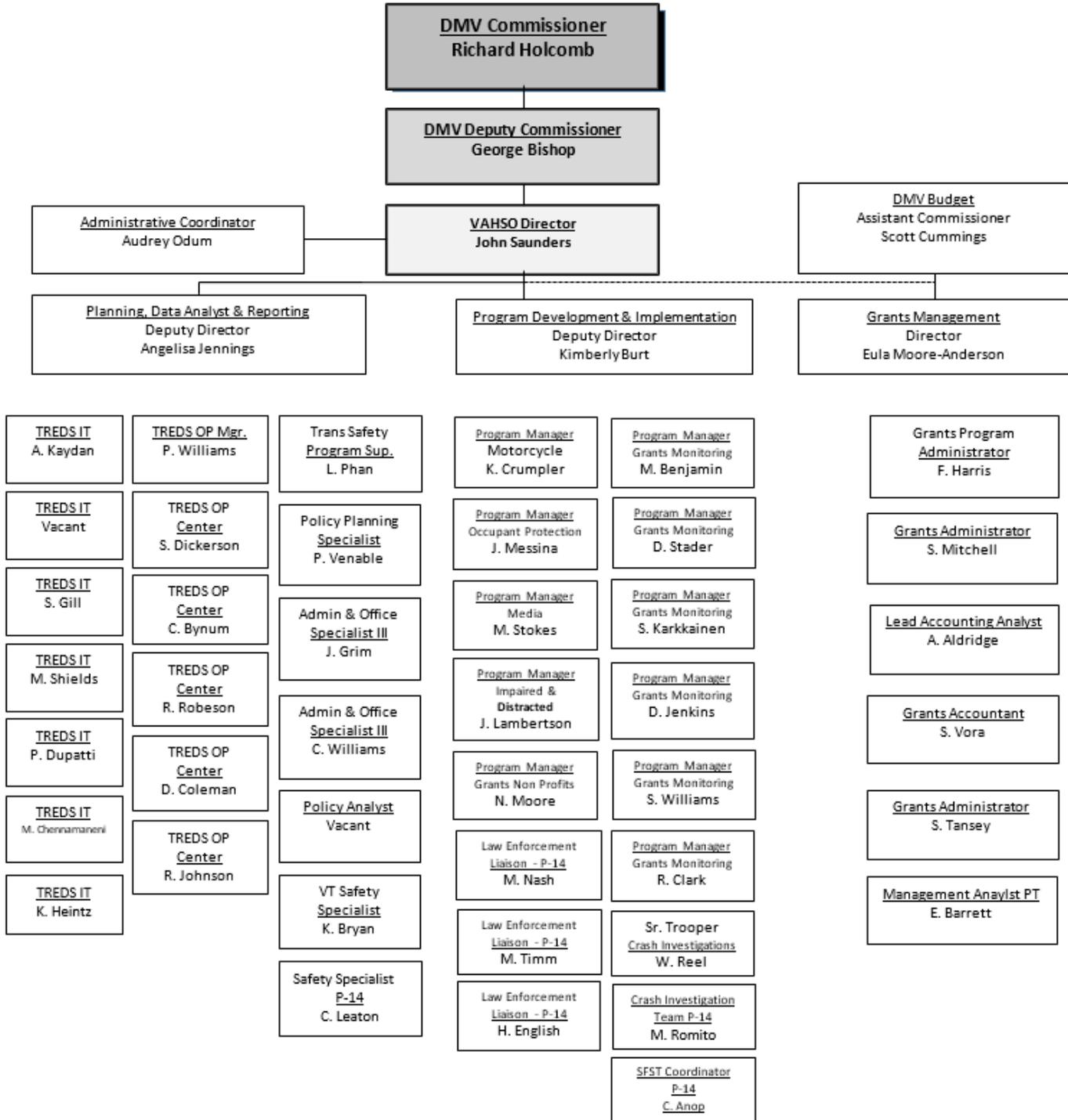
Office Manager (TREDS Operations Center): Supervises staff responsible for conducting quality assurance of the state's electronic police crash reports as well as related DMV business processes.

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. Also includes part-time staff for ARIDE and SFST coordination as well as crash investigation.

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
October 2019**



Traffic Safety Partners

Enforcement

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

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)
- Virginia Association of Campus Law Enforcement Administrators
- Automotive Coalition of Traffic Safety, Inc.
- Prevention Council of Roanoke County
- Metropolitan Richmond Sports Backers, Inc.
- Richmond Ambulance Authority
- Virginia Association of Chiefs of Police
- Virginia Trucking Association
- Washington Regional Alcohol Program
- Virginia Association for Health, Physical Education, Recreation, and Dance

State Agencies

- Commission on Alcohol Safety Action Program (VASAP)
- Commonwealth's Attorneys' Services Council
- Department of Aging and Rehabilitative Services
- Department of Alcoholic Beverage Control
- Department of Education
- Department of Forensic Science
- Department of Emergency Medical Services
- 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 - YOVASO
- Virginia Department of Transportation
- Virginia Polytechnic Institute and State University

Traffic Safety Plans and Assessments

Occupant Protection Program Assessment
Occupant Protection Strategic Plan
Motorcycle Safety Program Assessment
Crash Investigation & Reconstruction Program Plan
Strategic Plan for Traffic Records and Information Systems
Traffic Records Program Assessment
Virginia Annual Report
Virginia Highway Safety Plan
Virginia Strategic Highway Safety Plan

Seat Belt Use in Virginia Survey (Summary of Findings)

The procedures that were used to develop the 2019 Seat Belt Use rate for Virginia are the 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 in February 2017 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 2019 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2017, was 85.4%.
- (2) The 95% confidence interval for the seat belt use rate was between 84.3% and 86.6%.
- (3) The error rate was 0.58%, well below the maximum 2.5% allowed by code.
- (4) The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 7.9%, below the maximum 10% allowed by Code.
- (5) These results were based on a weighted survey design sample of 16,629 vehicles providing driver and/or passenger belt use observations.

Note: On October 23, 2019, Virginia received NHTSA’s approval that the 2019 seat belt use certification met NHTSA’s requirements.

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

This report summarizes the work completed in 2019, the tenth year Virginia carried out the survey.

The DMV/VAHSO wished to add 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). This report summarizes the work completed in 2019, the tenth year Virginia carried out the survey. (Virginia began its survey in 2010, one year before it was mandated to do so.)

The 2019 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 (292 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 592 participants. This latter augment sample was used to make comparisons to the full sample, or the average Virginia driver.

Overall, key *statewide* findings included:

Seat-Belt Use

- The majority of respondents reported always wearing seat belts while driving (88.7%) or riding as passengers (88.3%).
- A few more than 1 in 4 (27.9%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- More than half of the respondents (51.1%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- More than half the respondents (54.5%) reported they do not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 24.8% 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.”
- Fewer than 4 in 10 (36.9%) recalled police activities targeting impaired driving in the time period prior to the survey. Even fewer (21.9%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- More than half (55.1%) of participants reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); slightly less than half (48.7%) reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (58.5%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Fewer than 3 in 10 (28.3%) recalled law enforcement activity targeting speeding in the past 30 days.

Distracted Driving

- More than half of the respondents (56.3%) “seldom” or “never” talk on mobile phones while driving; 0.3% reported not owning a mobile phone.
- A significant majority (69.0%) said they “never” text while driving.

Legislation

During the 2018 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws were enacted and became effective July 1, 2018:

Highway Safety Bills VIRGINIA DEPARTMENT OF MOTOR VEHICLES

CODE SECTION	BILL NUMBER	DESCRIPTION	FINAL ACTION
		Driver Education/Training	
§§ 22.1-205; 46.2-1702	SB 126	Driver education programs; parent/student driver education component. Permits any school division outside Planning District 8, at the discretion of the local school board, to administer a parent/student driver education component as part of the driver education curriculum. Under both current law and the bill, such component is a requirement in Planning District 8 (Northern Virginia). The bill allows for school divisions outside Planning District 8 to administer such component in-person or online.	Acts of Assembly Chapter text (CHAP0521)
		Motor Vehicles	
§ 46.2-1540	HB 627 SB 873	Inspections prior to sale; exception; certain special orders. Exempts from the requirement that motor vehicles be inspected prior to retail sale transactions (i) any motor vehicle that is sold on the basis of a special order placed with a dealer or manufacturer outside the Commonwealth by a dealer who makes modifications to such vehicle prior to delivery to the first retail customer who takes delivery outside the Commonwealth and (ii) any new motor vehicle that has previously been inspected and displays a valid state inspection sticker. For a new vehicle sold on the basis of a special order by a dealer on behalf of a nonresident, the bill expands the existing exception for an order placed with a manufacturer outside the Commonwealth to also exempt an order placed with a dealer outside the Commonwealth. The bill contains a technical amendment.	Acts of Assembly Chapter text (CHAP0027) (CHAP0294)
§§ 46.2-100, 46.2-711, 46.2-1158.1, 46.2-1179; adds § 46.2-730.1	HB 1323	Military surplus motor vehicles; registration and operation on highways. Authorizes the Department of Motor Vehicles to issue a registration card and license plates for military surplus motor vehicles, as defined in the bill. The bill limits the use and travel distance of military surplus motor vehicles and provides that any law-	Acts of Assembly Chapter text (CHAP0555)

		enforcement officer may require any person operating a military surplus motor vehicle to provide the address at which the vehicle is stored for use and the destination of such operation. The bill exempts military surplus motor vehicles from emissions standards.	
Item 439 P Appropriation Act	HB 5002	Study on the feasibility and advisability of outsourcing driver license road tests for adults.	Acts of Assembly Chapter text (CHAP0002)
		Highway Safety	
§§ 46.2-1095; 46.2-1096	HB 708	Rear-facing child restraint devices. Prohibits child restraint devices from being forward-facing until, at least, the child reaches two years of age or until the child reaches the minimum weight limit for a forward-facing child restraint device as prescribed by the manufacturer of the device. The bill expands the reasons that a physician may determine that it is impractical for a child to use a child restraint system to include the child's height. The bill has a delayed effective date of July 1, 2019.	Acts of Assembly Chapter text (CHAP0402)
§ 46.2-1078.1	HB 1525	Use of handheld personal communications devices; highway work zones. Imposes a mandatory fine of \$250 for using a handheld personal communications device for reading emails or texting while operating a motor vehicle in a highway work zone, defined in the bill, when workers are present.	Acts of Assembly Chapter text (CHAP0606)
		Motor Carrier and Tax Services	
§ 46.2-1148	HB 214 SB 73	Overweight permits for hauling Virginia-grown farm produce; bridges and culverts. Provides that no five-axle-combination vehicle shall be issued an overweight permit for hauling Virginia-grown farm produce unless such vehicle has no less than 42 feet of axle space between extreme axles. The bill provides that no vehicle issued an overweight permit for hauling Virginia-grown farm produce shall cross any bridge or culvert in the Commonwealth if the gross weight of such vehicle is greater than the amount posted for the bridge or culvert as its carrying capacity. Current law requires specific weight limitations based upon axle weights or axle spacing.	Acts of Assembly Chapter text (CHAP0501) (CHAP0612)

Evidence-Based Traffic Safety Enforcement Program

A significant portion of Virginia's highway safety grant funds is awarded to law enforcement agencies each year through individual agency grants. The DMV/VAHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Virginia incorporates an evidence-based approach in its statewide enforcement program through the following components:

Data-driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) demonstrates that the data analyses are designed to identify who is over-represented in crashes and when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified must be included in the funding application submitted to the DMV/VAHSO, along with the proven strategies that will be implemented to address the problem. Additionally, law enforcement is provided interstate and locality-specific heat maps/data profiles which drill down to street-level problem identification.

Implementation of Evidence-based Strategies

To ensure that enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies using the data provided. The HSP narrative outlines Virginia's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures (using *Countermeasures That Work* and other proven methods) for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, unrestrained fatalities and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. These include:

- Click It or Ticket Seat Belt Enforcement Campaign in late May (full mobilization)
- Drive Sober or Get Pulled Over Impaired Driving Enforcement Campaign (August-December)
- Drive Sober or Get Pulled Over Crackdown (Holiday Season)
- Click It or Ticket Mini-Mobilization in late November

Several State supported enforcement blitzes are also included. Multi-jurisdictional enforcement efforts are also encouraged and supported by the DMV/VAHSO. Strategies that use street level data to identify high crash locations have proven to be effective, providing for a more efficient use of the available resources; thereby, enhancing the success of enforcement efforts.

Further detail on specific enforcement efforts can be found in each of the program areas.

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of DMV/VAHSO's enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by DMV/VAHSO. Law enforcement agencies receiving grant funding are required to report on the progress of their programs in their quarterly activity reports. These reports must include data on the activities conducted, such as the times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project. Enforcement grants are monitored throughout the year by the Field Program Managers for the DMV/VAHSO. Program managers and associated Law Enforcement Liaisons (LELs) maintain contact with enforcement agencies through meetings, conferences, grant monitoring sessions, emails, phone calls and press events.

Risk Assessments

Each sub-recipient who applies for highway safety funding is evaluated to determine their level of risk. The risk assessment, which is a part of the overall grant application evaluation process, is based on a variety of factors. Past performance on grant projects is considered, to include timeliness, accuracy and completeness of monitoring reports and reimbursement vouchers, maintenance of records, adherence to the Statement of Work & Special Conditions of the grant agreement, and grant task performance. For selective enforcement grants this will include citations and/or contacts per hour, types of violations written and relevance to the grant type or mobilization emphasis, and relevant use of purchased equipment. Current agency conditions are considered, including size of agency, number of traffic officers and vehicles, current levels of critical equipment and leadership support for highway safety efforts. Quantitative information is included in an evaluation spreadsheet prepared by Program Managers who monitor the grant projects. These individuals meet as a group in intensive sessions to review all applications, share quantitative and qualitative information, discuss their recommendations based on the risk assessment and develop consensus recommendations for funding in the upcoming Highway Safety Plan. Agencies deemed to be high risk for poor performance may be (1) identified for close monitoring with clear performance goals for the remainder of the current grant cycle, with their next grant award dependent upon that performance, (2) have their grant awards reduced and/or (3) have their applications denied.

Example of the Highest Jurisdiction Data used to Develop and Select Evidence-based Countermeasure Strategies and Projects

**Top 40 Jurisdictions - Overall Fatalities
Representing 71% of Virginia Fatalities
Calendar Year 2018**

Rank	County/City	Fatalities	Area
1	Fairfax County	47	Fairfax
2	Virginia Beach City	37	Portsmouth
3.5	Chesterfield County	28	Richmond
3.5	Henrico County	28	Richmond
5	Prince William County	24	Fairfax
6.5	Chesapeake City	20	Portsmouth
6.5	Pittsylvania County	20	Roanoke
8	Fauquier County	19	Staunton
9	Hanover County	18	Richmond
10	Newport News City	17	Portsmouth
12	Norfolk City	16	Portsmouth
11	Spotsylvania County	16	Fairfax
13	Richmond City	15	Richmond
14.5	Montgomery County	14	Roanoke
14.5	Stafford County	14	Fairfax
16.5	Caroline County	13	Fairfax
16.5	Frederick County	13	Staunton
18.5	Augusta County	12	Staunton
18.5	Bedford County	12	Roanoke
22	Hampton City	11	Portsmouth
22	Loudoun County	11	Fairfax
22	Lynchburg City	11	Roanoke
22	Portsmouth City	11	Portsmouth
22	Washington County	11	Bristol
26	Albemarle County	10	Staunton
26	Mecklenburg County	10	Richmond
26	Wise County	10	Bristol
31.5	Botetourt County	9	Roanoke
31.5	Culpeper County	9	Staunton
31.5	Franklin County	9	Roanoke
31.5	Goochland County	9	Richmond
31.5	Henry County	9	Roanoke

31.5	Louisa County	9	Richmond
31.5	Rockbridge County	9	Staunton
31.5	Tazewell County	9	Bristol
38.5	Campbell County	8	Roanoke
38.5	Halifax County	8	Richmond
38.5	Nelson County	8	Staunton
38.5	Rockingham County	8	Staunton
38.5	Smyth County	8	Bristol

Driving Trends

In 2018 as compared to 2017 there were:	
30,929 fewer licensed drivers	0.5% decrease
71,227 more registered vehicles	0.9% increase
4,473 more total crashes	3.5% increase
20 fewer total fatalities	2.8% decrease
1,217 more total injuries	1.9% increase

Trend Statistics									
CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.15
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.11
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.10
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,737	0.96	1.14
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,258	0.92	1.10
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	80,985	0.86	1.08
2015	125,800	753	65,029	6,003,526	8,005,505	8,382,993	82,970	0.91	1.15
2016	128,525	760	67,294	6,491,377	8,121,216	8,411,808	84,278	0.90	1.19
2017	127,375	839	65,306	6,087,245	8,234,406	8,470,020	85,263	0.99	1.16
2018	131,848	819	66,523	6,056,316	8,305,633	8,517,685	86,968	0.94	N/A

* Fatality rate per 100 million miles

Coordinated Data Collection and Information for SHSP Development

The DMV/VAHSO partnered with the Virginia Department of Transportation (VDOT) to collaborate with a multitude of interested organizations in the development of the Virginia's Strategic Highway Safety Plan 2017-2021 (SHSP). As a key partner on the SHSP Executive Committee, DMV/VAHSO oversees and monitors the inclusion of HSP safety program areas and statewide crash data used to determine performance measures and targets within the SHSP. The Commonwealth's SHSP focuses on eight key behavioral emphasis areas: Alcohol-Impaired Driving, Occupant Protection, Young Drivers, Speed, Roadway Departures, Intersections, Bicyclist, and Pedestrian. The two lead agencies, along with its safety partners, continue to meet on a quarterly basis to provide updates.

The DMV/VAHSO collaborated with VDOT and provided comprehensive data from its FARS and TRENDS systems that was used in the development of the Virginia Strategic Highway Safety Plan 2017-2021 (SHSP). Additionally, data from VDOT's Roadway Network System (RNS) was also incorporated with crash data and included in the SHSP.

DMV/VAHSO also coordinated with VDOT (and reached agreement) on the three measures and targets that must be identical in the HSP, HSIP and SHSP (fatalities, fatalities/VMT and serious injuries). Five year rolling average was used to set targets.

DMV and VDOT agreed to the following identical FY2019 HSP measures and targets for the HSP, HSIP and SHSP: Fatalities – 840; Fatalities/VMT - 0.94 and Serious Injuries – 7,689.

Virginia's final SHSP was completed in May 2017.

To review the full plan visit www.virginiadot.org/info/hwysafetyplan.asp

Performance Report on Core Measure Targets

Below is a list of the quantifiable and measurable highway safety performance measures based on highway safety problems identified by the DMV/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: 2017* vs. 2019

- Virginia's fatalities were 734 for 2017 and 711 for 2019 or a 3% decrease from 2017. Virginia is on track to meet its target of 0.4% reduction for 2019.

Top contributing factors to overall fatalities include failure to maintain control of the vehicle, running off the road and speed. These accounted for 39% of the fatalities. Nearly one half of the fatalities occurred between noon and 9pm. Unrestrained fatalities also played a part in the increase, with 51% of the fatalities unrestrained.

- Virginia's serious injuries were 6,748 for 2017 and 6,050 for 2019 or a 10% decrease from 2017. Virginia is on track to meet its target of 7,689 for 2019.

Virginia's serious injuries accounted for 11% of total injuries. Top driver actions contributing to serious injuries include failure to maintain control of the vehicle, running off the road, did not have the right-of-way and speed. These accounted for almost one third of serious injuries.

- Virginia's fatalities per 100M VMT were 0.0.87 for 2017 and 0.80 for 2019 (preliminary) or an 8% decrease from 2019. Virginia is on track to meet its target of 1.58 for 2019.

Data: January 1 – November 30: 2016** vs. 2019

- Virginia's rural fatalities per 100M VMT were 1.41 for 2016 and 1.64 for 2019 (preliminary) or a 16% increase from 2019. Virginia is not on track to meet its target of 1.58 for 2019. In FY2021, Virginia will continue to analyze its most recent fatality data for use in the development of enforcement and education and awareness efforts.
- Virginia's urban fatalities per 100M VMT were 0.46 for 2016 and 0.62 for 2019 (preliminary) or a 35% increase from 2019. Virginia is not on track to meet its target of 0.43 for 2019. In FY2021, Virginia will continue to analyze its most recent fatality data for use in the development of enforcement and education and awareness efforts.
- Virginia's unrestrained passenger vehicle occupant fatalities were 242 for 2016 and 247 for 2019 or a 2% increase. Virginia is not on track to meet its target of 12% reduction for 2019. Of the unrestrained fatalities for 2018, 35% were either totally (31%) or partially (4%) ejected. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts such as Local Hero's.

- Virginia's impaired driving fatalities were 223 in 2016. The number of impaired driving fatalities cannot be compared for 2016 vs. 2019 because 2019 data is not available from NHTSA/FARS at this time. Virginia's target is 214 for 2019.
- Virginia's speed-related fatalities were 257 for 2016 and 294 for 2019 or a 14% increase. Virginia is not on track to meet its target of 7% reduction for 2019.

A major factor impacting speed-related fatalities was drivers failing to maintain control of the vehicle, running off the road (33%). Alcohol was also a factor in 23% of the fatalities. In FY2021, Virginia will place more emphasis on its Speed program through enforcement and awareness efforts.

- Virginia's motorcycle fatalities were 69 for 2016 and 87 for 2019 or a 26% increase. Virginia is not on track to meet its target of 11% reduction for 2019.

The top motorcyclist's actions contributing to the increase in fatalities were failure to maintain control of the vehicle resulting in the vehicle running off the road and hitting fixed objects. Speed is also a key contributing factor. These actions accounted for almost one half (48%) of the fatalities. In FY2021, Virginia will enhance its education and awareness efforts.

- Virginia's unhelmeted motorcyclist fatalities were 4 for 2016 and 7 for 2019. Virginia is not on track to meet its target 0 for 2019.

Even with a primary helmet law, so far in 2019, Virginia has experienced its highest number of unhelmeted fatalities recorded since 2007. In FY2021, Virginia will continue to analyze its most recent data for use in the development and enhancement of education and awareness efforts to address this issue.

- Virginia's young drivers (age 20 and younger) involved in fatal crashes were 69 for 2016 and 66 for 2019 or a 4% decrease. Virginia is not on track to meet its target of 14% reduction for 2019.

Contributing factors to the young drivers age 20 or younger involved in fatal crashes were failure to maintain control of the vehicle resulting in the vehicle running off the road and hitting fixed objects. Speed was also a key contributing factor. These actions accounted for 61% of young drivers involved in fatal crashes. Young drivers were also not restrained 41% of the time. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners to address this issue.

- Virginia's pedestrian fatalities were 93 for 2016 and 98 for 2019 or a 5% increase. Virginia is not on track to meet its target of 33% reduction for 2019.

Top contributing factor to the increase in pedestrian fatalities is pedestrians crossing not at an intersection. Other factors include pedestrians drinking and not wearing reflective clothing. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners to address this issue.

- Virginia's bicycle fatalities were 10 for 2016 and 10 for 2019 or no change. Virginia is not on track to meet its target of 10% reduction for 2019.

Contributing factors to the bicyclist fatalities were driving without lights, did not have the right-of-way and disregarded traffic signal. Only three of the bicyclist fatalities were wearing helmets. In addition, the bicyclist was at fault 60% of the time. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners to address this issue.

- Virginia's seat belt usage rate was 79.0 for 2016 and 85.4 for 2019. Even though Virginia did not meet the target of 87.0, its achieved rate of 85.4 is the highest seat belt use rate ever recorded. In FY2021, Virginia will continue to focus its seat belt usage efforts on increasing community and law enforcement involvement throughout the Commonwealth. All initiatives will be implemented to make a positive impact on altering driving behavior to continue increasing overall seat belt usage.

Notes:

- * Target for fatalities, serious injuries and fatalities per 100M VMT is set by DMV and VDOT using 2017 as the calendar base year.

**Targets are set by the DMV/VAHSO based on the latest NHTSA/FARS data (2016)

Source: Virginia Crash Data from the Traffic Records Electronic Data System (TREDS)

Core Outcome Performance Measures

Measure (C-1 Fatalities): Decrease traffic **fatalities** 0.4% from the 2017 calendar base year of 843 to 840 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2017 vs. 2019: Virginia’s fatalities were 734 for 2017 and 711 for 2019 or a 3% decrease from 2017. Virginia is on track to meet its target of 0.4% reduction for 2019.

Fatalities	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	776	740	703	753	760	843	820	840

Note: Target for fatalities is set by DMV/VDOT using 2017 as the calendar base year.

Measure (C-2 Serious Injuries): Target is 7,689 serious injuries by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2017 vs. 2019: Virginia’s serious injuries were 6,748 for 2017 and 6,050 for 2019 or a 10% decrease from 2017. Virginia is on track to meet its target of 7,689 for 2019.

Serious Injuries	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	10,129	8,650	7,585	8,014	8,084	7,624	7,439	7,689

Note: Target for serious injuries is set by DMV/VDOT using 2017 as the calendar base year.

Measure (C-3a): Decrease **fatalities per 100M VMT** 4% from the 2017 calendar base year of 0.98 to 0.94 by year December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s fatalities per 100M VMT were 0.0.87 for 2017 and 0.80 for 2019 or an 8% decrease from 2019. Virginia is on track to meet its target of 1.58 for 2019

Fatalities (per 100M VMT)	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	0.96	0.92	0.87	0.91	0.89	0.98	N/A	0.94

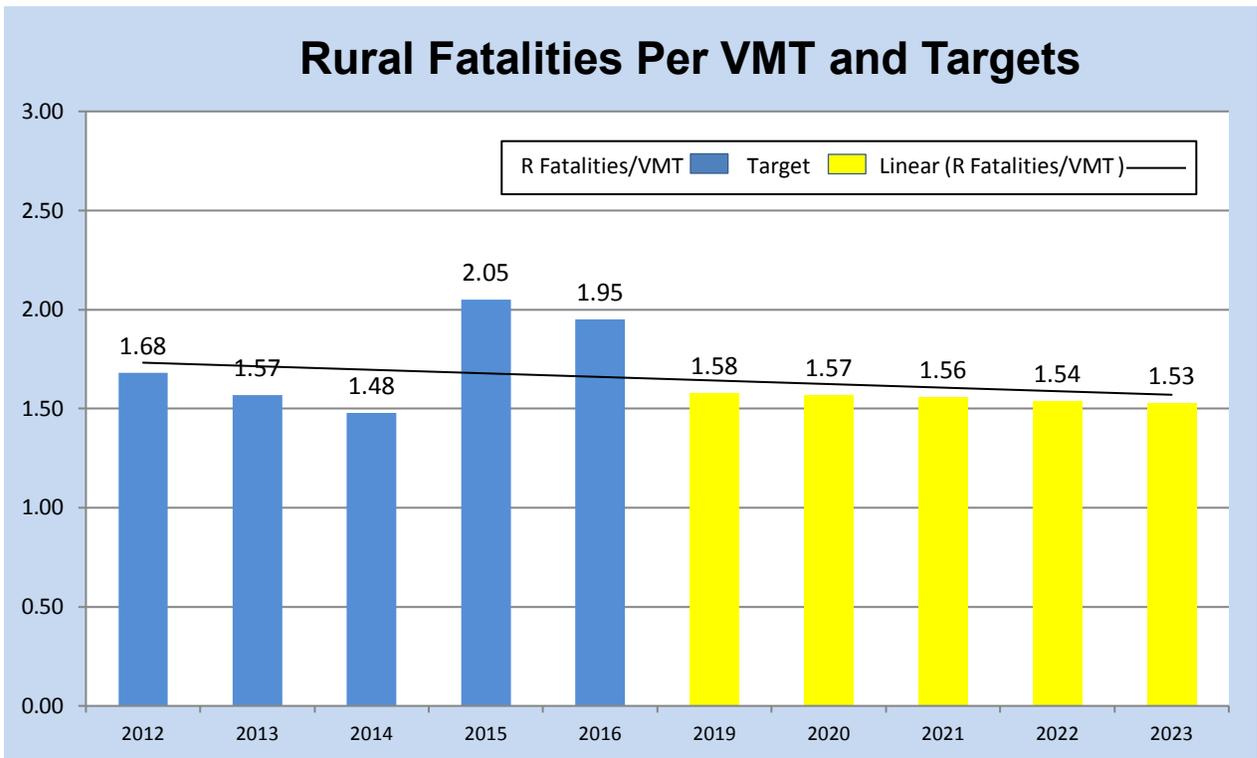
Note: Target for fatalities per 100M VMT is set by DMV/VDOT using 2017 as the calendar base year.

Measure (C-3b): Decrease rural fatalities per 100M VMT 19% from the 2016 calendar base year of 1.95 to 1.58 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s rural fatalities per 100M VMT were 1.41 for 2016 and 1.64 for 2019 or a 16% increase from 2019. Virginia is not on track to meet its target of 1.58 for 2019.

Rural Fatalities (per 100M VMT)	Baseline Data						2019 Target
	2012	2013	2014	2015	2016	2017	1.58
	1.68	1.57	1.48	1.46	1.95	1.78	

Note: 2016 calendar base year FARS data was used to calculate the 2019 target. 2018 data is not available at this time.



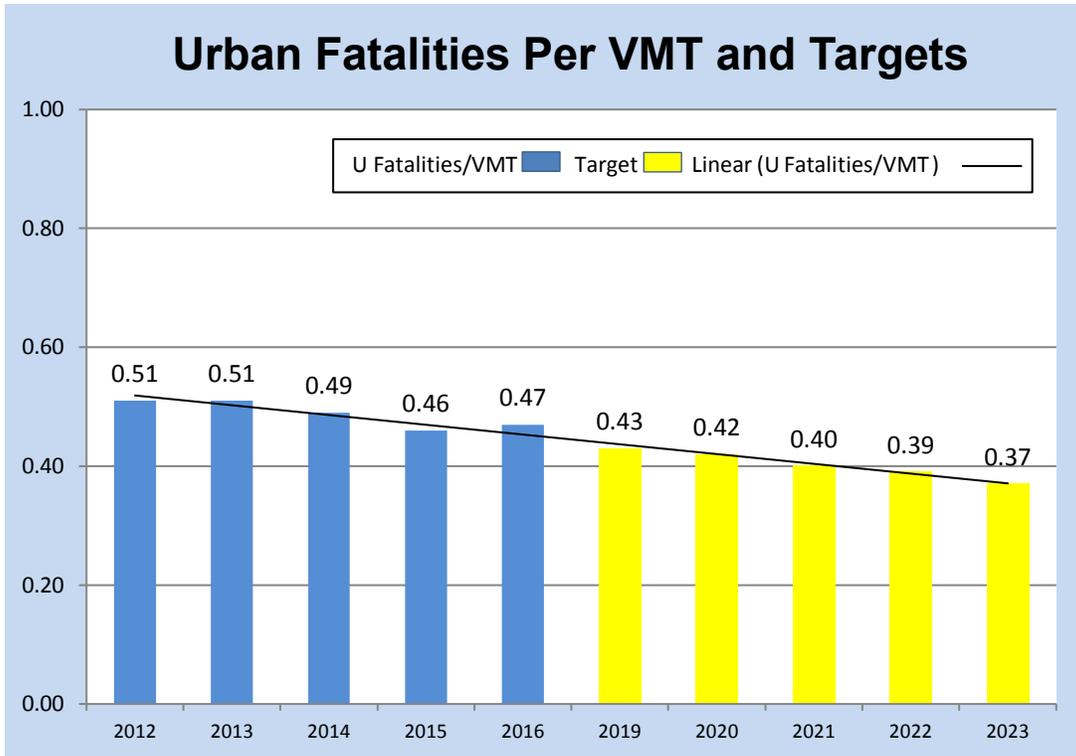
Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (19 percent reduction) in rural fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling average.

Measure (C-3c): Decrease urban fatalities per 100M VMT 9% from the 2016 calendar base year of 0.47 to 0.43 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s urban fatalities per 100M VMT were 0.46 for 2016 and 0.62 for 2019 or a 35% increase from 2019. Virginia is not on track to meet its target of 0.43 for 2019.

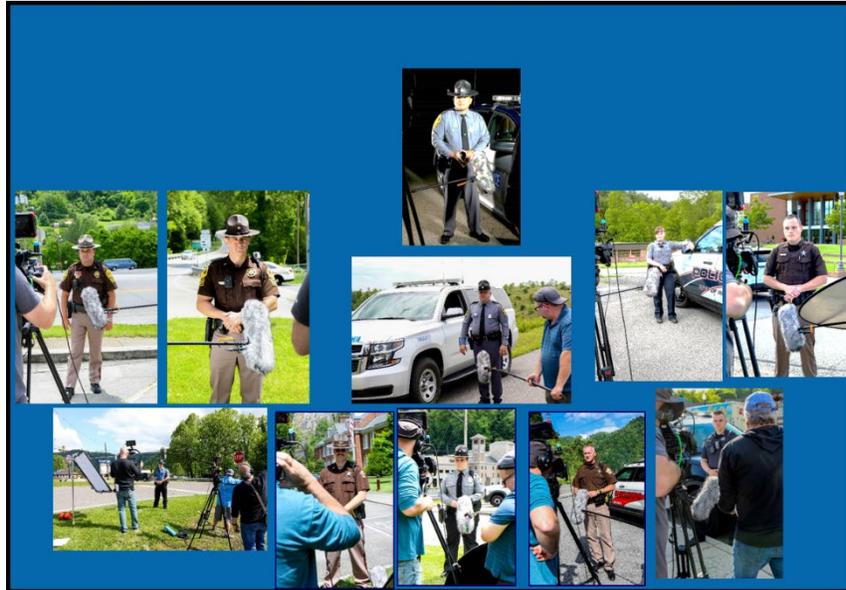
Urban Fatalities (per 100M VMT)	Baseline Data						2019 Target
	2012	2013	2014	2015	2016	2017	0.43
	0.51	0.51	0.49	0.45	0.47	0.57	

Notes: The source of information for fatalities is from FARS data; whereas, VMT information is from Virginia Department of Transportation data. 2016 calendar base year data was used to calculate the 2019 target. 2018 is not available at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year linear (9 percent reduction) for urban fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling averages.

Occupant Protection Program (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 and correct 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. Approximately \$1,094,645 in Section 402 funds and \$1,211,818 in Section 405b funds was expended on various occupant protection activities and child safety seats.

Measure: (C-4) Decrease **unrestrained** passenger vehicle occupant fatalities in all seating positions 12 percent from the 2016 calendar base year of 296 to 261 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s unrestrained passenger vehicle occupant fatalities were 242 for 2016 and 247 for 2019 or a 2% increase. Virginia is not on track to meet its target of 12% reduction for 2019.

Unrestrained Passenger Vehicle Occupant	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	297	300	250	301	287	307	293	261

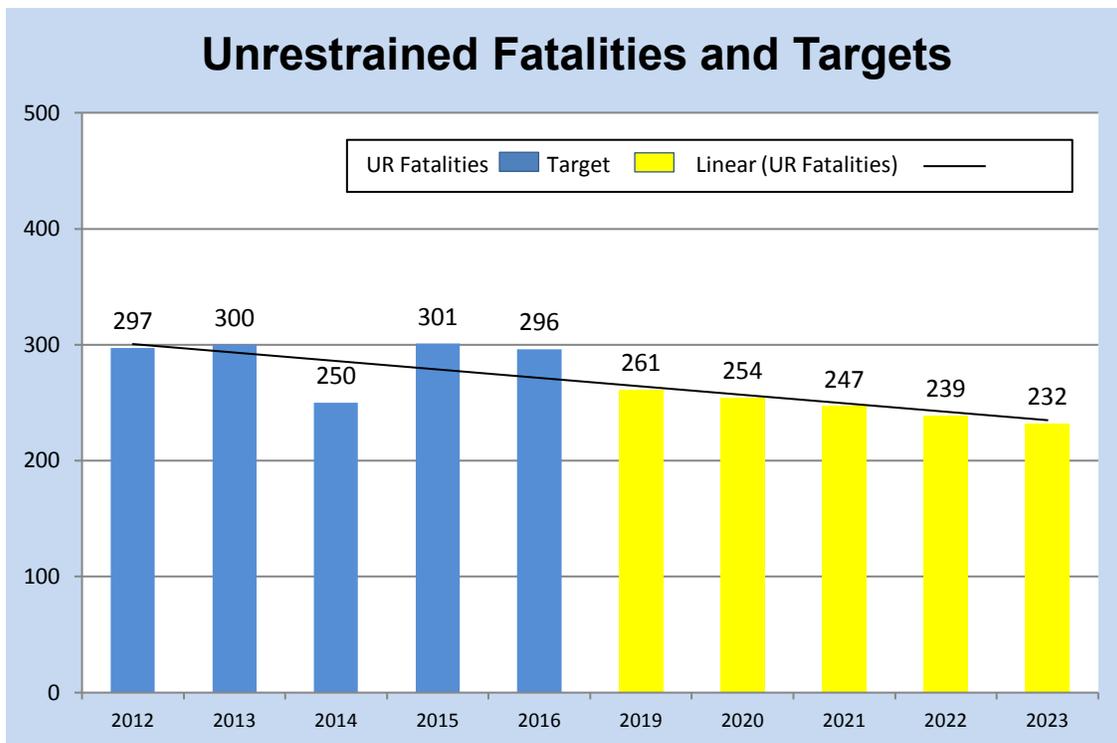
Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.

Occupant Protection (OP) is a key focus area in the Virginia Highway Safety Office’s Highway Safety Plan and Occupant Protection Plan (OPP). These plans include recommendations from the March 2019 OP Assessment. Additionally, innovative strategies and funding assist efforts to increase overall seat belt use – particularly at night, on rural roadways, and among pickup truck and work van drivers – and decrease unrestrained fatalities during the most critical time periods and locations.

Programs that address OP include: statewide traffic and high visibility enforcement, enforcement training, two Click It or Ticket mobilizations, child passenger safety education and programs, public information campaigns and OP program evaluation.

Specific examples approved for the FY2019 grant year include:

- DRIVE SMART Virginia’s OP public education and awareness campaign through social media and the workplace
- Drive Safe Hampton Roads’ Get it Together High School Seat Belt Challenge in 25 area high schools
- Virginia Department of Health’s Low Income Safety Seat Distribution
- YOVASO “Save Your Tail Gate, Buckle Up” campaign



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (12 percent reduction) in unrestrained passenger vehicle occupant fatalities as a more achievable target than the annual or the 3-year rolling average.

Overall Safety Restraint Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2007	80	70,306	15,05
2008	81	72,107	16,86
2009	82	72,226	17,23
2010	81	68,956	16,57
2011	82	63,420	15,68
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	39,718	9,317
2017	85.3	36,891	8,683
2018	84.1	44,143	8,738
2019	85.4	**	**

* 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 % age 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 and Accomplishments

1. Conduct statewide observational survey pre and post mobilization throughout the state and throughout the year.

Following the FY2019 Click It or Ticket Mobilization, Old Dominion University's Research Foundation conducted an observational survey of safety belt use throughout the Commonwealth based upon methodology pre-approved by NHTSA. This survey was the basis for the state's 2019 seat belt use rate of 85.4%. Old Dominion University conducts surveys throughout the year. In addition, the Law Enforcement Liaisons (LELs) conducted independent seat belt surveys throughout the year in various location in the Commonwealth.

During the May 2019 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use.

2. Implement a grant project to Old Dominion University's Research Foundation (ODURF). This project identifies successful OP programs throughout the commonwealth for use statewide.

The ODURF “outreach” or “evaluation” general grants with DMV identify programs, best practices, or the like are designed to evaluate occupant protection programs implemented around the Commonwealth. Sometimes these have been new concerns (such as nighttime OP), or they are to evaluate OP rates in target areas of interest that impact the state rate measured in June after Click It or Ticket. The latter effort is always a focus for ODURF, as they regularly evaluate belt use rates in the 15 county aggregate areas over the course of the full calendar year to note trends and make some assessments and predictions about what the state rate may look like for that year after the May CIOT implementation.

In FY2019, there was only one new initiative (see below) that was implemented, but it was too close to the full OP survey in June to determine a reliable impact. In general, most of our evaluation grant in FY2019, therefore, supplemented information used overall to prepare the Commonwealth June mandated field survey.

3. 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 /June 2019 and two weeks in November 2019

A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two-week period during May 2019 and a two-week mobilization during November 2019. May 2019 enforcement resulted in 1,962 safety belt violations and 429 child restraint violations.

4. Cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by July 2019

Almost 300 local law enforcement agencies and Virginia State Police participated in the May Click It or Ticket Mobilization covering over 95% of Virginia’s population with law enforcement efforts.

5. Conduct pre-and-post mobilization observational surveys of safety belt use by July 2019

During the May 2019 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use. LELs conducted independent seat belt surveys throughout the year in various location in the Commonwealth.

6. Conduct a minimum of 50 occupant protection selective enforcement activities.

Forty-four local law enforcement agencies conducted 2,193 selective patrols and 313 checkpoints for a total of 2,506 OP selective enforcement activities. In addition, the Virginia State Police were issued an Occupant Protection Selective Enforcement grant for the 2018-2019 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 approximately 382 OP selective enforcement activities.

7. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours

Law enforcement agencies were strongly encouraged and/or required to combine both seat belt enforcement with speed and DUI enforcement during grant-funded selective enforcement activities during nighttime hours throughout the grant year. During all grant funded selective enforcement, 4,665 citations were issued for violations of the safety belt (4,086) and child restraint laws (579).

8. Conduct a minimum of six, one-day law enforcement Traffic Occupant Protection Strategies (TOPS) and Below 100 safety training workshops in conjunction with the Virginia Association of Chiefs of Police (VACP) by September 2019.

Law Enforcement Liaisons (LELs) conducted a TOPS (Traffic Occupant Protection Strategies) safety-training workshop to 78 attendees. The TOPS course was being updated in FY2019 and the new curriculum was not available during the entire year. Below 100 courses that were taught independently of DMV or VACP are not tracked.

9. Conduct at least 100 outreach events and activities with Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2019.

Through Virginia Department of Health, Virginia conducted 75 activities to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.

10. Coordinate and/or assist with at least five NHTSA Standardized Child Passenger Safety Technician Certification Courses, four Child Passenger Technician Refresher Courses, one Renewal Course and two Child Passenger Safety Special Needs Certification Courses. CPST courses will focus on high need areas.

Five, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 70 new certified child passenger safety technicians. One CPS Special Needs Training class was conducted with 7 students successfully completing. Four Refresher Trainings were conducted with 84 students successfully completing and two successful participants in a Renewal class. A total of 163 of 168 participants for all classes successfully completed the course, which is a 97.02% passing rate: 54% of attendees were law enforcement, 27% were attended by fire and emergency medical services, 6.75% of attendees were from health services and 9.2% were civilians. Certification courses were conducted in South Hill and Martinsville in an effort to reach high needs areas. Courses not conducted were due to participant level and/or instructor availability.

11. Continue the number of safety seats inspected at 12,000; 9,000 safety seats will be inspected through safety seat check stations and 3,000 safety seats will be inspected at one-day check events

The number of safety seats inspected through safety seat check stations was 6,382. During this grant year, the number of operational safety seat check stations was 45 throughout the Commonwealth. A total 101 telephonic technical assistance consultations were conducted and 31 site visits conducted. Additionally, 455 safety seats were inspected at one-day check events.

12. 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.

Virginia Department of Health, Low Income Safety Seat Distribution and Education Program distributed approximately 7,806 safety seats to indigent children. The program conducted 33 site visits to distribution sites and 41 annual training sessions for 293 program staff. Additionally, 153 distribution sites statewide served low-income families with 75 activities held to promote the program. Seat distribution is higher than reflected in this report due to year end reporting delays. 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.

13. Outreach – DMV and non-profit OP public education and teen driver awareness efforts through social media, the workplace and other events.

Outreach through non-profit organizations included DRIVE SMART Virginia's OP public education and awareness campaign through social media and the workplace, Drive Safe Hampton Roads' Get it Together High School Seat Belt Challenge in 25 area high schools, Virginia Department of Health's Low Income Safety Seat Distribution, Virginia State Police-YOVASO "Save Your Tail Gate, Buckle Up" campaign. The DMV conducted presentations to two-area high school driver's education program reaching approximately 1,800 high school students.

High Visibility Enforcement and Media Campaigns



DMV/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 13 through June 2, 2019, and another mini-mobilization was

conducted November 25 through December 6, 2019.

During the May 2019 CIOT campaign, almost 300 law enforcement agencies participated and reported pre- and post-seat belt survey rates to the highway safety office. Officers worked 265,939 regular hours and 11,265 overtime hours. They issued 47,583 citations, warnings and arrests, including 1,962 seat belt violations, 429 child restraint citations and 13,436 speeding citations.

Officers banded together and worked an additional 114 regular hours and 168 overtime hours during the May CIOT Route 60 Blitz campaign. There were 339 citations, warnings and arrests including 34 seat belt tickets.

Click It or Ticket-May Mobilization

More than \$260,000 in paid advertising generated more than \$520,000 worth of paid and no-charge spots statewide during the May 2019 Click It or Ticket campaign from May 13 through June 3, 2019, to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, the latest NHTSA-created Click It or Ticket television spot called No Good Excuse aired across the Commonwealth. The spot ran on broadcast, cable and over-the-top television. The combination of paid and no-charge spots enabled the campaign to reach a minimum of 84 percent of men ages 18 to 34 an average of eight times. Virginia DMV, the Virginia Department of Transportation, AAA Mid-Atlantic and Virginia State Police teamed up for a Click It or Ticket press conference on Tuesday, May 21, 2019, overlooking a highway overpass. Speakers encouraged motorists to buckle up during the heavily-traveled Memorial Day weekend.

Click It or Ticket-November Mini-mobilization

The November 2019 Click It or Ticket Mobilization campaign surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The three-week campaign aired the NHTSA-created Click It or Ticket television spot titled No Good Excuse from a few days before the holiday through the first week of December. More than \$182,000 in paid advertising generated more than \$251,000 worth of paid and no charge advertising during the mobilization.

May 2019 Click It or Ticket Outreach and Earned Media Activities

Event Date/ Time	Location/ City/attendees	Sponsor	Activity
March 18-May 23, 2019	Statewide	Virginia State Police- YOVASO	Students attending 51 high and middle schools participated in the Arrive Alive peer-to-peer campaign, a competition between schools to establish safe driving behaviors, and promote seat belts and passenger safety, among teens and youth during
May 21, 2019	Bryan Park Overpass, Richmond	DMV	Virginia DMV, the Virginia Department of Transportation, AAA Mid-Atlantic and Virginia State Police teamed up for a Click It or Ticket press conference on Tuesday, May 21, 2019, overlooking a highway overpass. Speakers encouraged motorists to buckle up
May	Statewide	DMV	Click It or Ticket messages were posted via DMV social media channels: Facebook, Twitter, Instagram, YouTube
May 13-June 2, 2019	Statewide	DMV	The NHTSA-produced Click It or Ticket 30- second video titled No Second Chance reached a minimum of 84 percent of men ages 18 to 34 an average of eight

Local Heroes

More than \$50,000 in paid advertising on cable and over-the-top television generated more than \$115,000 worth of paid and no-charge spots statewide during the Local Heroes occupant protection awareness campaign in June 2019. The purpose of the advertising was to increase seat belt use in Wise, Buchanan and Lee counties, where belt use rates are low. The paid advertising schedule reached 83 percent of men 18 to 34 who drive pick-up trucks in the three counties an average of 40 times. Videos depicting local law enforcement providing reasons to buckle up with local scenery as the backdrop aired throughout the month. The DMV Communications Office issued a Local Heroes news release, and posted the videos on the agency's owned social media outlets. An evaluation survey of 177 men in the target audience residing in the three counties reported a 91 percent recall rate of the buckle up message, and those who recalled the campaign said they thought they'd be more likely to be ticketed if they weren't buckled. Additionally, 61 percent said the campaign made them feel more positively toward police.

May 2019 Click It or Ticket Citation Results

Citation Type	Citations Written
Total Adult DUI/DUID Arrests:	497
Total Safety Belts Citations:	1,962
Total Child Restraint Citations:	429
Total Juveniles Cited for Underaged Drinking Violations:	28
Total Juveniles Arrested for Zero Tolerance(DUI):	4
Total Stolen Vehicles Recovered:	55
Total Felony Arrests:	1,110
Total Weapons Seized:	48
Total Fugitives Apprehended:	809
Total Suspended / Revoked Licenses:	3,074
Total Reckless Driving Citations:	3,428
Total Uninsured Motorists:	133
Total Speeding Citations:	13,436
Total Drug Arrests:	864
Total Open Container Citations:	31
Total No Operators License:	786
Total Other Arrests, Citations and Warnings:	20,889
Total Arrests, Citations and Warnings:	47,583
Total Regular Hours Worked:	265,939
Total Overtime Hours Worked:	11,265



Occupant Protection and Occupant Protection for Children Program Committee

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.

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 two years of age 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 DMV augments these funds to support training for the distribution sites and creation and maintenance of safety seat check stations statewide. The program conducted 22 site visits to distribution sites and 42 annual training sessions for 262 program staff. Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program.

Child Passenger Safety Education

Through The Virginia Department of Health, the number of operational Safety Seat Check Station (SSCS) was 45 throughout the Commonwealth. A total 101 telephonic technical assistance consultations have been conducted and 31 site visits conducted. A total of 1 new Safety Seat Check Station (SSCS) opened in a high risk and low seat belt use area of the Commonwealth, with 4 new check stations in the agreement process. SSCS provided safety seat inspection services throughout Virginia and inspected 6,382 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, 64 safety seat check events were held in high risk areas across the Commonwealth: 1 during the May 2019, Click It or Ticket Campaign, 12 in low seat belt use/at risk areas 9 in areas without a Safety Seat Check Station, 5 Hispanic community targeted events, and 1 safety seat check events targeting the special needs population. During this grant year, 455 safety seats were inspected through one-day safety seat check events. Sites have been provided extensive technical assistance in the reporting of inspections throughout the network.

During the year, a total of 7,806 safety seats have been distributed. Total number of restraints could not be captured due to the implementation process of the newly revised on-line reporting system merging with the older version. Seat distribution is higher than reflected in this report based on projections due to year-end reporting delays.

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. During this grant year, two hospital received four First Ride Safe Ride trainings with 28 attendees. During this grant year, 1,547 First Ride Safe Ride patient and provider handbooks have been distributed to health care providers for patient distribution.

A total of 45,840 pieces of educational materials were distributed throughout the Commonwealth, with the Virginia Department of Health website for child passenger safety reporting more than 131,816 Child Passenger Safety Program web hits. Inquiries included Virginia-laws and general, Child-passenger-safety, Low-income-safety-seat program Safety-seat-checks, Resources; First-ride-safe-ride; Child-passenger-safety/lissdep-largemap; Pregnancy-and-seatbelts and Child-passenger safety/ Virginia-laws/information.

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 1,349 technical assistance calls were received on the toll-free line.

Child Safety Seat Emergency Identification Sticker

DMV
www.dmv.virginia.gov

CHILD SAFETY SEAT EMERGENCY IDENTIFICATION STICKER
www.dmv.ncw.com/highwaysafety

Child's Name: _____ Nickname: _____ Birth Date: _____

Address: _____ City: _____ State: _____

Mother's Name: _____ Best Phone Number in Case of Emergency: _____

Father's Name: _____ Best Phone Number in Case of Emergency: _____

Child Care Provider: _____ Phone: _____

Physician Name: _____ Phone: _____

Critical Medical Information (Allergies/Special Needs): _____ Blood Type: _____

Name of Emergency Contact (other than parent): _____ Relationship: _____ Phone: _____

CHILD SAFETY SEAT EMERGENCY ID STICKER
911 911
Emergency Contact Information
for Public Use Only

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 safety seat check station sites. The stickers continue to be 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 DMV/VAHSO receives numerous email and phone requests from the public for these stickers. During FY2019, 20,000 Child Safety Seat Emergency Identification stickers were distributed.

Child Passenger Safety Law Card



The Child Passenger Safety Law Card was originally designed as a guide for law enforcement officers to help explain the proper child seat selection and use based on the child's age, height and weight, as well as the fit of the child seat in the vehicle. The law card also includes a checklist of important items to ensure that the child restraint is properly installed.

The Virginia child restraint laws are provided as a quick reference guide for enforcement activities. The card has been used by police, fire and other safety advocates at conferences, safety fairs and seat check events to keep parents and caregivers informed. During FY2019 23,290 Child Passenger Safety Law Cards were distributed.

Child Passenger Safety Training

Child Passenger Safety Training is administered by the DMV 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.

Five, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 70 new certified child passenger safety technicians. One CPS Special Needs Training class was conducted with 7 students successfully completing. Four Refresher Trainings were conducted with 84 students successfully completing and two successful participants in a Renewal class. A total of 163 of 168 participants for all classes successfully completed the course, which is a 97.02% passing rate: 54% of attendees were law enforcement, 27% were attended by fire and emergency medical services, 6.75% of attendees were from health services and 9.2% were civilians. Certification courses were conducted in South Hill and Martinsville in an effort to reach high needs areas. Courses not conducted were due to participant level and/or instructor availability.

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.

During FY2019, four customized posters were created for local law enforcement agencies. In addition, about 100 “Wear This, Not This” posters were distributed at the VACP Joint Winter Conference, Law Enforcement Symposium, VACLEA Summer Conference, VACP Annual Conference and the Drive Smart Distracted Summit.

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

In FY2019, YOVASO continued to fulfill its mission to engage, educate, and empower youth to influence a safe driving culture through leadership development and innovative outreach programs:

The program increased the number of peer-to-peer youth traffic safety clubs to 112 statewide, including 79 high schools, 29 middle schools and 4 community youth groups. This was a 6% increase over the prior year.

A total of 220 new students (peer leaders) received leadership training to prepare them to lead successful peer-to-peer safe driving and passenger safety programs in schools and communities, and to organize safe driving initiatives that target the key driving concerns for their individual schools.

Four seasonal peer-to-peer youth traffic safety programs were sponsored statewide focusing on occupant protection, distracted driving, impaired driving, speeding, and risky behaviors and attitudes. Through these campaigns, 115 schools participated, 80,931 youth were reached, 22,682 youth engaged in an educational program or hands-on activity, and 259,863 educational materials were distributed. Over 1,500 youth (peer leaders) planned and led the campaigns in their schools and communities.

The fall “Save Your Tail Gate, Buckle Up & Slow Down” campaign focused specifically on promoting seat belt use among youth and teens. The seat belt use rate increased by 4.8% at participating schools during the 3-week campaign. The campaign reached 33,765 youth, and another 12,516 youth engaged in a hands-on activity to encourage seat belt use. 170

youth (peer leaders) across the state took the lead in planning and implementing the campaign at schools statewide. In addition, a paid video ad on social media promoting seat belts had over 1 million views on Facebook and Instagram and close to 19,000 views on YouTube during September 2019.

The “Arrive Alive” campaign also promoted seat belt use during the high-risk warm weather months between May and August. During this campaign, 19,960 youth were reached and another 7,968 engaged in an educational hands-on activity. 260 youth (peer leaders) took the lead in planning and implementing the campaign in schools statewide. Seat belt use increased by 3.65% at participating schools during the campaign.

In addition to these two campaigns, YOVASO also sponsored a Halloween buckle up/safe driving campaign and a holiday buckle up/safe driving campaign. These holiday-focused campaigns reached 27,206 youth with information on occupant protection, safe celebrations, and responsible driving.

YOVASO also continued to offer its Interactive, Hands-On Youth Traffic Safety Programs, including the Distracted and Impaired Driving Simulators, Seat Belt Convincer, and ScanEd Physics of a Crash. These interactive experiences were provided at 80 schools and/or community events. Approximately 109,218 youth and adults were reached and 41,682 youth engaged with the equipment.

The YOVASO Summer Leadership Retreat was held June 17-20 to provide advanced training for youth peer leaders and their club advisors. The four-day retreat provided a variety of speakers, sessions, and hands-on activities on occupant protection and driver safety, as well as leadership development. 106 students and 57 adult advisors attended the retreat. 97% of student participants responded the retreat met its goals and objectives of educating them about risk factors in a crash and how to prevent risks; preparing them to lead peer-to-peer programs; and fostering strong relationships between youth and law enforcement.

Drive Safe Hampton Roads – Occupant Protection

Drive Safe Hampton Roads (DSHR) conducted the “Get It Together High School Seat Belt Challenge”. During the 2018-19 school year, 30 area high schools completed this regional seat belt challenge focused on increasing seat belt use by our youth. The final seat belt check increased belt use as much as 39.8% from the start of the Challenge. Some schools showed seat belt use as high as 100% at the end of the Challenge. The program included over 45,000 students representing the cities of Chesapeake, Hampton, Isle of Wight, James City County, Newport News, Norfolk, Northampton County, Poquoson, Portsmouth, Suffolk, Virginia Beach, and York County. 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 30 years, over 17,583 safety seats have been collected and destroyed. For FY2019, 333 seats were collected and recycled in an effort to prevent serious injuries to babies and small children.

Children’s Hospital of the King’s Daughters (CHKD) – Occupant Protection

This year, at least 77 staff members were trained in either a CPS Advocacy 4-hour class, and/or an extended class on either NICU/fragile infants, or transporting children in casts, depending on their service area. In addition, we now have 30 CPSTs (all but 2 are physical/occupational therapists) NICU nurses are also provided with car seat education as part of their orientation.

CHKD participated in one of two planned special needs training classes. The special needs training was not met as it was taught one time only. Spring class was not held due to time constraints, projects, and scheduling difficulties. Coordinator and assistant assisted with two local CPS technician trainings per our goal. Coordinator also taught NHTSA School bus curriculum locally. CHKD advocacy classes were scheduled 4 times this year, however one was canceled for low enrollment and one rescheduled for November due to staffing conflicts. NICU classes were increased to 6, which has taken some of the enrollment away from the more general class.

CHKD completed 302 evaluations and 290 total (special needs and conventional) seats either loaned or permanently distributed this year.

CHKD distributed 125 standard car seats to identified families in need. In addition, approximately 168 standard car seats were given out to families in need, either during an evaluation or through our distribution program. CHKD also donated 25 seats to a CHKD sponsored baby fair/baby shower event. We will continue to make these seats available as appropriate to families in need, and provide education to staff who have access to them. The special needs portion of the program is the priority, as the community can also access the state distribution program for standard seats.

Seven seat checks at CHKD affiliated physician offices and offer appointments as available as options for families in their service area.

CHKD participated in increasing public awareness of CPS. CHKD participated in multiple events - CPS week displays, one Baby Fair event, Car Seat Round Up, Community Resource Fair, Trauma conference, and a Back to School Recreation Center Booster seat event. CHKD also provided 7 local car seat checkup events.

Through hands on car seat checks and parent education, web site/social media education, current handouts, events, and available video, CHKD was able to educate families on the correct way to use their car seats, and hopefully reduce the risk of injury and death to those children.

Eastern Virginia Medical School – “Boost ‘em in the Back Seat”

A decade ago, our team researched and developed the original “Boost ‘em in the Back Seat” video to convey the power of crash forces, raise parental perceptions of risk, dispel barriers and myths, and motivate booster seat and back seat use.

In addition to TV ads, the marketing campaign included Other the Top (OTT) advertising. OTT is advertising delivered through streaming media. Video ad views on OTT devices represent a rapidly growing market, especially when cable on broadcast viewing is on the decline compared to streaming. Top-delivering OTT providers included Discovery, HGTV, DIY Network, Fox Soccer (Women’s World Cup), Travel Channel, Discovery ID, Food

Network, OWN TV and TLC. These all specifically align with our target audience. OTT over-delivered by 2% with a 98% video completion rate with the highest-delivering day parts being 9am-4pm at 31% followed by midnight-6am at 21%.

Social media outperformed industry average, with Facebook delivering above the average .80% CTR. YouTube view rate also delivered above the average 15%. Click-through rate for pay-per-click was significantly higher than the 1.91% platform average. Facebook/Instagram Impressions 138,282, CTR .86%, Video Plays: 79,603. Snapchat Impressions 136,377, Swipe ups 2,171, rate 1.59%. YouTube Impressions 252,830, Views 41,390, view rate 16.37%. Pay-Per-Click Google Impressions 37,223 clicks 977, CTR 2.62%.

When looking at website analytics from the time period six weeks prior to the ad buy (April 17 – May 31, 2019) compared to the time of and directly after the ad buy (June 1 – July 15, 2019), even the small ad buy increased users 130.20% from 3,815 to 8,973. New users were up 134.62%. Sessions increased 128.53% and page views increased 138.62%. Not only did US engagement increase, but so did our international engagement.

There was a statistically significant positive change on the key indicator (fit of the seat belt). The percentage of those who identified the fit of the seat belt as the proper indicator moved from 16.1% pre- to 38.7% post-.

The evaluation shows that the ad campaign had significant effects at both the regional level and within a small sub-sample who showed significant within individual change in the belief that the fit of the belt was appropriate for assessing a child's move from a booster seat to a seat belt. Cross-tab analysis on the post-survey data suggests that belief in the fit of the seat belt as the appropriate measure of moving a child from a booster seat may have come from the media ad campaign. Belief that the fit of the belt is appropriate is related to frequency of driving children.

The research team has diligently worked to disseminate the video at every opportunity: presenting, attending, and exhibiting at multiple conferences; distributing USB drives with our complete program materials; contacting new partners and re-establishing existing partnerships with the updated materials; and maintaining a consistent online presence. The team planned for a day of education and outreach at the 31st annual Children's Festival in Norfolk. During this process, we collaborated with CHKD Trauma and CHKD Community Outreach. EVMS worked closely with CHKD Community Outreach to create and circulate a "Boosters are for Big Kids" clinic brochure, which was distributed at all CHKD clinics and refers families to the EVMS website. The team collaborated with CHKD Car seat program to disseminate our 4-stages flyers to all clinics as part of CPS week promotions. EVMS worked with CDC's Prevent Child Injury to highlight our program (website, video, and posters) as part of their Booster Seat toolkit. This was disseminated nationally for CPS week in September. Dr. England served as one of four national experts linked to the CDC toolkit. EVMS continued ongoing partnerships with CINCH (Consortium for Infant and Child Health), HALO (Healthy Alternatives for Little Ones, and Minus 9 to 5 to put EVMS resources in the hands of families across Greater Hampton Roads. EVMS marketing and Dr. England partnered during CPS week to highlight child passenger safety through the EVMS network. The overall work of the Car Safety Now team (specifically Dr. England) continues to gain both national and international attention.

DRIVE SMART Virginia (DSV) – Occupant Protection

During the grant year, DSV had 199 orders for occupant protection materials and shipped over 45,000 materials to locations across Virginia.

The printed materials and toolkits are used by many of our 148+ established partners. DSV has continued to maintain existing partnerships while forging numerous new partnerships during this year.

DRIVE SMART Virginia's Facebook page had 24,605 likes on October 1, 2018 and on September 30, 2019, the page had 28,147 likes. That is an increase of over 14% during this grant year. There were 766 posts made to the DSV Facebook page in this grant year and the page had an average daily organic reach (people viewing our posts) of 1,814 people. Also during this year, there was an average of 99 reactions (likes, comments, shares, etc.) on the page compared with an average of 36 reactions at the end of last year.

DSV's Twitter page had 9,045 followers at the beginning of the grant year and had 10,400 at the end of the grant year, an increase in followers of 15%. There were 1,251 tweets sent out from the account during this grant year. DSV tweets had almost 2 MILLION impressions, 2,872 retweets, 1,865 link clicks, and 5,564 likes this grant year. The current Twitter follower audience for the DSV account is 57% female, 54% married, 74% homeowners, and 51% completed high school as their highest education.

DSV spread program messaging through five community partners this year including the State Fair of Virginia, George Mason Center, Potomac Nationals, Danville Braves, and Norfolk Tides. Messaging was also included on Facebook Live videos on the Danville Braves page. The "Buckle Up Live On" and "When You Buckle Up They Buckle Up" messages as well as "Designate Before You Celebrate" and "Buckle Up Phone Down" messages were displayed as digital signage at George Mason Center events. These events included concerts, family events, high school and college graduations, and Hispanic concerts. During the Hispanic concerts, the messaging with displayed in Spanish.

DSV reached about 1.6 million people at events, 72,000 online, and 45,000 people with distributed materials, totaling over 1.7 million people reached with a safety belt message during the 2018-19 grant year.

Impaired Driving Program (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 Automotive Coalition for Traffic Safety, 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 3 percent from the 2016 calendar base year of 220 to 214 by December 31, 2019. 2018 is preliminary FARS data.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia's impaired driving fatalities were 223 for 2016. The number of impaired driving fatalities cannot be compared for 2016 vs. 2019 because 2019 data is not available from NHTSA/FARS at this time. Virginia's target is 214 for 2019.

Using state data, Virginia's alcohol-related fatalities (BAC data 0.01 or greater) were 241 in 2016 as compared to 149 in 2019 during the same time period, a 38% decrease. Virginia will continue to address its alcohol issues using alcohol-related fatalities. Virginia will continue to focus on the following areas for the rest of 2019:

- Top jurisdictions for alcohol-related fatalities:
 - Fairfax County
 - Henrico County
 - Newport News City
 - Virginia Beach City
 - Frederick County
 - Spotsylvania County
- 91% of the fatalities occurred on non-interstate roadways
- 70% occurred between 6pm and 3am
- 61% occurred on Friday, Saturday and Sunday
- 73% of the alcohol-related fatalities were single vehicle crashes

Note: 2019 alcohol-related fatalities data is underreported at this time as a result of not receiving all BAC data.

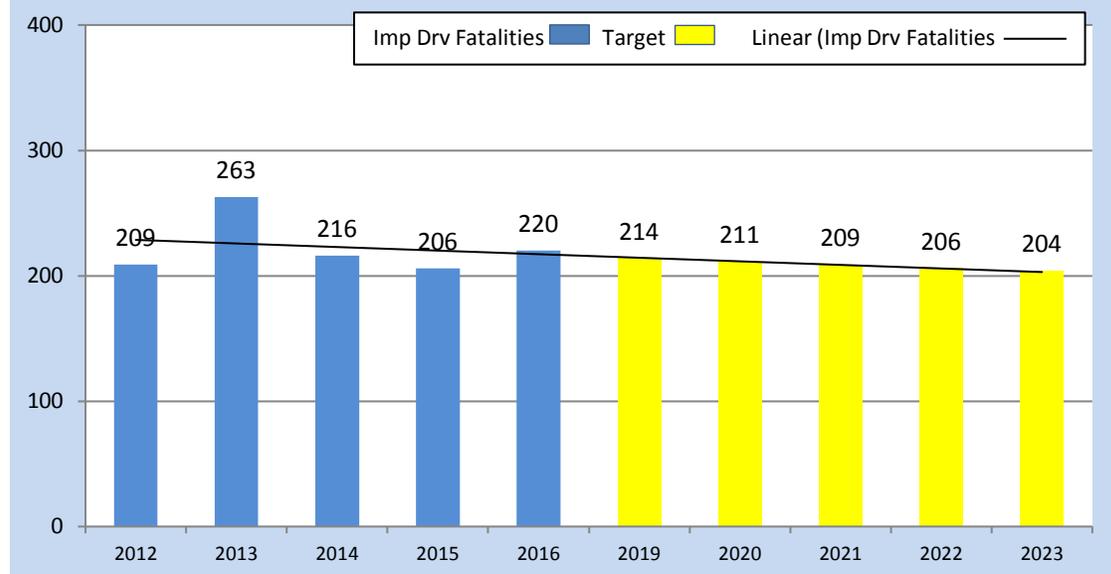
Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	214
	209	263	216	205	220	246	240	

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.

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

DUI/DUID Convictions							
Category	2012	2013	2014	2015	2016	2017	2018
Under age 21	1,563	1,412	1,089	1,006	652	439	527
Adults	27,121	25,903	23,896	19,762	19,273	18,262	19,259
Unknown	35	18	0	0	0	0	4
Total	28,719	27,333	24,985	20,768	19,925	18,701	19,790

Alcohol Impaired Driving Fatalities and Targets



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

Strategies and Accomplishments

1. Investigate, evaluate, and foster the use of technologies and best practices to support impaired driving countermeasures.

Driver Alcohol Detection System for Safety



September 2019 marked the first anniversary of DADSS-VA Driven to Protect Initiative and partnership with the James River Transportation (JRT) Pilot Deployment Project. As of September 30, 2019 the deployment project has been gathering test data for 412 days. The test sensors have been operational for 4,778 hours with a total of 34,431 samples obtained from the test sensors with 49,069 miles driven during testing. Nineteen drivers have taken part in the

test and have provided 243 pre-drive and 187 post-drive survey questionnaire responses regarding the sensors, system, anomalies, unique conditions, etc. These data sets are extremely valuable in identifying potential improvements, including sensor performance, power consumption/battery life, and data transmission. In December 2018, in-person meetings with six JRT drivers revealed that all drivers were positive about the technology and did not feel the sensors were a distraction.

In FY 2019, the team supported 15 events to advance consumer acceptance: The IHS Impairment Summit, Virginia Governor Northam Transportation Innovation Summit, The Highway Safety Coalition Meeting, The Virginia Office of Substance Abuse Prevention (VOSAP) meeting, VA DMV Donate Life Event, Mid-Atlantic DUI

Conference, VA Highway Safety Summit, Ft. Belvoir Safety Day Event, 2019 Virginia State Police YOVASO Retreat Event, The Salem Fair Event, two Potomac Nationals baseball games, Herndon Labor Day Festival, The Neptune Festival, and the Judicial Conference.

The DADSS website continues to be updated with the latest information including technology status, JRT Pilot metrics, and Gen 3.2 sensor capabilities. Also, throughout the year DADSS technical updates are sent to stakeholders on the latest in sensor technology, on-road test, laboratory capabilities, and voice activation status. These updates can be used in ongoing communications documents. Media interest continues in the Driven to Protect Initiative, with stories airing on TV, radio, and newspapers. The one-year anniversary of Virginia’s Driven to Protect Initiative was recognized in September 2019 and a video and B-roll, including interviews with the key people from the Department of Motor Vehicles (DMV), Automotive Coalition for Traffic Safety (ACTS), and JRT were produced to distribute to TV stations to publicize this event.

2. Strengthen impaired driving enforcement programs.

Law Enforcement Selective Enforcement Projects

The DMV provides grant funding to law enforcement agencies across Virginia for selective enforcement operations focusing on highway safety areas such as impaired driving, occupant protection and speed. The following data represents the DUI and DUID arrests.

AREA	DUI ARRESTS	DUID ARRESTS	Checkpoints
Bristol	120	-	86
Fairfax	655	35	176
Portsmouth	442	22	85
Richmond	507	11	165
Roanoke	424	28	184
Staunton	92	25	53
Virginia State Police (Statewide)	190	-	130
	2430	121	879

Route 1 Blitz

Henrico County Police Department conducted their second Route 1 Blitz during the FY2019 grant year in December 2018. There were seven law enforcement agencies along Route 1 that participated in the blitz. Through the checkpoints and saturation patrols there were a total of 183 arrests/citations. There were 6 DUI arrest, 20 OP citations, and 31 speed citations.

Roanoke Area DUI Taskforce

The Roanoke Area DUI taskforce is a multi-agency initiative with officers from the Roanoke County, Roanoke City, Salem and Vinton police departments participating. In

its third year of operation, the taskforce was able to remove 270 drivers suspected of being under the influence of alcohol or drugs from the roadway. In addition to their DUI arrests, they also cited over 360 speeding, 58 seat belt and nine child safety seat violations.

Suffolk Police Department DUI Taskforce

This was the third complete year of the DUI Task Force. In many ways it has been a success to the City and the Department. There is now more interest in DUI arrests from the top down. The Department has decided to keep one officer in a DUI enforcement capacity. This officer is also one of the state's few Drug Recognition Experts which adds to the overall capabilities of the Department. The Task Force Officer is an expert in his field and his knowledge will be shared with officers.

The number of DUI arrests only fell slightly from the previous year (359 to 353), however, the number of DUI related crashes went up 21% (from 73 to 88), the number of DUI related injuries went down slightly (from 59 to 58), but the number of DUI related fatalities soared from one to four. This is a serious issue and the Department is committed to reducing these numbers.

The DUI Task Force Grant ended when this grant ended (September 30), but even with the shortages mentioned, the Department will keep the officer as one dedicated to DUI enforcement. This should help the Department maintain the level of enforcement and hopefully reduce the crash, injury and fatality numbers.

Fairfax County Police Department DUI Taskforce

Over the course of this grant cycle, the members of the DWI Enforcement Squad experienced some significant turnover. However, they were still able to make a sizable contribution towards combating the impaired driving issue in Fairfax County. From October, 2018 - September, 2019 officers on the squad stopped 4,767 vehicles, made 282 impaired driving arrests, and administered SFSTs to an additional 212 drivers. The officers on this squad also issued 2,195 traffic summonses. The number of DWI arrests made by the DWI Enforcement Squad accounted for over 13% of all DWI arrests made by the Fairfax County Police Department.

Officers from the squad also attended the Mid-Atlantic DUI Conference. The training provided to these officers will not only help them in their enforcement, but will also help them in future trainings that they provide

Drug Recognition Expert (DRE) Program

The Drug Evaluation and Classification (DEC) Program, also known as the DRE Program, is a national program and has received national acclaim for its success in identifying the drug-impaired driver. Officers trained as drug recognition experts (DREs) are frequently called upon to differentiate between drug influence and medical and/or mental disorders and their training will be an extremely valuable tool in combating the adverse impact of drug- and alcohol-impaired driving in our Virginia communities.

The DMV has worked closely with bordering States, West Virginia and Maryland, to assist us with training Virginia officers as DREs. In 2019, we were able to certify 7 new officers as DRE's who represent the following jurisdictions: Amherst, Newport News,

Blacksburg, Loudon, Virginia Beach, Arlington and the Chesapeake area. This increases Virginia's certified DREs to 28. This year two of our DREs attended the DRE Instructor Certification program and Course Manager training to become Virginia certified DRE Instructors, increasing our instructors to six.

The DRE Program is also established in the following counties/cities in Virginia: Virginia Beach, Chesapeake, Suffolk, Henrico, Richmond, Spotsylvania, Fairfax, Charlottesville, Fluvanna, Botetourt, Roanoke, Roanoke City, Montgomery, Wythe, Buchanan, and Dickenson. In these areas in 2018, there were a total of 166 DRE enforcement evaluations completed. Of those evaluations, cannabis and CNS depressants were opined most and there were 69 poly-drug cases.

In addition to training officers, educational sessions have been provided to judges and Commonwealth Attorneys at various conferences across Virginia. The presentations provide an overview and history of the DRE program, discuss the training officers receive, and also review the battery of tests performed during an evaluation. A full-day course on marijuana and impaired driving was held for partners at the Highway Safety Summit. The Commonwealth Attorney's Services Council continued its Rolling Stoned: DRE for Prosecutors training.

Advanced Roadside Impaired Driving Enforcement (ARIDE) Program

There were five ARIDE courses were held in Richmond, Virginia Beach, Northern Virginia, Roanoke and Bristol which reached 88 participants. Although the majority of participants were law enforcement officers, a few prosecutors and toxicologist audited the courses as well. There continues to be an overwhelming response to participate in ARIDE and very positive feedback from those that have attended. With an increase in DRE instructors in Virginia, we will be able to continue to expand the ARIDE program.

Standardized Field Sobriety Testing Program

The Virginia Department of Motor Vehicles took over responsibility for the management and oversight of the Standardized Field Sobriety Testing (SFST) Instructor Training Program this year. The programs goal is to ensure there are properly trained SFST Instructors to implement the SFST Curriculum and SFST Refresher courses in each academy. In order to maintain a feasible number of active SFST Instructors, the coordinator must hold Instructor Development trainings, Refresher trainings and ensure all materials are up to date and disseminated.

During this fiscal year, there were four SFST Instructor Development Courses held educating 44 officers to become instructors. In addition to the 44 new officers trained, there are 265 SFST Instructors in the Commonwealth.

Breath Test Program

Over the course of the grant period, the Department of Forensic Science Breath Alcohol Section conducted 37 basic breath alcohol classes with a total of 757 officers trained. An instructor refresher course was conducted and twenty officers were trained to assist with breath alcohol instruction, which is essential in helping DFS provide real-world knowledge related to breath alcohol instrument operation. A law enforcement instructor course was conducted in June. Twelve law enforcement officers were trained to assist with breath alcohol instruction.

One Breath Alcohol Forensic Scientist attended the 2019 International Association for Chemical Testing (IACT) Conference. At one of the sessions, our Forensic Scientist provided a talk on the implementation of the Online Recertification Training in Virginia. A total of 951 officers have been trained online over the course of the grant year, far exceeding the goal of 625 officers.

Mid-Atlantic DUI Conference

The Mid-Atlantic DUI Conference was held April 15-17, 2019 in Virginia Beach, VA. There were approximately 200 attendees including officers, prosecutors, magistrates and other partners. The conference provided a forum for participants across the state to receive valuable information on legislation, current impaired driving issues and successful programs that affect traffic safety in Virginia.

3. Develop and implement strategic and effective outreach initiatives that include but are not limited to education, training, and media campaigns, in order to reduce impaired driving.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over Campaign

The Checkpoint Strikeforce DUI prevention campaign's main focus is a paid media plan targeting 21- to 34-year-old men, and secondarily targeting slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on broadcast and cable TV, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Program (WRAP) facilitated the creative products and the paid media plan for Virginia. The campaign's tagline is "If you're old enough to drink, then 'Act Like It' by planning ahead for a safe ride home." Almost \$900,000 in paid media was purchased through WRAP from Labor Day through New Year's during the same time law enforcement officers conducted increased anti-DUI checkpoints and saturation patrols. Three news conferences in the three main regions of the state – Richmond, Tidewater and Roanoke – were held in August 2019 featuring local law enforcement officers.

DMV Impaired Driving Media Project

To present a cohesive anti-drunk driving message throughout Virginia, the Act Like It campaign that aired as part of the Checkpoint Strikeforce effort was employed for Virginia DMV's paid media campaigns during St. Patrick's Day, Cinco de Mayo and Fourth of July. More than \$342,000 in paid television media generated almost \$720,000 worth of paid and no-charge spots for the three campaigns. Television was the main medium because of its ability to reach the target audience of males ages 21 to 35 before a decision is made about alcohol consumption and driving. The \$10,000 digital investment generated more than 300,000 impressions.

WRAPs Public Information and Outreach Program

The Washington Regional Alcohol Program (WRAP) proved to have another successful year of outreach with their SoberRide and youth outreach programs.

This year there were 4,681 potential drunk drivers removed from Greater Washington's roadways via WRAP's safe ride service to prevent drunk driving, SoberRide – the second highest level of fiscal year ridership in SoberRide's 27-year history (surpassed only by last year's record-breaking ridership) and including record levels of ridership for

WRAP's holiday, New Year's Eve and Independence Day SoberRide campaigns. 1,732 of these rides either originated or ended in Virginia within Lyft's Washington metropolitan service area.

Their Youth Program Manager reached nearly 4,494 Washington-metropolitan area high schools with WRAP's innovative and multi-media education program, Alcohol Awareness for Students with 1,609 of these students through 33 presentations in Virginia high schools.

Who's Your Driver Campaign

The goal of the "Who's Your Driver" (WYD) program is to change the driving behavior of racing fans in Virginia, especially male drivers aged 18-34 using a number of educational and marketing strategies. DRIVE SMART Virginia (DSV) partnered with six race tracks around Virginia and brought the WYD programming to each track. In addition, WYD reached thousands more and dozens of additional events through a partnership with Racing Virginia. During this grant year, DRIVE SMART Virginia reached almost 6 million people with the WYD messaging, not including the additional 8 million exposed to WYD on TV broadcasts, and received over 14,000 safe driving pledges.

Choose Your Vibe-Arrive Alive! Campaign

The Virginia Association of Health, Physical Education, Recreation and Dance's (VAHPERD) Choose Your Vibe - Arrive Alive! Campaign promoted healthy, alcohol-free lifestyles and the avoidance of consequences to health and wellness, academic, and career achievement that result from engaging in illegal underage drinking and impaired driving. The 2018-19 campaign had three components: Youth Social Media Campaign, Youth Social Media Engagement, and Parent Media Education Campaign.

The youth campaign had a combined total of 2,817,845 impressions for Instagram, Twitter, and Facebook. There was a combined total of 5,318 followers/page likes for all campaign accounts. Twenty-nine ambassadors represented 18 school divisions and 21 schools during the campaign. These Virginia high school junior and seniors were responsible for reaching 11,031 accounts with 54,049 impressions during the youth-led Twitter chats. The parent media education campaign reached 1,510,976 people with 3,348,957 impressions. VAHPERD Website traffic for parent education and the social media message set web pages received 2,381 page views.

Youth of Virginia Speak Out About Traffic Safety

The Virginia State Police administers the Youth of Virginia Speak Out About Traffic Safety (YOVASO) Program, a peer-to-peer initiative funded by the Virginia DMV to address the problem of young driver-related crashes, injuries, and fatalities in the Commonwealth.

The VSP YOVASO Program for FY2019 has 112-member peer-to-peer clubs, which represent 79 high schools, 29 middle schools, and 4 youth groups. YOVASO and Virginia State Police sponsored 4 youth traffic safety programs for middle and high schools in FY2019, focusing on a variety of issues, including speeding, distracted driving, Zero Tolerance, impaired driving, risky behaviors and attitudes, and passenger safety. There was participation from 115 schools and youth groups and 80,931 youth were reached.

The YOVASO Program provides a variety of youth leadership and peer educator training programs and retreats for high and middle schools. The training programs are designed to educate youth about the top causative factors in young driver crashes and teen driving laws; train them for work as peer-to-peer educators; and help them action plan prevention programs targeted to their schools and communities.

The Annual retreat included a variety of sessions on impaired driving and substance abuse prevention, including a presentation by Kristen Mallory with Mallory's Movement Against Drunk Driving on her life after being hit by a drunk driver; interactive impaired driving simulator sessions by VSP; and a presentation by Henrico CARES on "Hidden in Plain Sight" to educate adults on signs of alcohol and substance abuse and how to look for substance use. YOVASO also showed the Mallory's Movement Against Drunk Driving produced in 2019 by VSP and YOVASO. Also included were sessions on distracted driving, speeding, behaviors/attitudes and other topics related to teen drivers and youth traffic safety. There were 162 participants this year.

Mothers Against Drunk Driving

MADD continues to use Highway Safety funds to work to stop fatalities and injuries that result from impaired driving and underage drinking. They successfully worked across the state to educate people about the dangers of impaired driving and underage drinking. Their staff increased awareness and outreach through the Tie One On For Safety campaign, where they ask drivers to pledge to drive safe, sober and buckled up, the Eat Drink and Be Driven campaign and the Don't Blow It VA Campaign where they use traditional and social media to raise awareness about the impact on impaired driving to both victims and offenders. They held 10 law enforcement awards across the state to provide an opportunity for every agency to recognize the outstanding work of one of their officers. Eleven e-newsletters were created and distributed to help educate Virginians about issues related to impaired driving. Their new grant funded PSAs were distributed through TV, radio and Facebook resulting in tens of thousands of visits to the website, over 40 people specifically asking to be added to the mailing lists and thousands of shares. The social media postings resulted in 2,692 shares of the ads, 4,558,375 impressions, and 96,129 clicks.

4. Increase the use, quality, effectiveness, and dissemination of data related to impaired driving.

In Virginia, the Office of the Chief Medical Examiner (OCME) and the Virginia Department of Forensic Science (DFS) work collaboratively to investigate, secure and test toxicology results for submission to DMV. They were experiencing a more than 3-month delay in average turnaround time for DUI toxicology submitted to DMV. In 2016, DMV's Traffic Records Coordinator met with both OCME and DFS staff to identify areas of improvement needed at the agencies in order to reduce this turnaround time. It was determined that both were understaffed and required technology enhancements. In 2016, DFS and OCME were awarded federal funding to hire staffing and to implement technology changes. OCME staff traveled to local hospitals to secure and retrieve specimens for toxicology testing. Staff conducted death and scene investigations and often times interacted with law enforcement and families. OCME investigated 695 motor vehicle crashes ensuring that staff submitted toxicology specimens in a timely manner to DFS to have the necessary testing performed. DFS positions in the Central, Eastern, Northern, and Western Laboratories worked a total of 4469.7 hours preparing of Certificates of Analysis (CoAs), conducting evidence accessioning, and providing

administrative support. The assistance provided by these positions enables the Toxicology Forensic Scientists to spend more time on examinations, thereby decreasing the Section's turnaround time.

As a result of several of these improvements, DFS/OCME have reduced the average turnaround time of submission of their DUI cases from 98 days (in 2016) to 26 days (in 2019.) This represents a 73% reduction in average daily turnaround times.

5. Improve and ensure prosecution and adjudication of impaired driving laws.

Traffic Safety Resource Program

During the fiscal year, the two part-time TSRP's retired and a new full-time TSRP was hired. Even with the transition, all impaired driving trainings were held. The Advanced DUI Training for Law Enforcement and Prosecutors includes topics such as investigative stops, checkpoints, blood testing issues, and DUI manslaughter just to name a few. This training utilizes a team-training format requiring a team consisting of a prosecutor and a law enforcement officer from the same jurisdiction. This year two of these courses were held reaching 40 prosecutors and 59 law enforcement officers.

The DUID for Prosecutors and Law Enforcement training focuses on recognizing the drugged driver, blood testing issues and more. The one-day program was offered six times this year and reached 36 prosecutors and 177 law enforcement officers.

The Rolling Stoned: DRE for Prosecutors course is in its second year of implementation. This course is specifically for prosecutors and introduces them to the newly established DRE program in Virginia. Topics include an overview of the DRE Program, qualifying a DRE as an expert in court, and overcoming common defense attacks. The course was held once this year with 21 prosecutors attending.

Judicial Outreach Liaison

The Supreme Court of Virginia completed its fourth 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 continues to attend various highway safety stakeholder meetings and visits operating DUI Courts in the Commonwealth. In addition to those meetings, Judge Wilkens worked closely with the Highway Safety Office to help develop the curriculum for the Judicial Conference. He has worked closely with the State DRE Coordinator in order to help educate judges on the program and the severity of the drugged driving problem in Virginia. 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.

6. Develop and implement programs to decrease recidivism.

DUI Court Program

The Supreme Court of Virginia receive funding for training that can be offered to DUI court staff. This year the Prince George team was selected to attend the NCDC training in Billings, MT at the end of June. They learned about some techniques they

can add to the existing adult drug court docket for better outcomes and also ways to expand their drug court to include a DUI docket. There was much discussion during the training about the feasibility of a DUI docket in their locality. The 4 new Drug Court Staff attended the NADCP conference in July. They each attended parts of the DWI track and reported back on what they learned.

The DUI Specialty Docket Training Conference was one of the best ever. Topics and presenters were engaging and informative. This year 29 judges, 21 attorneys and 6 Statewide Advisory Committee members attended along with others. The conference attendees provided very favorable comments and great ideas for next year. We anticipate better compliance with best practices as a result of this conference event. We provided the Right Way to Drive workbooks at our exhibit table and sent the facilitator's guides to the staff interested in delivering this program.

7. Investigate and promote policies and legislation aimed at reducing impaired driving.

The DMV's Highway Safety Office has many non-profit partners that address highway safety policies and legislation set forth in Virginia. These include MADD, WRAP, etc.

Section 405d and Section 402 Impaired Driving Grants

For years, Virginia has had an average alcohol-related fatality rate of 0.28 per 100M VMT. For FY2020, Virginia qualified for funding under the Low Alcohol Fatality Rate criteria (less than 0.30 per 100 million VMT) with a rate of 0.25. This funding was used to support overtime enforcement of DUI laws, to provide education and training for law enforcement personnel, etc. Virginia expended approximately \$47,021 of its Section 402 funds and \$3,455,102 of its Section 405d 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 split this funding with VDOT.

Virginia expended approximately \$10,274,442 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and DUI Task Forces throughout the state.

Speed Program (Core Outcome Measure C-6)



Lidar Demo
Melanie Stokes, Media and Outreach Program Manager
Virginia Highway Safety Office

Overview of Programs, Projects and Activities Funded

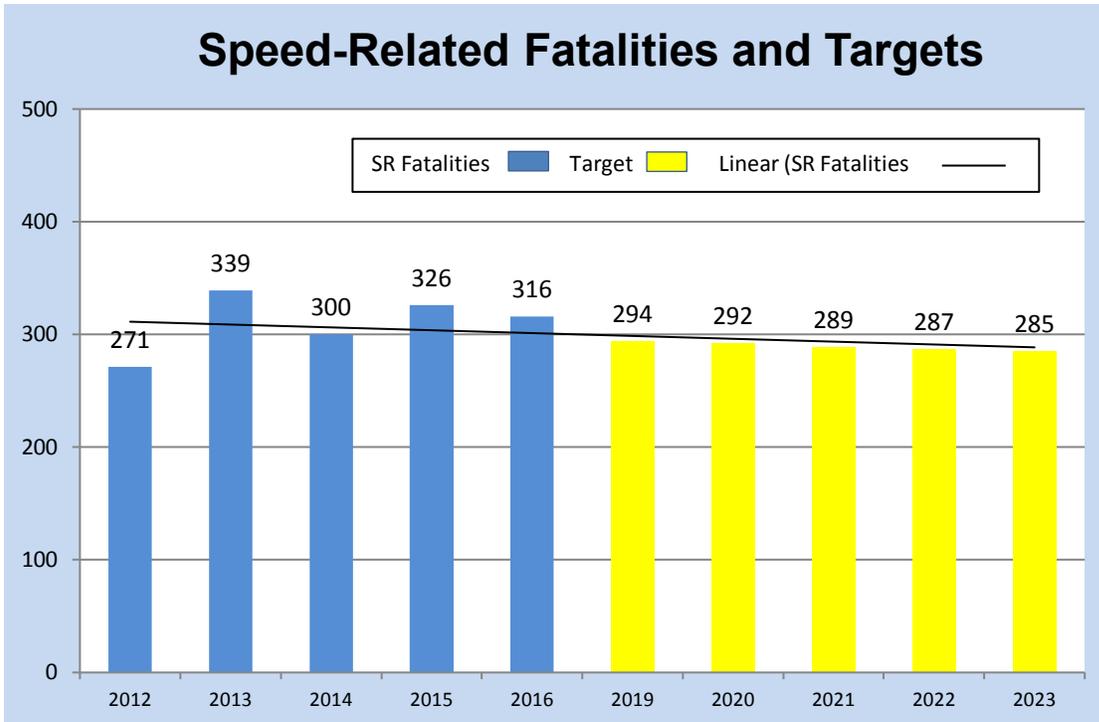
Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,842,150 of its NHTSA 402 funds on speed-selective enforcement and equipment.

Measure (C-6): Decrease **speed-related** fatalities 7 percent from the 2016 calendar base year of 316 to 294 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s speed-related fatalities were 257 for 2016 and 294 for 2019 or a 14% increase. Virginia is not on track to meet its target of 7% reduction for 2019.

Speed Related Fatalities (FARS)	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	271	339	300	326	316	318	339	294

Note: 2016 calendar base year data was used to calculate the 2019 target.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected trend analyses based on actual numbers (7 percent reduction) in speed-related fatalities as a more achievable target than the 3-year or 5-year rolling average.

Strategies and Accomplishments

1. Conduct a minimum of 2 state (VSP) high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)

VSP was not able to conduct 2 Operation Air, Land and Speed campaigns due to manpower issues.

2. Conduct a minimum 100 local high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)

All operations were geared toward identification and apprehension of motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. There were 132 speed-selective enforcement grant projects funded for local law enforcement agencies across the Commonwealth. These sustained high visibilities enforcement projects focused mainly on interstate, 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. Therefore, 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, 58,485 speed-related citations were written by Virginia law enforcement officers.

3. Conduct a minimum of 700 focused, speed operations lead by Virginia State Police (CTW, Chapter 3, Section(s) 2.2, 2.3)

Virginia State Police conducted 1793 selective enforcement speed saturation patrols which resulted in 9313 speeding citations. Local enforcement officers conducted 19,283 selective enforcement speed saturation patrols which resulted in 49,172 speed citations.

Motorcycle Safety Program

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) offers motorcycle rider training courses that convey the knowledge and skills needed to pass the motorcycle operator license tests. Classes are designed for both beginning riders and experienced riders, and are taught by Motorcycle Safety Foundation and Evergreen Safety Council certified motorcycle safety instructors. Classes provide the opportunity to learn new techniques and practice skills in a controlled, safe environment. Classes are offered at 29 public and private locations throughout the state.



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 chart below, 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 12,000 students were trained during the grant year. Approximately \$222,274 in 402 funds and \$6,182 in 405d flex funds was expended on motorcycle safety, education, training, awareness and paid media activities.

Motorists' Awareness of Motorcycles

For the motorcycle awareness campaign, about \$66,000 in paid advertising was spent on airing a video that encourages motorists to give motorcyclists a "second look." The combination of paid and no charge spots enabled the campaign to reach about 65 percent of the audience an average of four times. In addition to the video spot, the digital portion of the campaign generated more than 235,000 impressions.

Motorcycle Safety

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding to motorcyclists. The \$80,000 media campaign reached more than 65 percent of the target audience of men ages 18 to 34 who own motorcycles an average of three times. The video advertisement reveals the top causative factors for motorcycle crashes to dispel the myth that most are caused by motorists, and encourages training for all riders.

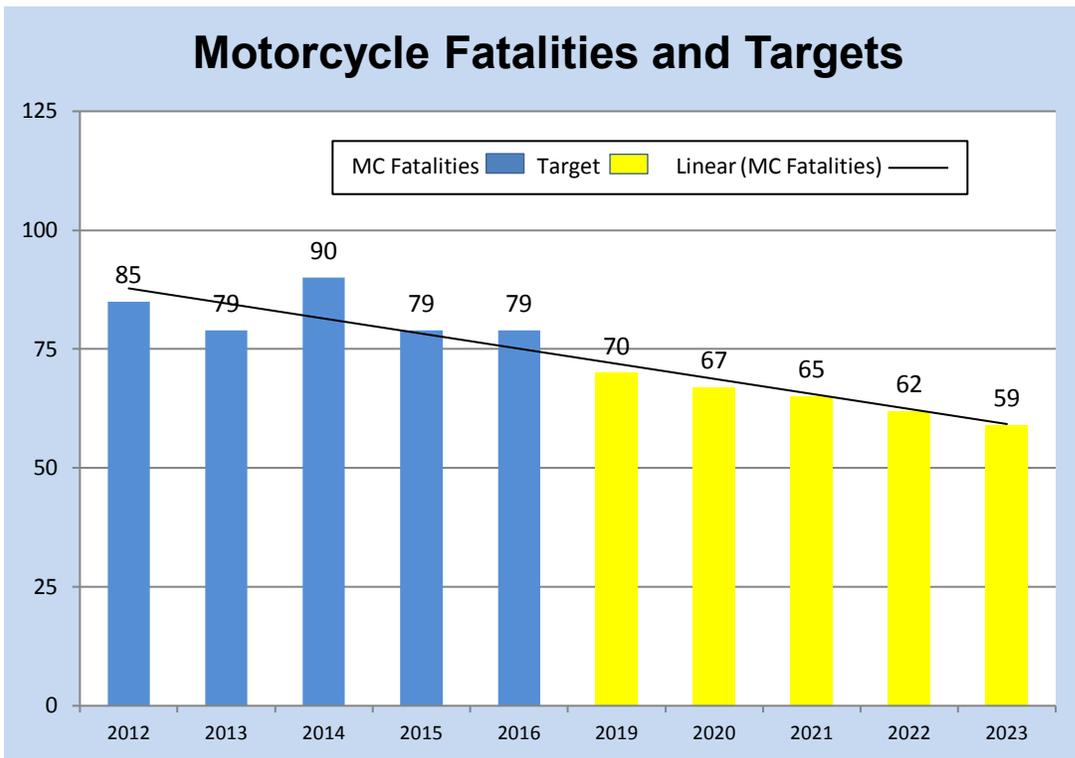
Measure (C-7): Decrease **motorcyclist** fatalities 11% from the 2016 calendar base year of 79 to 70 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia's motorcycle fatalities were 69 for 2016 and 87 for 2019 or a 26% increase. Virginia is not on track to meet its target of 11% reduction for 2019.

Motorcyclist Fatalities (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	70
	85	79	90	79	79	108	87	

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.

Virginia had 11,971 students that attended the motorcycle training courses during 2018. Of those, 10,998 or 92 percent of the total students passed the course. Also, 4 percent (486) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist's driver action was a contributing factor to the crash 38 percent of the time with the top driver's actions of fail to maintain control of motorcycle, following too close and speed.



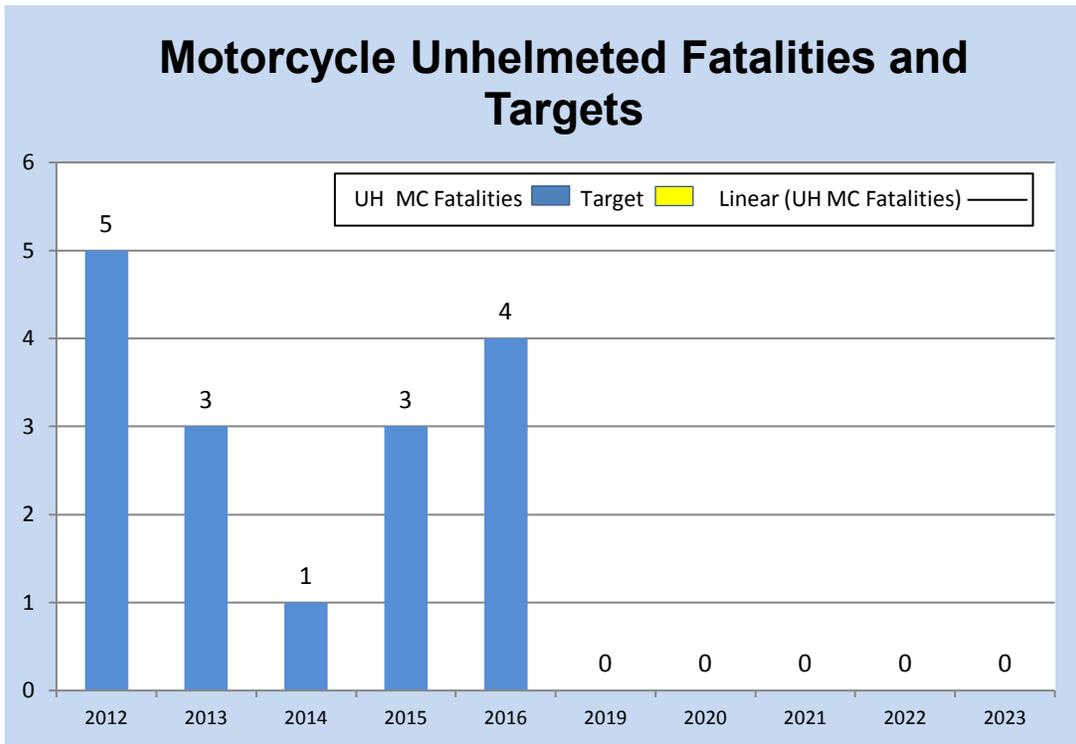
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year rolling averages. Virginia selected trend analyses based on actual numbers (11 percent reduction) in motorcyclist fatalities as a more achievable target than actual number or the 3-year rolling average.

Measure: (C-8) Decrease **unhelmeted motorcyclist fatalities** from the 2016 calendar base year of 4 to 0 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia's unhelmeted motorcyclist fatalities were 4 for 2016 and 7 for 2019. Virginia is not on track to meet its target 0 for 2019.

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data						2019 Target	
	2012	2013	2014	2015	2016	2017		2018
	5	3	1	3	4	1	0	0

Note: 2016 calendar base year data was used to calculate the 2019 target.



Justification: Virginia selected a target as 0 unhelmeted motorcyclist fatalities for fiscal year 2019.

Strategies and Accomplishments

1. Conduct a safety-focused media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions. (CTW, Chapter 5, Section(s) 4.1, 4.2)

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding to motorcyclists. The \$80,000 paid media campaign reached more than 65 percent of the target audience of men ages 18 to 34 who own motorcycles an average of three times. The video advertisement reveals the top causative factors for motorcycle crashes to dispel the myth that most are caused by motorists, and encourages training for all riders.

2. Conduct a motorist awareness media campaign on the misperception of motorcycle speed. (CTW, Chapter 5, Section(s) 4.1, 4.2)

For the motorcycle awareness campaign, about \$66,000 in paid advertising was spent on airing a video that encourages motorists to give motorcyclists a "second look." The combination of paid and no charge spots enabled the campaign to

reach about 65 percent of the audience an average of four times. In addition to the video spot, the digital portion of the campaign generated more than 235,000 impressions.

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)

Conducted over 1,114 Basic Rider training classes across the Commonwealth.

4. Conduct 35, 3-Wheeled Vehicle training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)

Conducted 65 sidecar/trike training courses across the Commonwealth

5. Conduct 5 Advanced Rider Training course (CTW, Chapter 5, Section(s) 3.1, 3.2)

Conducted 12 Advanced Rider Training courses in FY 2019

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)

Due to Motorcycle Safety League of Virginia, Inc. (MSLVI) staffing issues, during FY2019 there were 83 quality assurance monitoring reports completed.

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)

12 motorcycle safety driver education awareness events were conducted during FY2019.

8. Conduct 24 Instructor Professional Development Workshops (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)

Conducted 32 Professional Development Workshops for instructors to maintain skills and update knowledge during FY2019.

9. Participate in 2 events with the SKIDBIKE. (CTW, Chapter 5, Section(s) 3.1, 3.2)

There were no events with the SKIDBIKE due to new staff needing to be trained on proper procedures. We also conducted one Motorcycle Crash Investigation course in May of 2019.

Motorcycle Crashes and Injuries

Year	2011	2012	2013	2014	2015	2016	2017	2018
Crashes	2,288	2,416	2,079	2,005	2,061	1,919	2,119	1,792
Injuries	2,036	2,149	1,828	1,778	1,776	1,680	1,794	1,495

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2013	389,517
2014	406,831
2015	414,930
2016	421,309
2017	423,088
2018	423,347

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 \$321,647 of Section 154AL funds and approximately \$288,067 of Section 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 14 percent from the 2016 calendar base year of 89 to 77 by December 31, 2019.

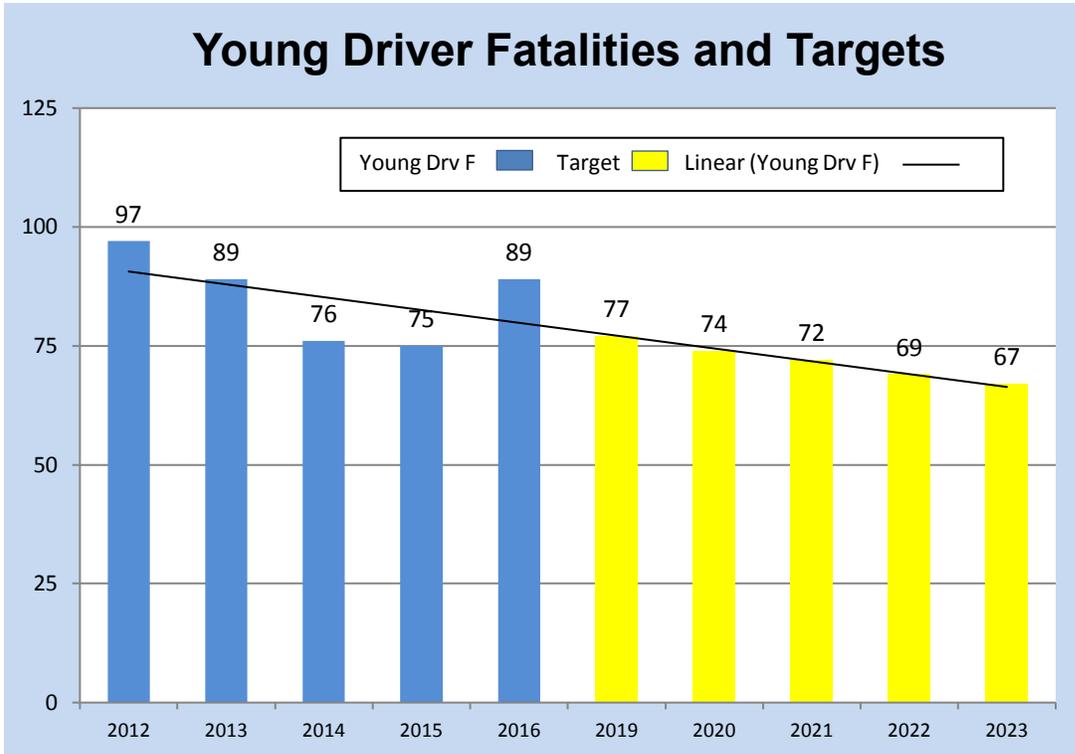
Performance - Data comparison January 1 – November 30: 2016 vs. 2019

Virginia’s young drivers (age 20 and younger) involved in fatal crashes were 69 for 2016 and 66 for 2019 or a 4% decrease. Virginia is not on track to meet its target of 14% reduction for 2019.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	77
	97	89	76	75	89	78	92	

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.

Virginia will also continue to address its teen driver fatalities (15 to 19 year olds.) In 2018, 26 drivers and 22 passengers ages 15-19 died on Virginia roads; 5% and 17% respectively of all drivers and passengers killed. Of the 26 drivers killed 67% were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) decreased 42% in 2018 as compared to 2016 (26 vs. 45). Speed was a factor in 62% (16) of the fatalities. Four of the teen drivers had been drinking. One obviously drunk. Failure to maintain control of the vehicle (running off the road) and speed were the top driver’s action accounting for 73% of the driver fatalities. Fauquier County, Hampton City, Fairfax County and Henrico County were the top jurisdictions for teen driver fatalities.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (14 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the annual or 3-year rolling average.

Strategies and Accomplishments

1. Distribute at a minimum 195,000 of the updated 45-hour Parent Teen guides to drivers under the age of 19 to serve as a guide to the parent and young driver. (CTW Chapter 6- 3.1)

Department of Education (DOE) distributed approximately 115,000 45-hour Parent Teen guides to public, private, and homeschooled teen drivers and their parents. Department of Motor Vehicles (DMV) printed 82,000 45-hour Parent Teen guides to be distributed to customers through DMV Customer Service Centers.

2. Promote parent awareness and education of provisional licensing laws and provide guidance through active participation in school outreach efforts (CTW Chapter 6- 3.1).

Drive Safe Hampton Roads participated in 45 events/classes/conferences where approximately 49,775 cards entitled "A Parent's Quick Reference Guide on Teen Driving Rules in Virginia" were distributed.

3. 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 6.5, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1)

Youth of Virginia Speak Out About Traffic Safety, or YOVASO, has more than 100 member high schools, middle schools and youth groups, YOVASO is a peer-to-peer program that focuses on positive decision-making. The Save Your Tailgate campaign

occurs in the fall and encourages buckling up and obeying the speed limit surrounding the fall football season. Halloween safety focuses on distracted driving prevention for high schoolers, mischief-free fun for middle schoolers and safe walking for elementary students. The Steer into the New Year campaign promotes safe driving and passenger safety. Through these various campaigns, students engage in seat belt checks in the parking lot, social media posts, PA announcements, poster displays and similar

Drive Safe Hampton Roads held the "Get It Together" Program where thirty high schools participated and completed the program. Twenty-five or (83%) of the schools finished with a seat belt use rate above 80%. 50% of the schools finished with seat belt rate above 90% and 24% of the schools had a seat belt use rate 98% or higher. Drive Safe Hampton Roads also nominated Heritage High School SADD Club, a recipient of the John T. Hanna Transportation Award, for the 2019 Governor's Transportation Safety Award. The Students Against Destructive Decisions Club won the Community Impact Award for projects aimed to increase seatbelt use among both students and faculty and to educate the school community about the dangers of distracted and impaired driving.

4. Continuation of alcohol impaired driving reduction activities and seat belt use efforts in peer to peer outreach efforts.

YOVASO's Save Your Tailgate campaign occurs in the fall and encourages buckling up and obeying the speed limit surrounding the fall football season. YOVASO's Halloween safety campaign focuses on distracted driving prevention for high schoolers, mischief-free fun for middle schoolers and safe walking for elementary students. The Steer into the New Year campaign promotes safe driving and passenger safety.

The Virginia Association of Chiefs of Police's Buzzkill campaign targets underage college students with messages including "Alcohol Under Age 21 ... Your Party's Over" and "Don't Wreck Your Degree" on social media and through Virginia campus policy agencies.

5. Conduct at least 1 social media project using student –to-student outreach efforts.

The Virginia Association of Health, Physical Education, Recreation and Dance, or VAHPERD, strives to promote a positive lifestyle among teens. VAHPERD's teen ambassadors promote VAHPERD's online posts and videos through their own, personal social media channels as a way to connect peers through safe driving.

Pedestrian Safety Program (Core Outcome Measure C-10)



Overview of Programs, Projects and Activities Funded

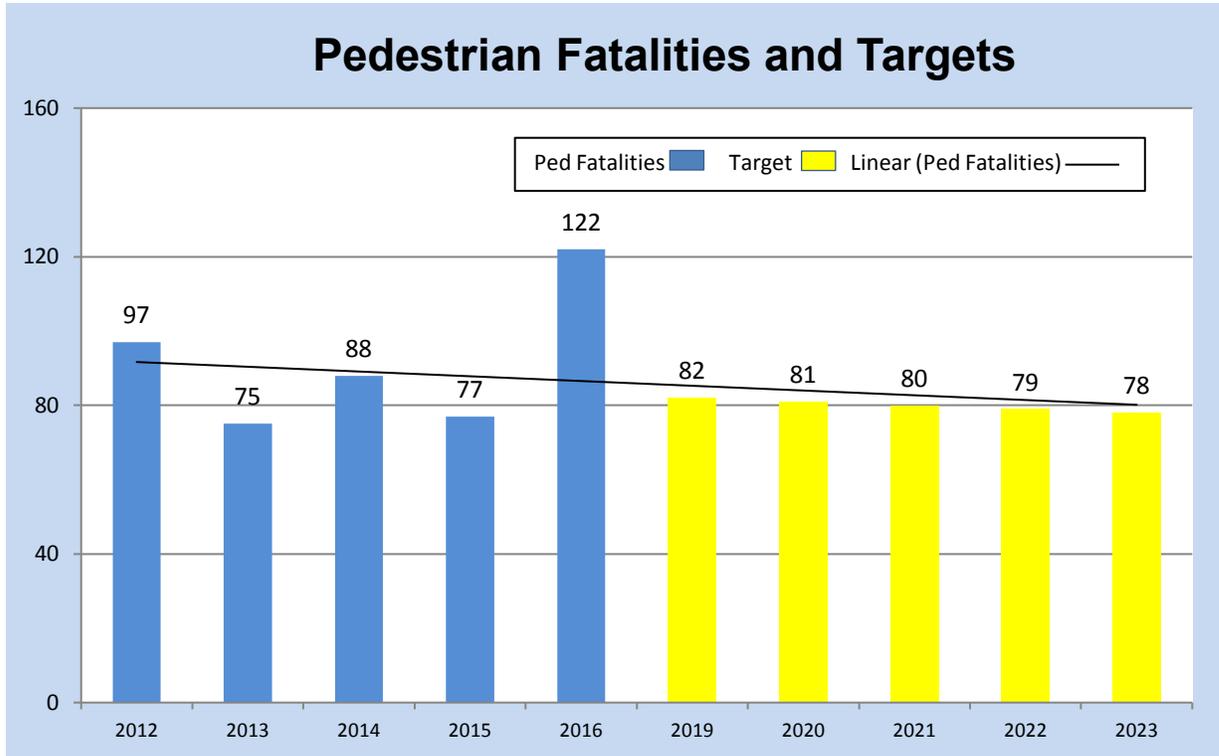
All individuals become pedestrians; to mobilize in the transportation system, the category is often described as vulnerable roadway users. DMV’s Highway Safety Office continues to collaborate with stakeholders to provide and introduce strategies and countermeasures to improve on safety. Countermeasures will address all age groups to provide guidance using educational messages, enforcement and guides containing engineering applications to reduce fatalities and injuries. Virginia spent approximately \$345,165 of its Section 402 funds on pedestrian and bicycle safety.

Measure (C-10): Reduce **pedestrian fatalities** 33 percent from the 2016 calendar base year of 122 to 82 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s pedestrian fatalities were 93 for 2016 and 98 for 2019 or a 5% increase. Virginia is not on track to meet its target of 33% reduction for 2019.

Pedestrian Fatalities (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	97	75	88	77	122	113	123	82

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Virginia selected the trend analyses using actual data (33 percent reduction) in pedestrian fatalities as a more achievable target than the actual number or 3-year rolling average.

Strategies and Accomplishments

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4).

The Northern Virginia Area had 5 (Arlington County Police, Alexandria City Police, Fairfax County Police, Occoquan Town Police and Prince William County Police) law enforcement agencies with selective enforcement activities, which when combined issued a reported total of 8,454 citations, including a total of 5,286 citations in the following enforcement-specific target areas: 495 alcohol, 4,354 speed, 245 Occupant Protection, 85 pedestrian and 107 bicycle violations utilizing a total of 20,768 grant funded hours.

In addition, three other localities conducted pedestrian and bicycle focused selective enforcement activities: Richmond City, Harrisburg City and Salem City. During these efforts, more than 217 grant funded hours were utilized and resulted in issuing 383 summons to include alcohol, speed, OP, pedestrian and bicycle violations and other violations.

2. Partner with sub-recipients to conduct safety campaigns throughout 2019:

Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

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 with a combined launch of messaging through media and street-level outreach events along with increased enforcement "waves," to targeted drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia.

In April 2019, the Street Smart program conducted a local media tour and public relations efforts to secure interviews with campaign spokespeople and stories on enforcement activations and outreach events. As a result, there were 33 television news segments reaching more than 1 million viewers and totaling more than \$186,000 in publicity value. There were 12 radio news stories reaching more than half a million listeners and totaling \$422,000 in publicity value. There were 26 articles in online publications totaling more than \$1.6 million in publicity value. Combining added value with earned and donated media and services, the fiscal year 2019 Street Smart program garnered nearly \$4.1 million in overall campaign value on a budget of \$692,000.

3. 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. Support and maintain a bicycle and pedestrian safety website.

Distribute approximately 16,000 "Sharing the Roads in Virginia" pocket guides (English and Spanish) to Virginians containing thorough information about the Commonwealth's pedestrian, bicycling laws and roadway markings.

Northern Virginia Regional Commission (NVRC) grant project printed 15000 copies of the 'Sharing the Roads in Virginia' guidebook and tip sheets in the English and Spanish languages. The review process to keep the guidebook current was met with many edits both stylistic and content to keep up with legislative changes as well as defined travel lane markings and rules of the road for both pedestrians and bicyclist. While guidebooks are available for order through (WWW.SHAREVAROADS.ORG) and the 15 thousand were distributed throughout the state during the 2019 grant year.

In June 2019, America Walks led a training and walkability audit during a one-day summit on walkability held by NVRC as part of the Share VA Roads safety campaign in Northern Virginia. The sixty-four participants represented state and local planners, engineers, and service providers, along with elected official staff, community and pedestrian advocates, and police. Outcomes included assessments from the walkability audits, tools for engaging and communicating challenges, feedback on four problematic areas in Northern Virginia, and a commitment by all participants to promote and encourage safe walking

opportunities. The summit's success is a result of a very active and committed group of local and state staff and advocates passionate to reduce traffic deaths and create more livable communities in Northern Virginia and statewide.

The Virginia Department of transportation (VDOT) distributes an "Active Transportation Newsletter". The Statewide Bicycle and Pedestrian Program email newsletter is shared with 438 advocates to promote Virginia's [Statewide Bicycling and Pedestrian Program webpage](#) , which includes maps, laws and safety tips, information on places to travel, and much more!

Toward Zero Deaths (TZD) is a national strategy on highway safety that uses a unified approach to change driver behavior and improve highway safety with a goal of ultimately reducing the number of traffic-related serious injuries or deaths to zero. Pedestrian Safety is featured as a resource on the TZDVA.org website.

4. Pedestrian Safety Taskforce: Continue to develop countermeasures and implement strategies such as working with existing coalitions to address fatalities and serious injuries of pedestrian crashes occurring throughout the Commonwealth of Virginia. Stakeholders will meet regularly to discuss data and known causation factors in an effort to create/promote and implement responses to raise awareness to reduce injuries and fatalities.

The "Pedestrian Safety Task Force" met quarterly throughout 2019 and received presentations from federal, state, local and non-profit agency representatives. A recent presentation from the nationally recognized "AARP" Livable Communities Director was well received. The message addressed concerns of the aging population as well as outlining available grant opportunities.

Stakeholders continue to strategized to reduce victimization and serious injury. To address pedestrian safety, the DMV Communications Division created a 15 second video, "Eyes Meet to Cross Streets" which was posted on social media websites to create awareness and promote the safe crossing of streets by pedestrians. The video was most successful on Facebook with over 6,700 views and 66 shares. A media "tool kit" remains available for use by local jurisdictions. The posting of the "tool Kit" on www.dmvnow.com makes the product(s) accessible for jurisdictions or agencies use to create awareness in an effort to reduce victimization of pedestrian crashes.

Bicycle Safety Program Area (Core Outcome Measure C-11)

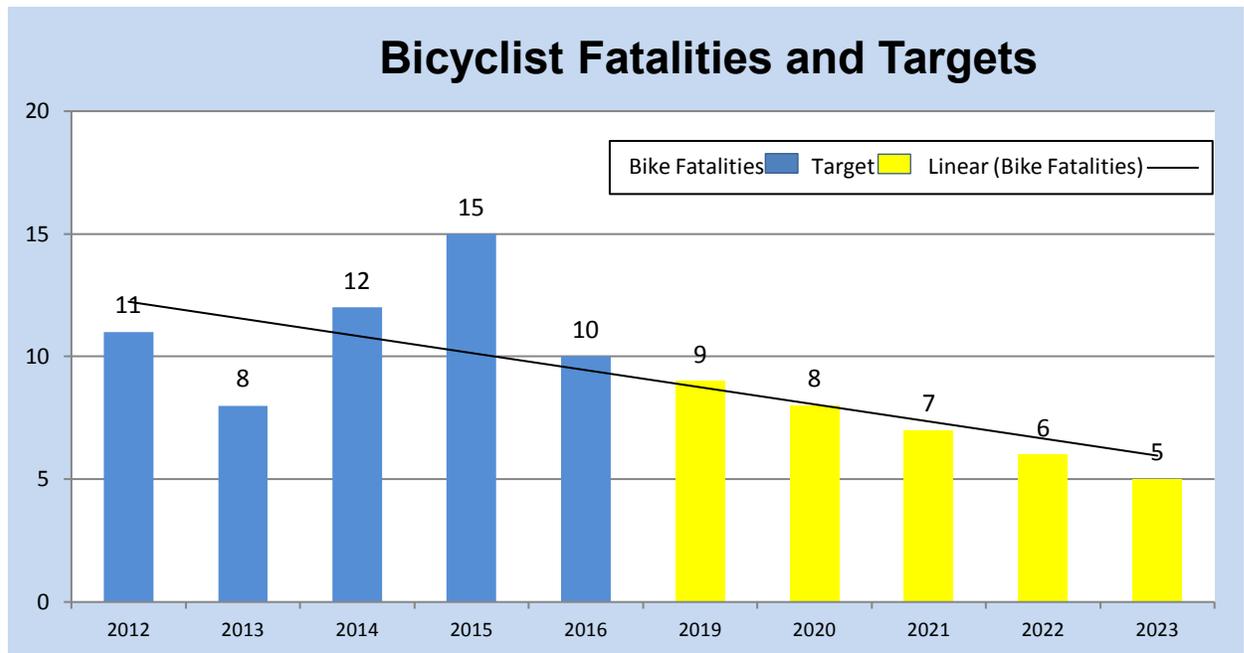
Cyclists use bicycles to navigate the transportation system, the category described as vulnerable roadway users in communities. DMV’s Highway Safety Office will continue to collaborate with stakeholders to provide and introduce strategies and countermeasures to improve on safety. Countermeasures will address all age groups to provide guidance using educational messages, enforcement and guides containing engineering applications to reduce injuries and fatalities. Virginia spent approximately \$345,165 of its Section 402 funds on pedestrian and bicycle safety.

Measure: (C-11): Reduce **bicyclist fatalities** 10 percent from the 2016 calendar base year of 10 to 9 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s bicycle fatalities were 10 for 2016 and 10 for 2019 or no change. Virginia is not on track to meet its target of 10% reduction for 2019.

Bicycle Fatalities (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	9
	11	8	12	15	10	12	12	

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.



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

Strategies and Accomplishments

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4).

The Northern Virginia Area had 5 (Arlington County Police, Alexandria City Police, Fairfax County Police, Occoquan Town Police and Prince William County Police) law enforcement agencies with selective enforcement activities, which when combined issued a reported total of 8,454 citations, including a total of 5,286 citations in the following enforcement-specific target areas: 495 alcohol, 4,354 speed, 245 Occupant Protection, 85 pedestrian and 107 bicycle violations utilizing a total of 20,768 grant funded hours.

In addition, three other localities conducted pedestrian and bicycle focused selective enforcement activities: Richmond City, Harrisburg City, Roanoke City and Salem City. During these efforts, some 299 grant funded hours were utilized and resulted in issuing 300 summons to include alcohol, speed, OP, pedestrian and bicycle violations and other violations.

2. Partner with sub-recipients to conduct safety campaigns throughout 2019:

Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

The Metropolitan Washington Council of Governments' (MWCOG) *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 with a combined launch of messaging through media and street-level outreach events along with increased enforcement "waves," to targeted drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia.

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4. Conduct bicycle safety training events and create bicycle awareness messaging.

Educational awareness advertisements will continue to be developed in order to created and promote transportation messages addressing safe movement and actions of both pedestrians and cyclists, which are experiencing a growth in popularity. These forms of transportation are in need of review and reflection of all who take an active role in maintaining health through various forms of exercise.

The Northern Virginia Regional Commission (NVRC) has trained 11 community members to teach bicycle and pedestrian transportation safety throughout Fairfax and surrounding jurisdictions in northern Virginia. The League of American Bicyclists along with League Certified Instructors (LCI) held more than 50 activities and reached 1284 people.

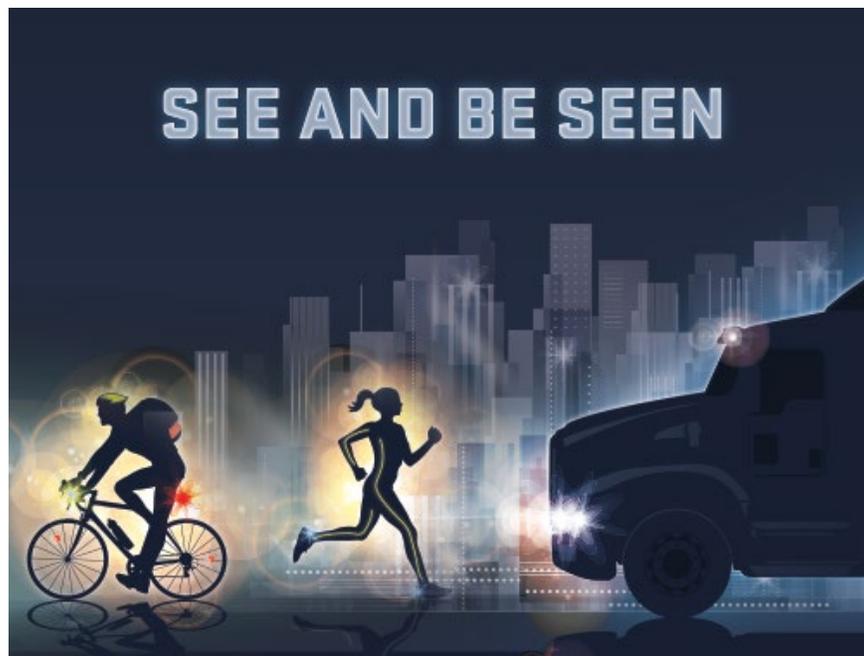
Local bicycling and pedestrian transportation partners continually train people to teach along with members of the Washington Area Bicycling Association (WABA) in order to encourage walking and cycling, while making our roads safer for ALL users. WABA, a leader in LCI training promotes safe bicycling, so all riders become more confident in their abilities. In addition, participants learn key strategies for educating community members on pedestrian and bicycling safety. Training includes an extra day of pedestrian safety, taught by Arlington County staff.

This training is a \$500 value, in return for your commitment to hold two pedestrian and bicycling safety outreach events and to support bicycle and pedestrian safety in the community.

The Virginia Department of Transportation (VDOT) distributes an “Active Transportation Newsletter”. The Statewide Bicycle and Pedestrian Program email newsletter is shared with some 438 advocates to promote Virginia’s [Statewide Bicycling and Pedestrian Program webpage](#) , which includes maps, laws and safety tips, information on places to travel, and much more!

Bike Walk RVA in conjunction with Sports Backers continues to promote cycling by producing approved messaging as yard signs and videos to promote proper use of the provided transportation system. The messages illustrate various bikeway types and markings on the ground, as well as using them properly. Sports Backers is very involved in the Richmond City moving toward zero campaign to assist in modifying behavior for people who chose to travel on foot or by bike using the transportation systems.

Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Month (September 2019) to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit distributes requested brochures to promote bike and pedestrian safety such as the “See and Be Seen” campaign to remind all road users that they have a responsibility to look out for others. Campaign materials remind drivers to keep their eyes on the road and drive distraction-free. Pedestrians and bicyclists are reminded to wear bright or reflective clothing and to use flashlights or bike lights as appropriate.



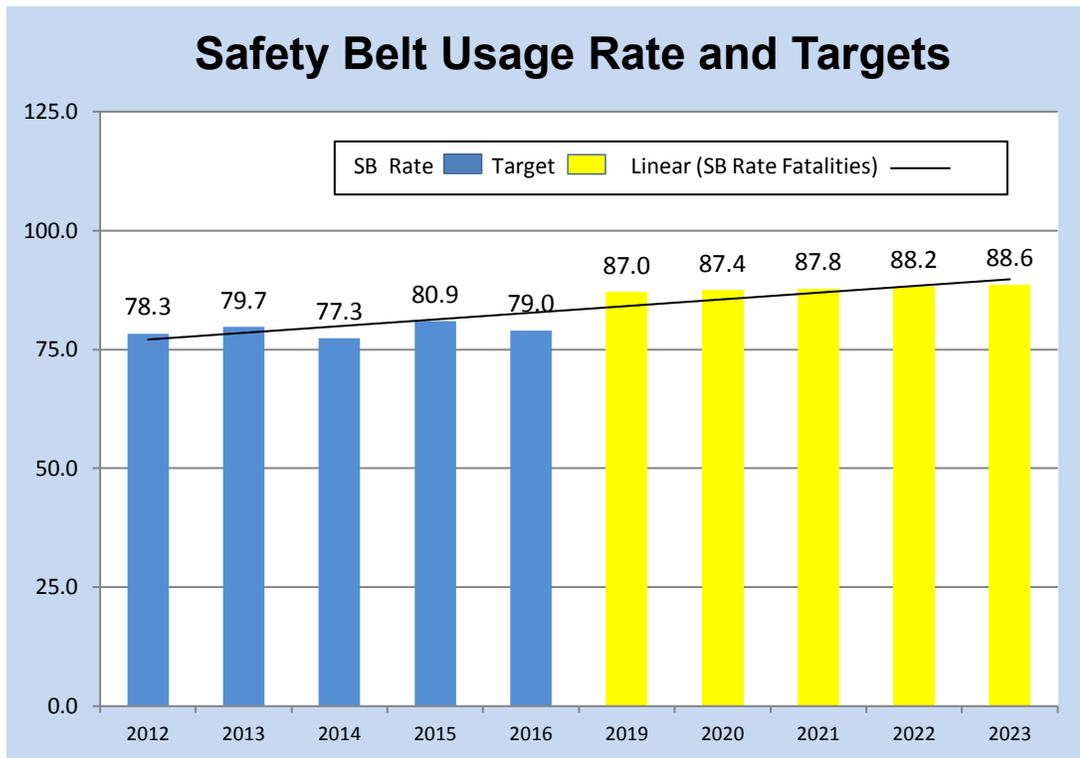
DMV’s, Virginia Highway Safety Office continues to work with state and local law enforcement jurisdictions to disseminate programmatic/safety messages to citizens in an effort to promote “Ped/Bike Awareness Month”. When available permanent and mobile variable message boards are used to promote safety campaigns throughout the Commonwealth.

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 10 percent from the 2017 calendar year base usage rate of 85.3 percent to 87.0 percent by year 2019.

Performance: Virginia’s seat belt usage rate was 79.0 for 2016 and 85.4 for 2019. Virginia did not meet the target of 87.0.

Observed Seat Belt Use Rate Survey	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	78.3	79.7	77.3	80.9	79.0	85.3	84.1	

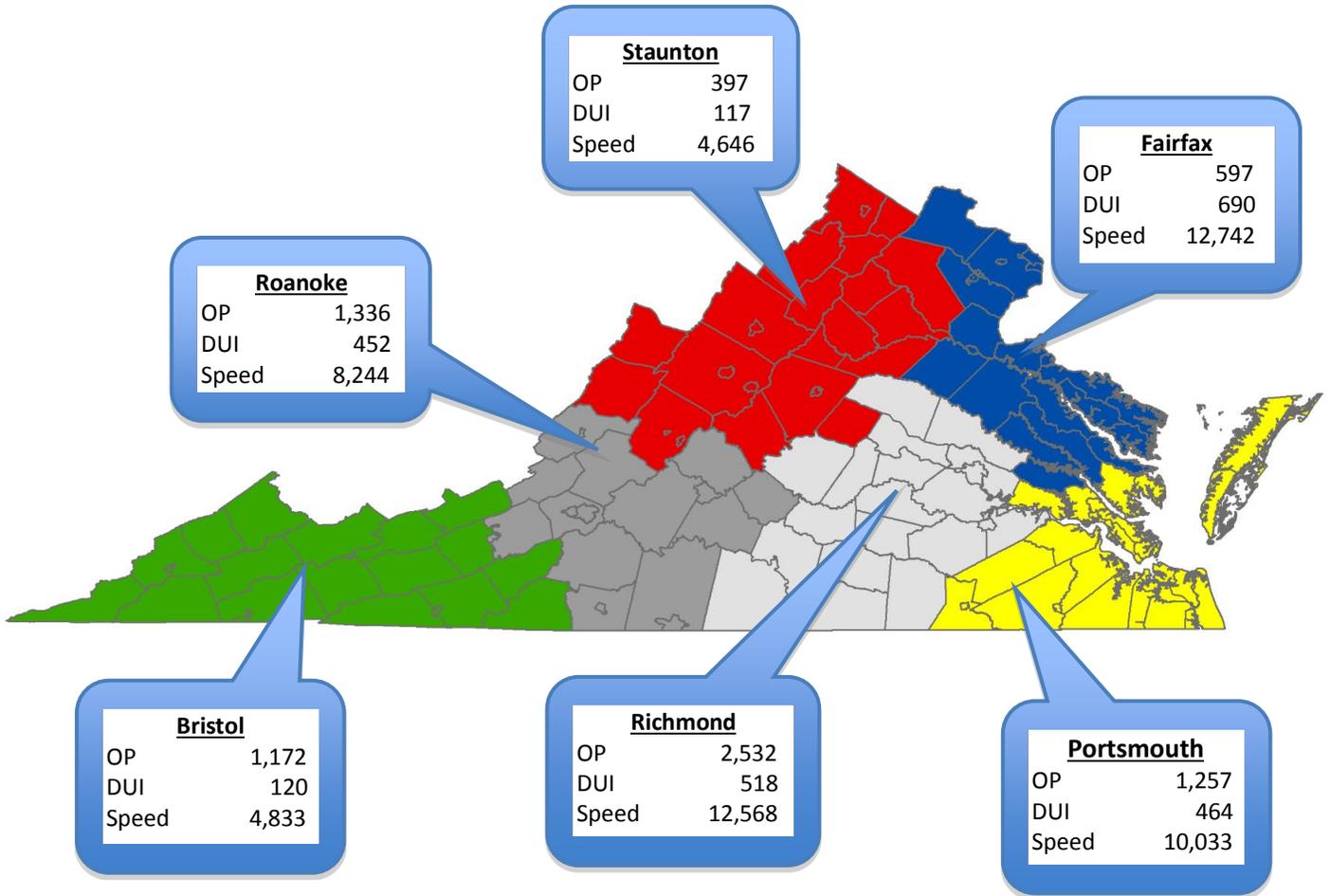


Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year rolling averages. Virginia selected the percentage changes (10 percent increase) in seat belt use rate as a more achievable target than the annual or 3-year or 5 year rolling average.

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)



Region Totals

OP (A-1)	7,291
DUI (A-2)	2,361
Speed (A-3)	53,066

State Police	
OP	1,376
DUI	170
Speed	9,313

Region + SP	
OP	8,667
DUI	2,531
Speed	62,379

Traffic Records Program

Projects and Activities Funded

Virginia has one of the strongest Traffic Records Program in the nation. Its Traffic Records Electronic Data System (TREDS), a state-of-the art highway safety information system, has garnered both state and national recognition. Virginia's latest Traffic Records Assessment (TR) was completed in May 2016 and its overall traffic records program rated above the national average in all but one core component system. DMV/VAHSO rated 93% in crash, planning, management, data use, analysis and integration of the national criteria for an "ideal" traffic records program. This is nearly 20 points higher/above the national average of 73%. Virginia, through guidance from its Traffic Records Coordinating Committee (TRCC), and coordination of projects listed in both the Virginia Traffic Records Strategic Plan and the HSP, will continue to enhance and monitor the quality and quantity of data in TREDS by implementing the most efficient and effective integration and linkage projects and enhancing its analysis and reporting capabilities, as demonstrated by projects being planned for implementation.

Innovative strategies should focus on continued enhancement of electronic data with emphasis on accuracy, timeliness, uniformity, integration, completeness and accessibility of traffic records data in TREDS and other major traffic records databases (driver, citation, roadway, injury surveillance and courts.) This will also involve database and data elements linkages of the various traffic records systems.

Virginia expended approximately \$426,668 of its Section 402 funds and \$784,090 in Section 405c 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, 2019.

Performance: See accomplishments below.

Strategies and Accomplishments:

1. Decrease the number of incorrect distracted driver values (95) submitted by law enforcement electronically to TREDS crash system

19 incorrect distracted driver values were submitted by law enforcement. An 80% reduction in incorrect values in the TREDS system

2. Increase 2018 street level crash location data from 0 to 125,000

131,786 crash locations were located and submitted to TREDS

3. Increase the number of electronic summons data submitted to the Supreme Courts CAIS system from 0 local law enforcement agencies to 10.

The following 13 localities submitted 30,117 eSummons: Amherst County Sheriff, Botetourt County Sheriff, Berryville Police, Frederick Sheriff, Roanoke County Sheriff,

Wythe County Sheriff, Wytheville Police, York / Poquoson Sheriff, Lynchburg City Police, Norfolk VDOT HOT Lane Toll, Petersburg Police, Suffolk Police and Winchester Police.

4. Interface the crash data system with EMS/ISS (TR Assessment recommendation)

In December 2018, the Virginia Office of Emergency Medical Services (OEMS) informed the Virginia DMV that due to a decision by the OEMS Attorney General's Office, OEMS could no longer share Patient Protected Health Information (PPHI) with DMV. As a result, there are no names included in the EMS records now being provided to DMV. Without this unique identifier, Virginia was unable to perform the integration.

5. Develop three new driver system performance measures (TR Assessment recommendation)

Two driver performance measures were created: State to State (S2S) driver system performance measure (accuracy and completeness) and Increase issuance of Real ID "One Driver, One License (uniformity)

6. Develop three new vehicle system performance measures (TR Assessment recommendation)

One performance measure was created: Automated vehicle system to crash database alert of the addition or removal of Ignition Interlock from vehicle (integration)

7. Develop one new emergency medical system performance measures (TR Assessment recommendation.)

No performance measures were created. EMS will work to establish measures in the next reporting period.

Note: See more accomplishments on next page.

Traffic Records Program

TREDS Enhancements

- Enhanced High Crash Location Maps, My Department Maps, and Jurisdiction Crash Maps with a Help function, which includes an updated step-by-step guide for how to use each feature, including updated images of the map and a new section to explain the Help feature.
- In adherence with new security measures, enhanced password reset policy to require entry of a personal identification number (PIN) in addition to a security question/answer.
- Implemented new user validation process, requiring users to validate their email address prior to the TREDS System Administrator approving the TREDS access request. After email validation and approval, the user receives an automated email with a temporary password, allowing them access to the TREDS website.
- Completed initial development on a new relational database that will provide enhanced reporting and analysis as well as allow for the transfer of data to external parties in a standardized format.
- Enhanced the Annual Crash Facts publication by updating the format and adding new content, including a new section for Crashes Involving Distracted Driving (Including Cell Phone and Texting).
- Per DMV security policy, starting December 1, 2018, TREDS accounts that had been inactive for six months were disabled and then deleted 90 days later. A notification was emailed to users before accounts were disabled and deleted.
- Created Route 1 Checkpoint DUI campaign for three law enforcement agencies, updating the user interface to allow data entry of the campaign.
- Enhanced the VSP Lane & Scene Clearance Report to improve performance when accessing the report.
- Created a new version of the Interactive Crash Data Report to allow agencies to access agency-specific data for only those crashes investigated by their agency.
- Enhanced the TREDS user interface and the crash PDF to display “UNK” (Unknown) in Speed Before Crash field when law enforcement enters “UNK” in the vendor software.
- Added seven new data quality control (QC) reports, and created a summary QC report to allow for improved analysis.
- Added jurisdiction-level zoom feature to High Crash Location Maps for ease of jurisdiction crash information access.
- Added new dimensions to the data warehouse: VDOT Region, Urban/Rural, and School Bus Involved.

- Developed a stored procedure to perform the search function as a result of new fields being added to the TREDS Search screen.
- Implemented process to eliminate the need to re-validate crash locations on revised reports when the location information is not changed.
- Deployed new fields on the TREDS search screen: Mile Marker From and To; Damaged Property: Property Owner Name, Object Struck; and Vehicle Info: Owner Name, Year, Make, Model, Plate Number, VIN.
- Employed automation of test scripts for pre- and post-production testing.
- Enabled administrators' visibility of user requests submitted by other administrators in the same agency.
- Made the following TREDS_R improvements:
 - Copied Extended Properties to target database
 - Created Data Dictionary view for target database
 - Deleted copied database after it is backed up to MoveIt folder
 - For Department copies with PII, deleted user records with no reference
 - Implemented backup encryption for databases with PII
 - Fixed issues with key tables and fields
- Implemented division and area office hierarchy for VSP reporting.
- Enabled ability to track users and view who accessed crash reports and when.
- Began infrastructure upgrade, which will include but not be limited to the following:
 - All external and internal services (minimum of 50 touchpoints)
 - Middleware will be rewritten completely from ground up
 - Deployment process will be rewritten
 - User store will be rewritten in SQL server
 - All connections from user store will be rewritten
 - UI portions will be rewritten
 - Upgrade options to "look and feel" of site for easier user access

Training

- To improve the accuracy of data sent to TREDS, trained approximately 30 law enforcement personnel.
- Updated Police Crash Report Manual format and edited or added to the following sections to clarify information and assist law enforcement in more accurately completing crash reports:
 - How do I record crashes with other types of vehicles?
 - How do I record a crash involving a train?
 - Crash Events section: First Event/Second Event/Third Event/Fourth Event
 - How do I record a crash involving a bicycle at a crosswalk?
 - Driver section: Birth Date, Injury Type
 - Passenger section: Injury Type
 - Pedestrian section: Injury Type

- Vehicle section: Vehicle Plate Number
- Driver Information section: Type of Driver Distractions – P4
- Enhanced TRENDS Help menu with new or edited knowledge articles and manuals to improve communication with law enforcement and address frequently asked questions. The following documents were added or updated:
 - TRENDS/ReportBeam User Guide
 - Revising crash reports in ReportBeam – quick guide
 - TRENDS DUI Data Entry Training Manual
 - Entering lane clearance and scene clearance information
 - Reporting crashes involving bicycles
 - Viewing High Crash Location Maps in TRENDS
 - Viewing Jurisdiction Crash Maps in TRENDS
 - Viewing My Department Crash Maps in TRENDS
 - Revising crash reports after year-end closeout
- Created a one-time motorcycle data import for training site, Motorcycle Riding Concepts.

Law Enforcement Enhancements

- Enhanced TRENDS Department Administrator and Virginia State Police Administrator roles, expanding their capabilities to allow requesting TRENDS user access for law enforcement personnel.
- Enabled Department Administrators to manage user access requests for 240 days after requests are submitted.
- Updated Department Administrator Request Form to improve the process when a user requests this role in TRENDS.
- Removed the PIN# requirement for the System Support Group (SSG) to allow SSG to reset passwords for users who do not know their PIN#.
- Updated test account roles in TRENDS to enable and disable them as needed for testing purposes.
- Updated service accounts in TRENDS so they are not visible to law enforcement agencies and to prevent a user from logging into the TRENDS website using a service account.

TRENDS Operations Center

- Designed and developed an automated data quality report to provide the TRENDS Data Analyst with insight into data issues that either require additional training or enhanced validation rules to improve the quality of data being submitted to TRENDS. Data quality reports include Pedestrian vs. Bicycle, Driver Age vs. Restraint Type, and Driver Age vs. Vehicle Body Type.

Virginia Department of Transportation (VDOT)

- Enhanced the VDOT Property Damage Report by adding search filters for Street Name and Mile Marker and by adding a link which allows the user to access the PDF copy of the

crash from the Property Damage Report. These changes were implemented to improve the timeliness in searching for specific reports where VDOT property was involved.

- Enhanced the electronic data transfer to send data as soon as it is supervisor approved. The FARS data elements were also updated to send drug codes rather than drug values and to send all non-zero value drugs.
- Incorporated CSS Alerts into the VASAP system and introduced functionality to allow ASAP locations to transfer the alerts to a different ASAP office when a case was transferred prior to the alert being posted.
- Added enumeration to crash schema and generated WDSL to enable VDOT to receive crashes with special function TNC.
- Implemented NHTSA Region 3 VA Fatality Report to allow Bill Naff to keep track of VA fatalities.
- Added VDOT regions to Jurisdiction table and Damaged Property Report.

FR300 Crash Report Enhancements

- Implemented a new procedure for collecting information when it's unknown if a driver was distracted in a fatal crash. Previously, law enforcement selected "Other" in Type of Driver Distraction field because there is no selection for "Unknown." Such crashes were then incorrectly counted as distracted driving crashes. To correct the issue, the new procedure has law enforcement select "N/A" (Not Applicable) in the same field, if it's unknown whether or not the driver was distracted. A notification about this new procedure was posted on the TREDIS login page, sent to Department Administrators in all law enforcement agencies, and provided to trainers in agencies that were incorrectly recording "Other" in Type of Driver Distraction field.
- Began research and development to later update crash report and add, remove, or consolidate fields, as needed.

DMV Website Reporting and Mapping Tool Enhancements

- Updated or created documentation for Interactive Reports, High Crash Location Maps, and Viewing Jurisdiction Crash Maps on DMVNow.com to reflect feature updates or new features.

Virginia Polytechnical and State University (VA Tech) Project

- Virginia Tech is a vital partner to the DMVAHSO in providing all analysis for behavioral programs either on demand or for more long term projects. In 2018, Virginia experienced 131,848 traffic crashes. VA Tech students/staff geocoded and located, 131,833 of those crashes for a 99.9% completion rate. This data was transmitted to DMV/VAHSO/TREDIS. This process also included processing the more difficult unlocatable crashes, providing ongoing monitoring, support and improvements to the coding tool. This information was used in the development of Monthly Report Cards for Program Managers as well as to update interactive mapping, reporting and analysis. VA Tech also provided updated maps for use by DMV/VAHSO in sub-recipient grant writing and distribution workshops, as well

as, legislative summary maps that were added to dmvnow.com for use by Virginia's legislators. Virginia Tech is critical to the DMV/VAHSA analysis work by providing summary analysis reports on pedestrian crashes, motorcycle crashes, etc. as well as legislative requests for data, media requests for information. VA Tech, in partnership with the DMV/VAHSA, also collaborated with law enforcement to provide key analysis and street-level mapping that contributed to the success of both the Route 1 and 360 Blitz Enforcement Campaigns. VA Tech was also instrumental in working with the DMV/VAHSA and the Secretary of Transportation Highway Safety Committee to prepare the questions for the Digital Town Hall Speed Survey.

DMV State-to-State (S2S) Verification System Project

- DMV funded the S2S Verification project to identify and eliminate duplicate driver records from the Driver System. Over 15,000 records have been manually fixed/deleted from the Driver System.

DMV BAC Data Collection and Submission Project (also listed under Impaired Driving section of report)

- In Virginia, the Office of the Chief Medical Examiner (OCME) and the Virginia Department of Forensic Science (DFS) work collaboratively to investigate, secure and test toxicology results for submission to DMV. They were experiencing a more than 3-month delay in average turnaround time for DUI toxicology submitted to DMV. In 2016, DMV's Traffic Records Coordinator met with both OCME and DFS staff to identify areas of improvement needed at the agencies in order to reduce this turnaround time. It was determined that both were understaffed and required technology enhancements. In 2016, DFS and OCME were awarded federal funding to hire staffing and to implement technology changes. OCME staff traveled to local hospitals to secure and retrieve specimens for toxicology testing. Staff conducted death and scene investigations and often times interacted with law enforcement and families. OCME investigated 695 motor vehicle crashes ensuring that staff submitted toxicology specimens in a timely manner to DFS to have the necessary testing performed. DFS positions in the Central, Eastern, Northern, and Western Laboratories worked a total of 4469.7 hours preparing of Certificates of Analysis (CoAs), conducting evidence accessioning, and providing administrative support. The assistance provided by these positions enables the Toxicology Forensic Scientists to spend more time on examinations, thereby decreasing the Section's turnaround time.

As a result of several of these improvements, DFS/OCME have reduced the average turnaround time of submission of their DUI cases from 98 days (in 2016) to 26 days (in 2019.) This represents a 73% reduction in average daily turnaround times.

Drugged Driver Fatalities

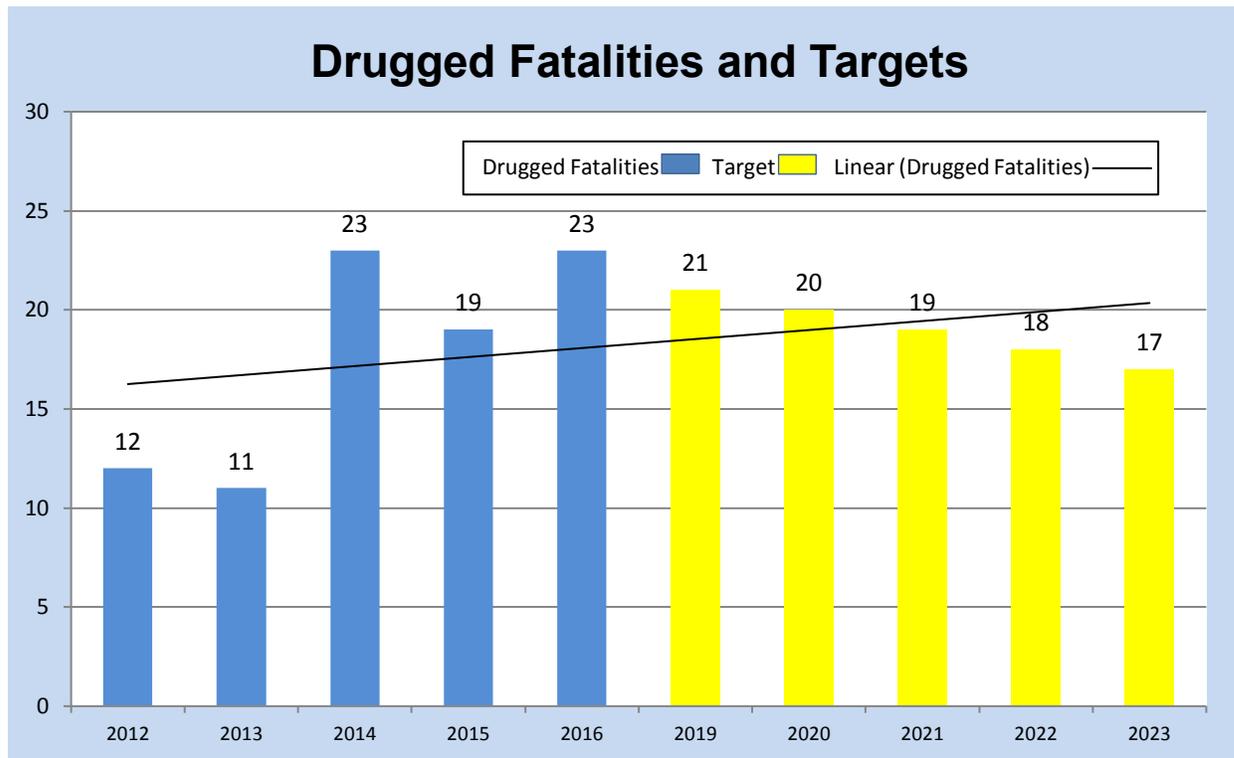
Measure: Reduce drugged driving fatalities 9 percent from the 2016 calendar base year of 23 to 21 by December 31, 2019.

Performance: Data comparison January 1 – August 31: 2018 vs. 2019: Virginia’s drugged driver fatalities were 114 for 2018 and 131 for 2019 or a 15% increase. Virginia is on not on track to meet its target of 9% reduction for 2019. Virginia expended approximately \$536,000 in Section 405d funds towards these activities.

Note: Prior to 2018, a maximum of three drugs could be recorded in the FARS system. Methodology changes in the reporting procedure allows all drugs to be reported, resulting in the increase of drugged driver fatalities.

Drugged Driver Fatalities (FARS)	Baseline Data						Preliminary	2019 Target
	2012	2013	2014	2015	2016	2017	2018	21
	12	11	20	19	23	59	197	

Note: 2016 calendar base year data was used to calculate the 2019 target. 2018 is preliminary FARS data.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (9 percent reduction) in drugged driving fatalities as a more achievable target than the annual or 3-year or 5-year rolling average.

Strategies and Accomplishments

1. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 4 courses per year, 1 per quarter

There were five ARIDE courses were held in Richmond, Virginia Beach, Northern Virginia, Roanoke and Bristol which reached 88 participants. Although the majority of participants were law enforcement officers, a few prosecutors and toxicologist audited the courses as well. There continues to be an overwhelming response to participate in ARIDE and very positive feedback from those that have attended. With an increase in DRE instructors in Virginia, we will be able to continue to expand the ARIDE program.

2. Continue to develop the Drug Recognition Expert Program, including ensuring that at least 20 DRE's are certified and active.

The Drug Evaluation and Classification (DEC) Program, also known as the DRE Program, is a national program and has received national acclaim for its success in identifying the drug- impaired driver. Officers trained as drug recognition experts (DREs) are frequently called upon to differentiate between drug influence and medical and/or mental disorders and their training will be an extremely valuable tool in combating the adverse impact of drug- and alcohol-impaired driving in our Virginia communities.

The DMV has worked closely with bordering States, West Virginia and Maryland, to assist us with training Virginia officers as DREs. In 2019, we were able to certify seven new officers as DRE's who represent the following jurisdictions: Amherst, Newport News, Blacksburg, Loudon, Virginia Beach, Arlington and the Chesapeake area. This increases Virginia's certified DREs to 28. This year two of our DREs attended the DRE Instructor Certification program and Course Manager training to become Virginia certified DRE Instructors, increasing our instructors to six.

The DRE Program is also established in the following counties/cities in Virginia: Virginia Beach, Chesapeake, Suffolk, Henrico, Richmond, Spotsylvania, Fairfax, Charlottesville, Fluvanna, Botetourt, Roanoke, Roanoke City, Montgomery, Wythe, Buchanan, and Dickenson. In these areas in 2018, there were a total of 166 DRE enforcement evaluations completed. Of those evaluations, cannabis and CNS depressants were opined most and there were 69 poly-drug cases.

In addition to training officers, educational sessions have been provided to judges and Commonwealth Attorneys at various conferences across Virginia. The presentations provide an overview and history of the DRE program, discuss the training officers receive, and also review the battery of tests performed during an evaluation. A full-day course on marijuana and impaired driving was held for partners at the Highway Safety Summit. The Commonwealth Attorney's Services Council continued its Rolling Stoned: DRE for Prosecutors training.

Commonwealth Attorney's Services Council

The DUID for Prosecutors and Law Enforcement training focuses on recognizing the drugged driver, blood testing issues and more. The one-day program was offered six times this year and reached 36 prosecutors and 177 law enforcement officers.

The Rolling Stoned: DRE for Prosecutors course is in its second year of implementation. This course is specifically for prosecutors and introduces them to the newly established DRE program in Virginia. Topics include an overview of the DRE Program, qualifying a DRE as an expert in court, and overcoming common defense attacks. The course was held once this year with 21 prosecutors attending.

3. Conduct a statewide training session for Virginia drug court staff.

The Supreme Courts of Virginia receive funding for training that can be offered to DUI court staff. This year the Prince George team was selected to attend the NCDC training in Billings, MT at the end of June. They learned about some techniques they can add to the existing adult drug court docket for better outcomes and also ways to expand their drug court to include a DUI docket. There was much discussion during the training about the feasibility of a DUI docket in their locality. The 4 new Drug Court Staff attended the NADCP conference in July. They each attended parts of the DWI track and reported back on what they learned.

The DUI Specialty Docket Training Conference was one of the best ever. Topics and presenters were engaging and informative. This year 29 judges, 21 attorneys and 6 Statewide Advisory Committee members attended along with others. The conference attendees provided very favorable comments and great ideas for next year. We anticipate better compliance with best practices as a result of this conference event. We provided the Right Way to Drive workbooks at our exhibit table and sent the facilitator's guides to the staff interested in delivering this program.

4. Conduct 6 youth peer to peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances.

The Virginia State Police administers the Youth of Virginia Speak Out About Traffic Safety (YOVASO) Program, a peer-to-peer initiative funded by the Virginia DMV to address the problem of young driver-related crashes, injuries, and fatalities in the Commonwealth.

The VSP YOVASO Program for FY19 has 112-member peer-to-peer clubs, which represent 79 high schools, 29 middle schools, and 4 youth groups. YOVASO and Virginia State Police sponsored 4 youth traffic safety programs for middle and high schools in FY19, focusing on a variety of issues, including speeding, distracted driving, Zero Tolerance, impaired driving, risky behaviors and attitudes, and passenger safety. There was participation from 115 schools and youth groups and 80,931 youth were reached.

The YOVASO Program provides a variety of youth leadership and peer educator training programs and retreats for high and middle schools. The training programs are designed to educate youth about the top causative factors in young driver crashes and teen driving laws; train them for work as peer-to-peer educators; and help them action plan prevention programs targeted to their schools and communities.

The Annual retreat included a variety of sessions on impaired driving and substance abuse prevention, including a presentation by Kristen Mallory with Mallory's Movement Against Drunk Driving on her life after being hit by a drunk driver; interactive impaired driving simulator sessions by VSP; and a presentation by Henrico CARES on "Hidden in Plain Sight" to educate adults on signs of alcohol and substance abuse and how to look for substance use. YOVASO also showed the Mallory's Movement Against Drunk Driving produced in 2019 by VSP and YOVASO. Also included were sessions on distracted driving, speeding, behaviors/attitudes and other topics related to teen drivers and youth traffic safety. There were 162 participants this year.

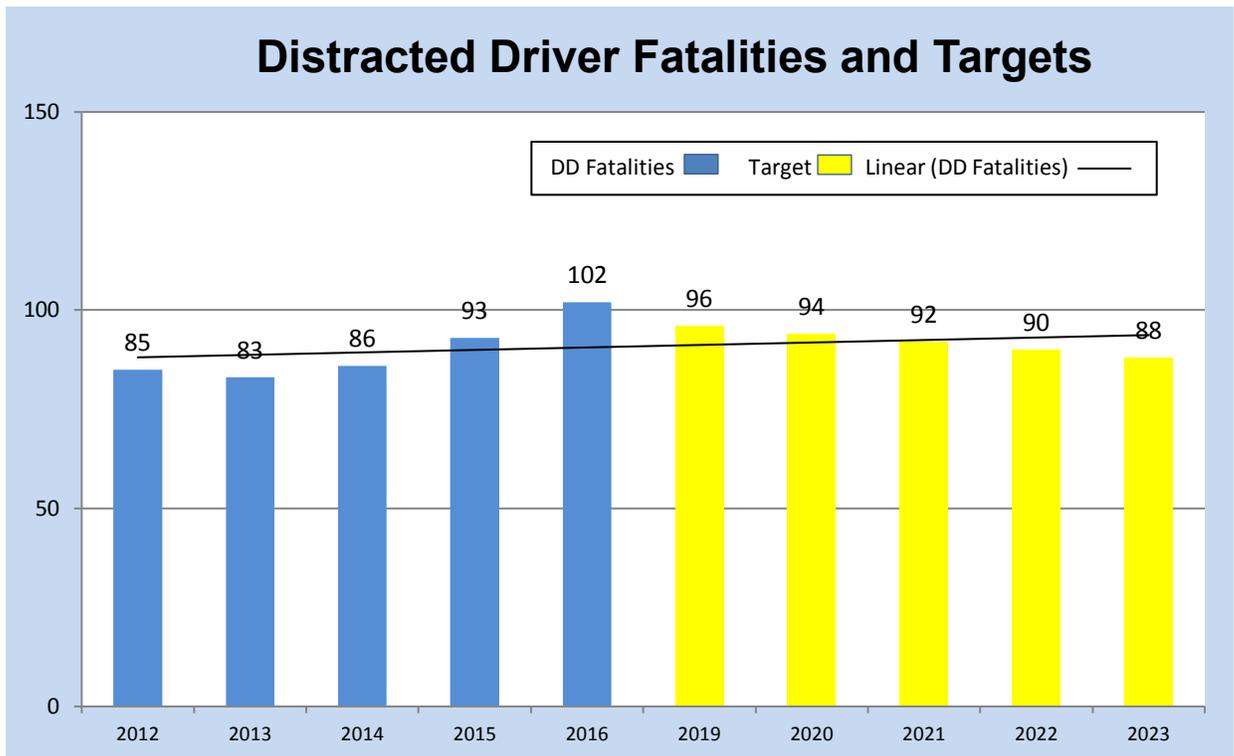
Distractions Driver Fatalities

Measure: Reduce distracted driver **fatalities** 6 percent from the 2016 calendar base year of 102 to 96 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s distracted driver fatalities were 96 for 2016 and 42 for 2019 or a 56% decrease. Virginia is on track to meet its target of 6% reduction for 2019. Approximately \$20,000 in Section 402 funds were expended toward sending law enforcement and teachers to the DriveSmart VA Distracted Driving Summit.

Distractions Driver Fatalities (TREDS)	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
		85	83	86	93	102	117	55

Note: 2016 calendar base year data was used to calculate the 2019 target.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (6% reduction) in distracted driver fatalities as a more achievable target than the annual or 3-year or 5-year rolling average.

Strategies and Accomplishments

1. Continue to support education and training through scholarships for law enforcement and teachers to attend the Distracted Driving Summit.

In partnership with the Department of Education and DMV, DRIVE SMART Virginia was provided names of deserving teachers and law enforcement officers who would benefit from attending the Distracted Driving Summit, but likely would be unable to afford the expense. DRIVE SMART Virginia contacted these individuals and offered them scholarships to attend. There were 30 officers and 9 teachers who utilized these scholarships and are now able to apply the knowledge acquired at the Summit in their communities across the commonwealth.

2. Include distracted driving prevention messaging in youth peer to peer educational programs.

Virginia State Police Association - Youth of Virginia Speak Out about Traffic Safety (YOVASO) supported peer-to-peer prevention and education programs in 112-member peer-to-peer clubs, which represent 79 high schools, 29 middle schools, and 4 youth groups within the Commonwealth. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues. YOVASO also participated in school and college events providing an interactive display and reached over 80,931 youth.

Note: There were no grant funded selective enforcement efforts for Distracted Driving (DD) on FY2019. We do not get reports for regular time DD enforcement.

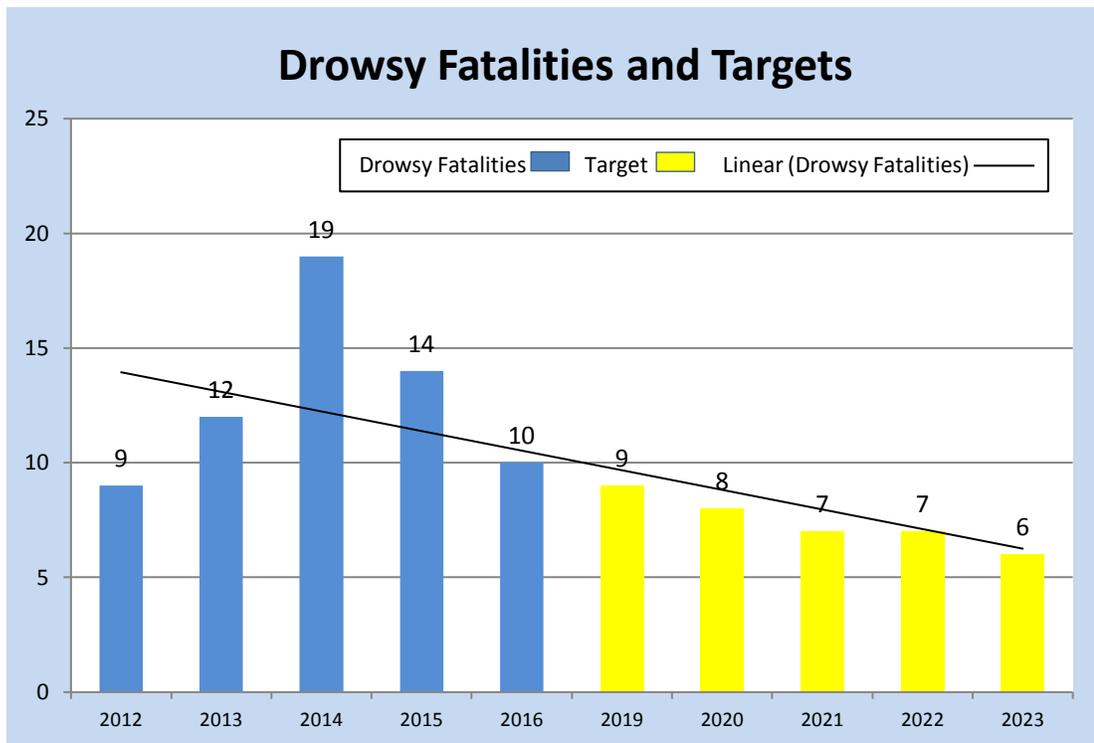
Drowsy Driver Fatalities

Measure: Reduce drowsy driving fatalities 10 percent from the 2016 calendar base year of 10 to 9 by December 31, 2019.

Performance - Data comparison January 1 – November 30: 2016 vs. 2019: Virginia’s drowsy driving fatalities were 9 for 2016 and 5 for 2019 or a 44% decrease. Virginia is on track to meet its target of a 10% reduction for 2019.

Drowsy Driving Fatalities (TREDS)	Baseline Data							2019 Target
	2012	2013	2014	2015	2016	2017	2018	
	9	12	19	14	10	12	19	9

Notes: Drowsy Driver - apparently asleep or fatigued
2016 calendar base year data was used to calculate the 2019 target.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected a 5-year rolling average (10 percent reduction) in drowsy driving fatalities as a more achievable target than the annual number or 3-year rolling average.

Strategies and Accomplishments

1. Identify opportunities to educate law enforcement on methods for detecting drowsy drivers and identifying when drowsy driving may have been a contributing factor in crash causation to improve problem identification.

The topic of drowsy driving is being addressed in crash-related training received by police officers. We will continue to find the best way to get officers trained and provide them with the latest information.

2. Include drowsy driving prevention messaging in education and outreach designed for the general driving population, as well as in youth peer-to-peer educational programs.

Drowsy driving is often included in the workplace highway safety programs offered by grantees in Virginia. We will continue to work with grantees to encourage them to include and share information on drowsy driving with their target populations.

Driver Education Program (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.

Approximately \$579,713 of Section 402 funds and \$219,107 in 405d flex funds was expended to support these activities.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2019.

Performance: See accomplishments below.

Strategies and Accomplishments

1. Conduct a minimum of 5 education and awareness activities targeting the general driving population to reduce crashes, injuries and fatalities. (CTW Chapter 6 – Section(s) 2.1, 2.2. and Chapter 7 – Section(s) 1.2, 2.2, 3.1)

Virginia Trucking Association (VTA) Coordinator developed and conducted three safety breaks throughout Virginia at different Safety Rest Areas along the interstates, reaching approximately 850 drivers (trucks and general motoring public). In addition, VTA held a safety break event at local 3-day event that had approximately 1,600 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 ten *No Zone* presentations at local high schools reaching approximately 4,500 students. The VTA also sent out media releases for all major holidays and disseminated the safety information to all members to share with their employees

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 292 older driver assessments through 7 comprehensive driver assessment centers. Through health fairs, expos, and presentations 8,732 people were reached this grant year. A total of 245 participants were Car Fitted in 29 CarFit events and 109 volunteers were trained as technicians. The CarFit events were conducted to educate seniors about the changes they need to make to their vehicle and their driving habits to remain safe as they age. A TV commercial aired on 9 stations in 947 spots, making 3,709,300 impressions. The GrandDriver website was updated with current news & events. During FY2019, there were 6,362 web-sessions. In addition to the web, presence and television spots and online ads ran with an estimated 2,223,192 impressions.

Community Traffic Safety Program (CP)

Virginia will continue to provide highway safety information, maintain and build new partnerships and attend trainings locally, statewide and nationally. For activities related to community traffic safety, approximately \$106,248 in Section 402 funds and \$156,964 and 405d flex funds was expended.

Measure: Develop, lead, attend and evaluate a minimum of 5 education and awareness events by December 31, 2019.

Performance: See accomplishments below.

Strategies and Accomplishments

1. Enhance the DMV/VAHSO website with real-time interactive crash reporting and crash location data.

DMV/VAHSO Traffic Records program area updated the highway safety webpage with new interactive report, map modules by jurisdiction and department for localities. Also, updated the Legislative Summary profiles to include district search function. Partner with a minimum of 10 highway safety stakeholders on safety initiatives.

DMV/VAHSO partners with law enforcement agencies across the Commonwealth, numerous state agencies, non-profit organizations and institutes of higher learning on safety program initiatives.

2. DMV/VAHSO staff to attend and participate in a minimum of five local, state and national trainings.

DMV/VAHSO staff participated in and held various trainings and meetings. These included Highway Safety Summit, several Stakeholder Meetings, Traffic Records Conference, Managing NHTSA Grant Funds, Sub-recipient Workshops, FMCSA/ CVSA Conference, Drive Smart Distracted Driving Summit, GHSA, NHTSA regional meetings, Lifesavers, GHSA/IIHS Speed Forum, etc.

Police Traffic Services Program (PT)

Overview of Programs, Projects and Activities Funded

Virginia conducted training, education and outreach efforts to raise awareness on issues involving transportation safety. Approximately \$268,014 in Section 402 funds was expended for these activities.

Measure: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2019.

Performance: See accomplishments below.

Strategies and Accomplishments

1. Retain a minimum of 3 DMV/VAHSO LEL's to work with law enforcement on highway safety initiatives.

Three LELs continue to work across the Commonwealth. All LELs work regionally and assist across areas to motivate law enforcement agencies to increase participation in highway safety campaigns. LELs actively conduct independent seat belt surveys throughout the year to maintain an eye of the seat belt use in localities. The LELs also attended various trainings to enhance their knowledge and skills in the area of highway safety.

2. Partner with safety advocates to provide additional law enforcement training.

LELs conducted a TOPS (Traffic Occupant Protection Strategies) safety-training workshop to 78 attendees.

LELs also assisted in five Crash Investigation trainings to include Crash Data Retrieval (CDR) and Child Passenger Safety trainings

Roadway Safety Program (RS)

Overview of Programs, Projects and Activities Funded

Roadway Safety is included in Virginia's public information awareness and education campaigns. Approximately \$176,283 in Section 402 and \$19,524 in Section 154 funds and was expended for these activities.

Measure: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2019.

Performance: See accomplishments below.

Strategies and Accomplishments

1. Conduct three, two, one week (80 hours) courses on the Fundamentals of Crash Investigation and Reconstruction" for law enforcement officers.

Conducted 4 Fundamentals Courses were conducted with 56 students (representing 28 agencies) successfully completing the courses.

2. Conduct three Crash Data Retrieval (CDR) Technician Classes for law enforcement officers.

Conducted 2 Crash Data Retrieval (CDR) Technician Classes with 55 students (representing 13 agencies) successfully completing the course *The third CDR Technician course was cancelled due to inclement weather and was rescheduled for FY2020 Grant Year (December 2019).

3. Contract for six specialty Crash Investigation and Reconstruction classes for law enforcement officers based on need. Some classes will add to officers' ability to reconstruct DUI related crashes.

Contracted 5 Specialty Courses: Occupant Kinematics in Traffic Crash Reconstruction with 21 students (representing 8 agencies) successfully completing the course

Event Data Recorder use in Traffic Crash Reconstruction - Level 1 with 19 students (representing 10 agencies) successfully completing the course

Motorcycle Crash Investigation with 24 students (representing 13 agencies) successfully completing the course

Contracted 2 Advanced Crash Investigation Courses with 38 students (representing 19 agencies) successfully completing the course

Only 5 Specialty Courses were contracted due to the cost of the 2 Advanced Crash Investigation Courses.

4. Provide technical assistance to law enforcement and prosecutors in the area of crash reconstruction.

The Virginia State Trooper provided technical assistance to law enforcement officers and commonwealth attorneys across the Commonwealth.

Assisted 107 departments/offices/agencies (Law Enforcement, State Agencies, Educational Institutions & Commonwealth Attorneys) providing technical crash investigation assistance (most on multiple occasions)

Assisted 46 agencies with crash investigations by imagining/downloading CDR data and providing analysis of the data.

- 34 VSP Crash Investigation Call-outs

- 22 times served as Expert for Testimony

- Attained General Instructor Certification

- CDR Technician I&II Instructor

- VSP Trooper & Behavioral Scientist

- Investigated five high interest crashes for causation and recommendations are pending review/approval.

- Spoke at four conferences in regards to the Virginia Multidisciplinary Crash Investigation Team's purpose.

5. Trained 50 traffic engineers and technicians in the southeastern region to extend their knowledge and expertise on specialized safety-related on-site traffic engineering techniques and issues.

167 traffic engineers and technicians were trained within the southeastern region, expanding their knowledge and expertise.

Additional Traffic Safety Programs

2019 Governor's Transportation Safety Awards Program

On May 22, 2019, 13 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the DMV/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.



Left: DMV Commissioner Richard Holcomb - Center: Youth Traffic Safety Award Recipient, Vanessa Wigand with Virginia Department of Education, Left: Deputy Secretary of Public Safety and Homeland Security Ryant Washington

2019 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held August 29 - 30, 2019 in Williamsburg, VA. Approximately 77 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.

Highway Safety Program Media Plan

The DMV/VAHSO 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, Local Heroes 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 bought in conjunction with high visibility enforcement efforts, or times of the year when traffic fatalities increase or holidays when an increased number of drivers are impaired. The NHTSA-approved advertising methods included broadcast 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 DMV/VAHSO and Communications Office partnered to push out safety messaging through the agency's owned media channels including @VADMV's Facebook page, Twitter feed, Instagram, YouTube channel and website. Specific messages coinciding with Virginia's high visibility enforcement campaigns, such as Click It or Ticket and Checkpoint Strikeforce, were posted. Additionally, a calendar featuring details of all of the Virginia DMV's earned, owned and paid media campaigns – complete with links to videos and other creative materials – was distributed to all stakeholders, partners and sub-grantees for the purpose of sharing the safety messages on their owned social media channels. Lastly, in an effort to prevent distracted driving, Virginia DMV and AAA Mid-Atlantic partnered for the Don't Drive Intoxicated campaign involving earned media and targeted social media bursts.

Local Heroes

More than \$50,000 in paid advertising on cable and over-the-top television generated more than \$115,000 worth of paid and no-charge spots statewide during the Local Heroes occupant protection awareness campaign in June 2019. The purpose of the advertising was to increase seat belt use in Wise, Buchanan and Lee counties, where belt use rates are low. The paid advertising schedule reached 83 percent of men 18 to 34 who drive pick-up trucks in the three counties an average of 40 times. Videos depicting local law enforcement providing reasons to buckle up with local scenery as the backdrop aired throughout the month. The DMV Communications Office issued a Local Heroes news release, and posted the videos on the agency's owned social media outlets. An evaluation survey of 177 men in the target audience residing in the three counties reported a 91 percent recall rate of the buckle up message, and those who recalled the campaign said they thought they would be more likely to be ticketed if they were not buckled. Additionally, 61 percent said the campaign made them feel more positively toward police.

Click It or Ticket-May Mobilization

More than \$260,000 in paid advertising generated more than \$520,000 worth of paid and no-charge spots statewide during the May 2019 Click It or Ticket campaign from May 13 through June 3, 2019, to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, the latest NHTSA-created Click It or Ticket television spot called No Good Excuse aired across the Commonwealth. The spot ran on broadcast, cable and over-the-top television. The combination of

paid and no-charge spots enabled the campaign to reach a minimum of 84 percent of men ages 18 to 34 an average of eight times. Virginia DMV, the Virginia Department of Transportation, AAA Mid-Atlantic and Virginia State Police teamed up for a Click It or Ticket press conference on Tuesday, May 21, 2019, overlooking a highway overpass. Speakers encouraged motorists to buckle up during the heavily traveled Memorial Day weekend.

Click It or Ticket-November Mobilization

The November 2018 Click It or Ticket Mobilization campaign surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The three-week campaign aired the NHTSA-created Click It or Ticket television spot titled No Good Excuse from a few days before the holiday through the first week of December. More than \$182,000 in paid advertising generated more than \$251,000 worth of paid and no charge advertising during the mobilization.

Grantee Occupant Protection Projects

Several DMV grantees receive paid media funds to promote occupant protection messaging. The Eastern Virginia Medical School's Boost 'Em in the Back Seat campaign was promoted through television and digital outlets. Youth of Virginia Speak Out About Traffic Safety, or YOVASO, included a buckle up message in its new Arrive Alive campaign video that aired during the deadliest days of summer for teens. DRIVE SMART Virginia's Who's Your Driver NASCAR campaign and What's Your Game Plan baseball campaign included a buckle up message in the paid digital and on-site advertising.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$192,000 in 2018-19 for a public awareness and educational campaign focused on pedestrians and bicyclists in nine localities in northern Virginia. The regional campaign also includes Washington D.C and parts of Maryland. Paid advertising was purchased on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets during Daylight Saving Time in the spring and fall. News conferences announcing the media and enforcement campaign were held, and a toolkit with the campaign's creative materials was distributed to stakeholders. A virtual reality training exercise where participants wear goggles and are scored on their reaction to hazardous situations traveled to two shopping malls in northern Virginia, attracting hundreds who received safety messaging.

Motorists' Awareness of Motorcycles

For the motorcycle awareness campaign, more than \$66,000 in paid advertising was spent on airing a video that encourages motorists to give motorcyclists a "second look." The combination of paid and no charge spots enabled the campaign to reach about 65 percent of the audience an average of four times. In addition to the video spot, the digital portion of the campaign generated more than 235,000 impressions.

Motorcycle Safety

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding to motorcyclists. The \$80,000 paid media campaign reached more than 65 percent of

the target audience of men ages 18 to 34 who own motorcycles an average of three times. The video advertisement reveals the top causative factors for motorcycle crashes to dispel the myth that most are caused by motorists, and encourages training for all riders.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

The Checkpoint Strikeforce DUI prevention campaign's main focus is a paid media plan targeting 21- to 34-year-old men, and secondarily targeting slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on broadcast and cable TV, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Program (WRAP) facilitated the creative products and the paid media plan for Virginia. The campaign's tagline is "If you're old enough to drink, then 'Act Like It' by planning ahead for a safe ride home." Almost \$900,000 in paid media was purchased through WRAP from Labor Day through New Year's during the same time law enforcement officers conducted increased anti-DUI checkpoints and saturation patrols. Three news conferences in the three main regions of the state – Richmond, Tidewater and Roanoke – were held in August 2019 featuring local law enforcement officers.

DUI Prevention

To present a cohesive anti-drunk driving message throughout Virginia, the Act Like It campaign that aired as part of the Checkpoint Strikeforce effort was employed for Virginia DMV's paid media campaigns during St. Patrick's Day, Cinco de Mayo and Fourth of July. More than \$342,000 in paid television media generated almost \$720,000 worth of paid and no-charge spots for the three campaigns. Television was the main medium because of its ability to reach the target audience of males ages 21 to 35 before a decision is made about alcohol consumption and driving. The \$10,000 digital investment generated more than 300,000 impressions.

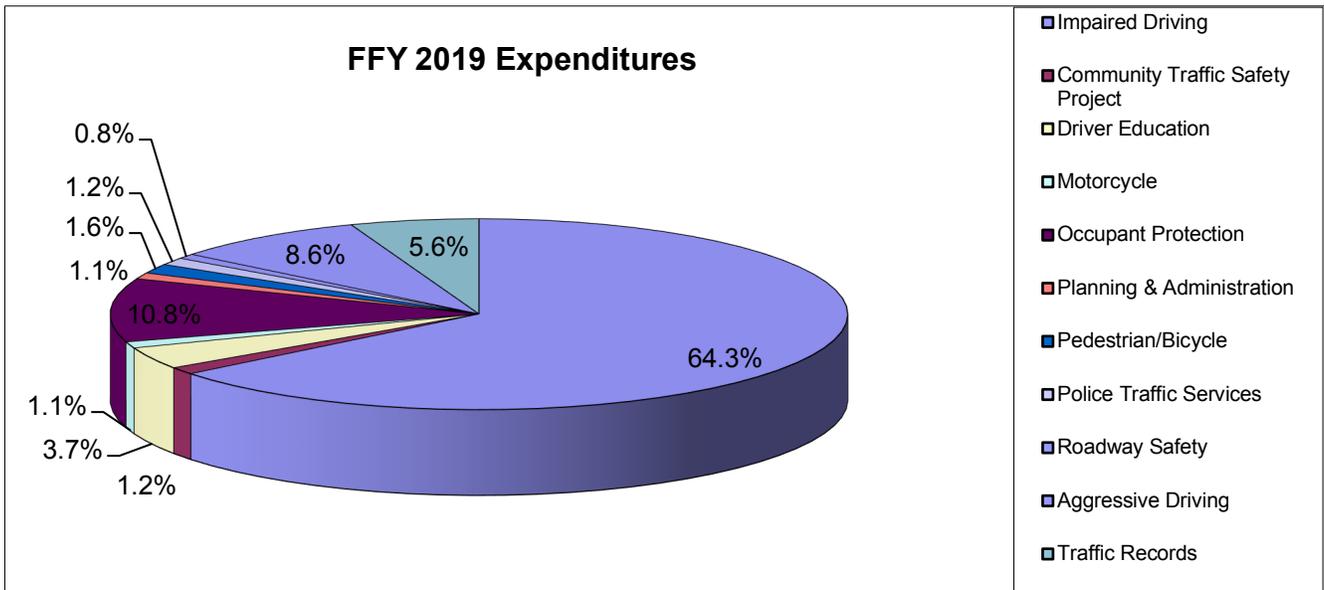
Grantee DUI Prevention Projects

Several non-profit organizations in Virginia receive federal transportation safety paid media grant funds to publicize anti-drunk driving messaging. The Virginia Association of Chiefs of Police's Buzzkill campaign, the Virginia Health, Physical Education, Recreation and Dance's Choose Your Vibe campaign, and DRIVE SMART Virginia's Who's Your Driver and What's Your Game Plan campaigns discouraged drinking and driving, as well as underage drinking, during the 2018-19 grant year. Chesterfield Substance Abuse Free Environment implemented the "Hold the Keys" driving under the influence campaign and a drugged-driving campaign in Chesterfield County. MADD's Virginia chapter promoted its "Creepy Drinks" and "He/She Didn't" campaigns during time periods and in areas where there were high numbers of drunk driving crashes, injuries and fatalities

Appendix A

FFY 2019 FINANCIAL SUMMARY - EXPENDITURES

Program Area	Program					Total Expenditures	% of Total
	402 MAP 21	402 FAST Act	405 MAP 21	405 FAST Act	154		
Impaired Driving	-	47,021	3,441,452	13,650	10,274,442	13,776,565	64.3%
Community Traffic Safety Project	-	106,248	-	156,964	-	263,212	1.2%
Driver Education	-	579,713	-	219,107	-	798,820	3.7%
Motorcycle	-	222,274	-	6,182	-	228,456	1.1%
Occupant Protection	-	1,094,645	-	1,211,818	-	2,306,463	10.8%
Planning & Administration	-	225,932	-	-	-	225,932	1.1%
Pedestrian/Bicycle	-	345,165	-	-	-	345,165	1.6%
Police Traffic Services	-	268,014	-	-	-	268,014	1.2%
Roadway Safety	-	176,283	-	-	-	176,283	0.8%
Aggressive Driving	368,337	1,473,813	-	-	-	1,842,150	8.6%
Traffic Records	-	426,668	628,916	155,173	-	1,210,757	5.6%
TOTAL						\$21,441,816	100.00%



Appendix B

FFY 2019 Virginia Highway Safety Grant Awards and Expenditures

Grant Program	Project Number	Grant ID	Subrecipient	Project Title	Approved Award	Total Paid
154AL-2019	59184	9184	Alleghany County	Selective Enforcement - Alcohol	11,600.00	7,499.35
154AL-2019	59287	9287	Altavista Town	Selective Enforcement - Alcohol	5,100.00	4,165.00
154AL-2019	59394	9394	Amherst County	Selective Enforcement - Alcohol	18,866.00	18,844.35
154AL-2019	59014	9014	Arlington County	Selective Enforcement - Alcohol	23,230.00	23,070.97
154AL-2019	59158	9158	Augusta County	Selective Enforcement - Alcohol	30,800.00	30,790.00
154AL-2019	59237	9237	Automotive Coalition for Traffic Safety, Inc	Virginia DADSS Pilot Deployment Project FY19	5,099,210.00	4,149,043.21
154AL-2019	59371	9371	Big Stone Gap Town	Selective Enforcement - Alcohol	11,050.00	11,000.00
154AL-2019	59396	9396	Bristol City	Selective Enforcement - Alcohol	44,800.00	43,907.71
154AL-2019	59255	9255	Broadway Town	Selective Enforcement - Alcohol	2,880.00	2,880.00
154AL-2019	59048	9048	Buena Vista City	Selective Enforcement - Alcohol	6,475.00	5,133.06
154AL-2019	59167	9167	Campbell County	Selective Enforcement - Alcohol	24,300.00	20,968.59
154AL-2019	59327	9327	Charlotte County	Selective Enforcement - Alcohol	18,100.00	6,900.35
154AL-2019	59063	9063	Chincoteague Town	Selective Enforcement - Alcohol	8,350.00	8,350.00
154AL-2019	59084	9084	Clarke County	Selective Enforcement - Alcohol	9,625.00	9,625.00
154AL-2019	59123	9123	Colonial Heights City	Selective Enforcement - Alcohol	11,510.00	10,352.73
154AL-2019	59135	9135	Commission on VASAP	Ignition Interlock Reciprocity Application	227,500.00	192,800.00
154AL-2019	59311	9311	Culpeper Town	Selective Enforcement - Alcohol	10,420.00	10,412.00
154AL-2019	59008	9008	Danville City	Selective Enforcement - Alcohol	19,285.00	16,638.34
154AL-2019	59349	9349	Drive Safe Hampton Roads	Survive the Drive	83,291.00	33,207.04
154AL-2019	59386	9386	Drive Smart of Virginia	Who's Your Driver Impaired and OP Outreach Project - AL	596,242.00	555,497.28
154AL-2019	59377	9377	Fairfax County	Fairfax DUI Task Force	1,248,850.00	1,054,400.41
154AL-2019	59087	9087	Farmville Town	Selective Enforcement - Alcohol	19,895.00	19,055.00
154AL-2019	59139	9139	Fauquier County	Selective Enforcement - Alcohol	29,375.00	13,389.00
154AL-2019	59251	9251	Fluvanna County	Selective Enforcement - Alcohol	15,950.00	15,950.00
154AL-2019	59210	9210	Franklin County	Selective Enforcement - Alcohol	24,000.00	21,767.06
154AL-2019	59151	9151	Frederick County	Selective Enforcement - Alcohol	27,250.00	15,338.89
154AL-2019	59136	9136	Front Royal Town	Selective Enforcement - Alcohol	8,450.00	7,543.62
154AL-2019	59322	9322	Giles County	Selective Enforcement - Alcohol	6,000.00	6,000.00
154AL-2019	59404	9404	Grayson County	Selective Enforcement - Alcohol	11,955.00	8,533.30
154AL-2019	59111	9111	Greene County	Selective Enforcement - Alcohol	8,820.00	8,652.50
154AL-2019	59054	9054	Halifax County	Selective Enforcement - Alcohol	3,456.00	2,182.88
154AL-2019	59281	9281	Hanover County	Selective Enforcement - Alcohol	74,294.00	73,560.75
154AL-2019	59323	9323	Harrisonburg City	Selective Enforcement - Alcohol	15,098.00	12,844.07
154AL-2019	59180	9180	Henry County	Selective Enforcement - Alcohol	27,900.00	18,252.00
154AL-2019	59071	9071	Herndon Town	Selective Enforcement - Alcohol	29,000.00	28,634.00
154AL-2019	59391	9391	Isle of Wight County	Selective Enforcement - Alcohol	25,700.00	17,360.69

154AL-2019	59097	9097	James City County	Selective Enforcement - Alcohol	18,800.00	18,000.00
154AL-2019	59153	9153	Lebanon Town	Selective Enforcement - Alcohol	5,100.00	3,687.06
154AL-2019	59013	9013	Loudoun County	Selective Enforcement - Alcohol	24,600.00	23,890.93
154AL-2019	59383	9383	Lunenburg County	Selective Enforcement - Alcohol	11,287.00	9,009.53
154AL-2019	59011	9011	Luray Town	Selective Enforcement - Alcohol	6,250.00	4,458.56
154AL-2019	59318	9318	Lynchburg City	Selective Enforcement - Alcohol	41,285.00	40,692.78
154AL-2019	59036	9036	Manassas Park City	Selective Enforcement - Alcohol	15,750.00	15,727.50
154AL-2019	59274	9274	Marion Town	Selective Enforcement - Alcohol	10,500.00	9,375.53
154AL-2019	59285	9285	Narrows Town	Selective Enforcement - Alcohol	11,000.00	11,000.00
154AL-2019	59007	9007	Nelson County	Selective Enforcement - Alcohol	13,360.00	13,339.50
154AL-2019	59201	9201	Newport News City	Selective Enforcement - Alcohol	47,924.00	46,667.60
154AL-2019	59126	9126	Norton City	Selective Enforcement - Alcohol	18,550.00	12,564.04
154AL-2019	59406	9406	Page County	Selective Enforcement - Alcohol	5,980.00	3,869.06
154AL-2019	59012	9012	Patrick County	Selective Enforcement - Alcohol	13,929.00	13,777.50
154AL-2019	59155	9155	Pearisburg Town	Selective Enforcement - Alcohol	14,832.00	14,726.58
154AL-2019	59207	9207	Pittsylvania County	Selective Enforcement - Alcohol	29,870.00	26,753.78
154AL-2019	59064	9064	Portsmouth City	Selective Enforcement - Alcohol	33,511.00	29,279.73
154AL-2019	59106	9106	Prince William County	Selective Enforcement - Alcohol	114,750.00	114,750.00
154AL-2019	59042	9042	Pulaski County	Selective Enforcement - Alcohol	22,380.00	21,826.21
154AL-2019	59220	9220	Purcellville Town	Selective Enforcement - Alcohol	4,150.00	1,717.01
154AL-2019	59352	9352	Richmond City	Selective Enforcement - Alcohol	72,750.00	63,542.23
154AL-2019	59198	9198	Richmond County	Selective Enforcement - Alcohol	12,750.00	12,626.52
154AL-2019	59057	9057	Roanoke City	Roanoke City DUI Task Force - Roanoke Valley	167,375.00	111,389.42
154AL-2019	59194	9194	Roanoke County	Roanoke County DUI Task Force - Roanoke Valley	118,444.00	63,161.36
154AL-2019	59295	9295	Rockbridge County	Selective Enforcement - Alcohol	10,032.00	10,032.00
154AL-2019	59083	9083	Rockingham County	Selective Enforcement - Alcohol	30,120.00	29,920.25
154AL-2019	59108	9108	Rocky Mount Town	Selective Enforcement - Alcohol	6,750.00	6,010.54
154AL-2019	59085	9085	Salem City	Salem City DUI Task Force - Roanoke Valley	76,290.00	19,063.48
154AL-2019	59172	9172	Shenandoah County	Selective Enforcement - Alcohol	19,250.00	18,896.14
154AL-2019	59190	9190	South Boston Town	Selective Enforcement - Alcohol	13,610.00	13,443.55
154AL-2019	59053	9053	Spotsylvania County	Selective Enforcement - Alcohol	73,650.00	69,635.47
154AL-2019	59293	9293	Stafford County	Selective Enforcement - Alcohol	34,479.00	34,478.94
154AL-2019	59056	9056	Stephens City Town	Selective Enforcement - Alcohol	3,600.00	3,440.36
154AL-2019	59231	9231	Strasburg Town	Selective Enforcement - Alcohol	4,500.00	4,488.36
154AL-2019	59256	9256	Suffolk City	Suffolk DUI Task Force	182,702.00	142,805.52
154AL-2019	59307	9307	Supreme Court of Va	Judicial Outreach Liaison (JOL)	71,250.00	50,783.43
154AL-2019	59093	9093	Surry County	Selective Enforcement - Alcohol	12,500.00	8,092.82
154AL-2019	59138	9138	Tazewell County	Selective Enforcement - Alcohol	16,900.00	16,900.00
154AL-2019	59254	9254	The VA Association for Health, Physical Education, Recreation & Dance	Prevent HS Underage Drinking and Impaired Driving	158,094.00	142,474.20
154AL-2019	59303	9303	VA Association of Chiefs of Police	Virginia DUI Prevention & Education	117,747.00	94,994.05

154AL-2019	59308	9308	Vinton Town	Vinton DUI Task Force - Roanoke Valley	69,856.00	47,444.79
154AL-2019	59027	9027	Virginia Beach City	Selective Enforcement - Alcohol	48,000.00	48,000.00
154AL-2019	59357	9357	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol Funding	65,650.00	19,523.54
154AL-2019	59397	9397	Virginia Dept of Motor Vehicles	Alcohol Paid Media	525,000.00	320,325.18
154AL-2019	59405	9405	Virginia Dept of Motor Vehicles	Alcohol Impaired Driving Programs	182,437.00	84,673.03
154AL-2019	59049	9049	Virginia Dept of State Police	Selective Enforcement - Alcohol	608,000.00	499,717.45
154AL-2019	59209	9209	Virginia Dept of State Police	Youth of Virginia Speak Out Peer to Peer Traffic Safety Program (YOVASO) - AL	219,079.00	179,172.79
154AL-2019	59216	9216	Warsaw Town	Selective Enforcement - Alcohol	3,900.00	3,900.00
154AL-2019	59067	9067	Washington County	Selective Enforcement - Alcohol	35,250.00	35,250.00
154AL-2019	59028	9028	Waverly Town	Selective Enforcement - Alcohol	4,816.00	3,841.20
154AL-2019	59248	9248	Westmoreland County	Selective Enforcement - Alcohol	34,518.00	34,518.00
154AL-2019	59246	9246	Williamsburg City	Selective Enforcement - Alcohol	12,000.00	11,980.00
154AL-2019	59000	9000	Winchester City	Selective Enforcement - Alcohol	22,950.00	17,244.32
154AL-2019	59179	9179	WRAP	FY 2019 Checkpoint Strikeforce Campaign	1,132,805.00	1,110,622.22
154AL-2019	59031	9031	Wythe County	Selective Enforcement - Alcohol	16,500.00	16,441.96
154AL-2019	59290	9290	Wytheville Town	Selective Enforcement - Alcohol	17,100.00	5,947.00
154AL Total					12,503,089.00	10,274,442.17
M60T-2019	59364	9364	Accomack County	Selective Enforcement - Alcohol	21,975.00	21,146.97
M60T-2019	59358	9358	Albemarle County	Selective Enforcement - Alcohol	20,000.00	13,875.40
M60T-2019	59030	9030	Alexandria City	Selective Enforcement - Alcohol	30,375.00	29,461.47
M60T-2019	59197	9197	Appomattox County	Selective Enforcement - Alcohol	14,400.00	3,446.99
M60T-2019	59059	9059	Bedford County	Selective Enforcement - Alcohol	15,500.00	14,490.00
M60T-2019	59368	9368	Bedford Town	Selective Enforcement - Alcohol	7,000.00	6,620.85
M60T-2019	59116	9116	Berryville Town	Selective Enforcement - Alcohol	3,000.00	3,000.00
M60T-2019	59335	9335	Blacksburg Town	Selective Enforcement - Alcohol	18,000.00	17,014.35
M60T-2019	59001	9001	Bluefield Town	Selective Enforcement - Alcohol	6,696.00	5,055.29
M60T-2019	59309	9309	Botetourt County	Selective Enforcement - Alcohol	10,500.00	10,500.00
M60T-2019	59002	9002	Buchanan County	Selective Enforcement - Alcohol	14,000.00	12,953.75
M60T-2019	59245	9245	Buckingham County	Selective Enforcement - Alcohol	24,720.00	23,149.96
M60T-2019	59165	9165	Caroline County	Selective Enforcement - Alcohol	40,682.00	35,178.50
M60T-2019	59215	9215	Chesapeake City	Selective Enforcement - Alcohol	15,500.00	12,712.68
M60T-2019	59039	9039	Chesterfield County	Selective Enforcement - Alcohol	136,414.00	113,915.05
M60T-2019	59223	9223	Chilhowie Town	Selective Enforcement - Alcohol	12,750.00	12,718.61
M60T-2019	59079	9079	Clintwood Town	Selective Enforcement - Alcohol	9,150.00	8,914.28
M60T-2019	59176	9176	Coeburn Town	Selective Enforcement - Alcohol	15,174.00	13,792.72
M60T-2019	59187	9187	Commission on VASAP	VASAP Training Conference	73,200.00	73,200.00
M60T-2019	59101	9101	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	221,252.00	149,373.84
M60T-2019	59232	9232	Culpeper County	Selective Enforcement - Alcohol	14,170.00	13,541.66
M60T-2019	59169	9169	Dickenson County	Selective Enforcement - Alcohol	15,500.00	14,682.36

M6OT-2019	59384	9384	Drive Smart of Virginia	Impaired Driving Education & Outreach	228,874.00	203,894.12
M6OT-2019	59326	9326	Fairfax City	Selective Enforcement - Alcohol	16,500.00	8,915.64
M6OT-2019	59183	9183	Fairfax County	Selective Enforcement - Alcohol	27,000.00	23,090.35
M6OT-2019	59046	9046	Fredericksburg City	Selective Enforcement - Alcohol	2,400.00	2,400.00
M6OT-2019	59264	9264	Galax City	Selective Enforcement - Alcohol	11,200.00	5,643.36
M6OT-2019	59360	9360	Gate City Town	Selective Enforcement - Alcohol	9,100.00	8,028.73
M6OT-2019	59304	9304	Gloucester County	Selective Enforcement - Alcohol	19,360.00	19,350.00
M6OT-2019	59005	9005	Haymarket Town	Selective Enforcement - Alcohol	4,075.00	3,802.36
M6OT-2019	59016	9016	Henrico County	Selective Enforcement - Alcohol	213,316.00	213,316.00
M6OT-2019	59348	9348	Hillsville Town	Selective Enforcement - Alcohol	5,040.00	5,008.26
M6OT-2019	59363	9363	Independence Town	Selective Enforcement - Alcohol	5,000.00	2,449.59
M6OT-2019	59370	9370	King and Queen County	Selective Enforcement - Alcohol	11,780.00	10,502.58
M6OT-2019	59271	9271	King George County	Selective Enforcement - Alcohol	4,750.00	4,399.74
M6OT-2019	59104	9104	Lee County	Selective Enforcement - Alcohol	15,100.00	15,088.72
M6OT-2019	59214	9214	Lexington City	Selective Enforcement - Alcohol	8,750.00	8,368.94
M6OT-2019	59267	9267	MADD	Impaired Driving Safety Countermeasures	675,835.00	592,580.99
M6OT-2019	59099	9099	Martinsville City	Selective Enforcement - Alcohol	8,225.00	8,095.00
M6OT-2019	59297	9297	Mathews County	Selective Enforcement - Alcohol	6,400.00	6,400.00
M6OT-2019	59076	9076	Montgomery County	Selective Enforcement - Alcohol	13,840.00	13,816.02
M6OT-2019	59131	9131	New Kent County	Selective Enforcement - Alcohol	33,500.00	33,379.18
M6OT-2019	59043	9043	New Market Town	Selective Enforcement - Alcohol	7,162.00	6,063.33
M6OT-2019	59096	9096	Norfolk City	Selective Enforcement - Alcohol	35,554.00	35,297.70
M6OT-2019	59292	9292	Pennington Gap Town	Selective Enforcement - Alcohol	8,435.00	5,219.95
M6OT-2019	59277	9277	Petersburg City	Selective Enforcement - Alcohol	83,400.00	61,127.22
M6OT-2019	59222	9222	Poquoson City	Selective Enforcement - Alcohol	5,213.00	5,213.00
M6OT-2019	59149	9149	Powhatan County	Selective Enforcement - Alcohol	27,090.00	26,611.00
M6OT-2019	59025	9025	Prince Edward County	Selective Enforcement - Alcohol	7,320.00	4,515.56
M6OT-2019	59105	9105	Radford City	Selective Enforcement - Alcohol	7,750.00	6,845.50
M6OT-2019	59066	9066	Richlands Town	Selective Enforcement - Alcohol	12,700.00	12,700.00
M6OT-2019	59380	9380	Roanoke City	Selective Enforcement - Alcohol	30,944.00	30,944.00
M6OT-2019	59168	9168	Roanoke County	Selective Enforcement - Alcohol	54,400.00	51,012.85
M6OT-2019	59195	9195	Roanoke County	Roanoke Valley DUI Task Force - DRE	87,134.00	53,195.29
M6OT-2019	59150	9150	Saint Paul Town	Selective Enforcement - Alcohol	3,880.00	2,256.68
M6OT-2019	59080	9080	Salem City	Selective Enforcement - Alcohol	9,520.00	9,506.46
M6OT-2019	59273	9273	Saltville Town	Selective Enforcement - Alcohol	10,000.00	8,598.00
M6OT-2019	59034	9034	Smithfield Town	Selective Enforcement - Alcohol	6,750.00	6,750.00
M6OT-2019	59100	9100	Smyth County	Selective Enforcement - Alcohol	7,280.00	7,279.38
M6OT-2019	59182	9182	Substance Abuse Free Environment, Inc.	SAFE Roadways - Don't Drive or Ride Impaired	170,757.00	163,626.10
M6OT-2019	59173	9173	Suffolk City	Selective Enforcement - Alcohol	21,136.00	14,158.79
M6OT-2019	59275	9275	Supreme Court of Va	Drug Courts Reduce Impaired Driving	139,000.00	132,938.61
M6OT-2019	59257	9257	Sussex County	Selective Enforcement - Alcohol	16,700.00	11,015.86

M6OT-2019	59112	9112	Tazewell Town	Selective Enforcement - Alcohol	5,500.00	5,201.82
M6OT-2019	59361	9361	University of Richmond	Selective Enforcement - Alcohol	5,500.00	4,966.08
M6OT-2019	59045	9045	Vienna Town	Selective Enforcement - Alcohol	26,772.00	26,420.84
M6OT-2019	59339	9339	Vinton Town	Selective Enforcement - Alcohol	14,750.00	9,227.84
M6OT-2019	59204	9204	Virginia Commonwealth University	Selective Enforcement - Alcohol	14,000.00	8,256.00
M6OT-2019	59236	9236	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	280,455.00	230,843.07
M6OT-2019	59145	9145	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	107,970.00	107,602.17
M6OT-2019	59234	9234	Virginia Dept of Motor Vehicles	Drug Impaired Driving Program	122,800.00	36,864.97
M6OT-2019	59270	9270	Virginia Dept of Motor Vehicles	Judicial Transportation Safety Conference	60,000.00	52,448.23
M6OT-2019	59329	9329	Virginia Dept of Motor Vehicles	Forensic Science - Toxicological Data Analysis and Submission	84,290.00	69,691.96
M6OT-2019	59330	9330	Virginia Dept of Motor Vehicles	Chief Medical Examiner - Toxicological Evaluations and Reporting	420,388.00	242,269.38
M6OT-2019	59409	9409	Virginia Polytechnic Institute	Selective Enforcement - Alcohol	6,450.00	5,827.15
M6OT-2019	59229	9229	Wise County	Selective Enforcement - Alcohol	38,250.00	33,680.48
M6OT-2019	59146	9146	Wise Town	Selective Enforcement - Alcohol	13,448.00	12,051.95
M6OT-2019	59178	9178	WRAP	FY 2019 Public Information & Education and Youth Outreach Programs	175,670.00	143,950.02
MAP 21 405d M6OT Total					4,188,371.00	3,441,451.55
M3DA-2019	59283	9283	Virginia Dept of Motor Vehicles	S2S (State-to-State) Verification System	63,000.00	52,108.55
M3DA-2019	59417	9417	Virginia Dept of Motor Vehicles	TREDS - VA's Highway Safety Information System	628,917.00	576,807.86
MAP 21 405c M3DA Total					691,917.00	628,916.41
M9MT-2019	59332	9332	Motorcycle Safety League of Va	Motorcycle Programs Curriculum	149,300.00	0.00
MAP 21 405f M9MT Total					149,300.00	0.00

MAP 21 402						
SC-2019	59186	9186	Alleghany County	Selective Enforcement - Speed	7,500.00	3,900.00
SC-2019	59058	9058	Chesterfield County	Selective Enforcement - Speed	100,440.00	86,031.81
SC-2019	59211	9211	Franklin County	Selective Enforcement - Speed	10,500.00	10,500.00
SC-2019	59130	9130	New Kent County	Selective Enforcement - Speed	14,000.00	14,000.00
SC-2019	59421	9421	Spotsylvania County	Selective Enforcement Speed	32,898.00	32,898.00
SC-2019	59415	9415	Virginia Dept of State Police	Selective Enforcement - Speed	221,007.00	221,007.00
MAP 21 402 Total					386,345.00	368,336.81
FAST ACT 405b						
FM2CSS-2019	59022	9022	Children's Hospital/King's Daughters	The Child Passenger Safety Program at CHKD	22,635.00	22,491.65
FM2CSS Total					22,635.00	22,491.65
FM2HVE-2019	59419	9419	Virginia Dept of Motor Vehicles	Local Heroes Media Campaign	120,000.00	118,557.18
FM2HVE-2019	59050	9050	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	190,000.00	165,279.36
FM2HVE Total					310,000.00	283,836.54
FM2OP-2019	59314	9314	ODU Research Foundation	Virginia Seat Belt and CORE Surveys 2019	162,736.00	137,457.61
FM2OP Total					162,736.00	137,457.61
FM2PE-2019	59379	9379	Drive Smart of Virginia	Occupant Protection Education & Outreach	151,137.00	128,674.04
FM2PE-2019	59389	9389	Drive Smart of Virginia	Who's Your Driver Impaired and OP Outreach Project - OP	149,843.00	140,063.90
FM2PE Total					300,980.00	268,737.94
FM2TR-2019	59199	9199	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	44,155.00	30,971.26
FM2TR Total					44,155.00	30,971.26
FAST Act 405b Total					840,506.00	743,495.00
FAST Act 405c						
FM3DA-2019	59351	9351	Virginia Dept of Motor Vehicles	TREDS - VA's Highway Safety Information System	689,083.00	155,173.40
FAST Act 405c FM3DA Total					689,083.00	155,173.40

FAST Act 405d Flex						
FDL*AL-2019	59252	9252	Goochland County	Selective Enforcement - Alcohol	13,650.00	13,650.00
FDL*AL Total					13,650.00	13,650.00
FDL*CP-2019	59402	9402	Virginia Dept of Motor Vehicles	2019 Virginia Highway Safety Summit	100,000.00	60,964.25
FDL*CP-2019	59418	9418	Virginia Dept of Motor Vehicles	Towards Zero Deaths Website	35,000.00	33,999.82
FDL*CP-2019	59420	9420	Virginia Dept of Motor Vehicles	Evaluation of Who's Your Driver, What's Your Game Plan Campaign	85,000.00	62,000.00
FDL*CP Total					220,000.00	156,964.07
FDL*DE-2019	59367	9367	Virginia Dept of Education	Driver Education	244,950.00	170,739.18
FDL*DE-2019	59249	9249	Virginia Dept of Motor Vehicles	45 hour Parent/Teen Guide	48,380.00	48,367.90
FDL*DE Total					293,330.00	219,107.08
FDL*MC-2019	59159	9159	Richmond Ambulance Authority	Rider Alert	15,300.00	6,182.00
FDL*MC Total					15,300.00	6,182.00
FDL*OP-2019	59393	9393	Virginia Dept of Motor Vehicles	Occupant Protection Paid Media	544,000.00	468,322.88
FDL*OP Total					544,000.00	468,322.88
FAST Act 405d Flex Total					1,086,280.00	864,226.03
FAST Act 402						
FAL-2019	59265	9265	Christiansburg Town	Selective Enforcement - Alcohol	10,200.00	10,183.35
FAL-2019	59226	9226	Dublin Town	Selective Enforcement - Alcohol	6,500.00	6,472.90
FAL-2019	59337	9337	Prince George County	Selective Enforcement - Alcohol	8,940.00	6,932.16
FAL-2019	59338	9338	Rural Retreat Town	Selective Enforcement - Alcohol	900.00	884.51
FAL-2019	59218	9218	York County	Selective Enforcement - Alcohol	22,548.00	22,548.00
FAL Total					49,088.00	47,020.92
FCP-2019	59243	9243	Commission on VASAP	Commission on VASAP Professional Staff Development	20,804.00	18,404.31
FCP-2019	59310	9310	Supreme Court of Va	Judicial Outreach Liaison (JOL)-402	23,750.00	9,393.59
FCP-2019	59272	9272	Virginia Dept of Motor Vehicles	VAHSO Travel & Training	59,000.00	56,738.61
FCP-2019	59403	9403	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordination- Drug-Impaired, Distracted, Drowsy	29,546.00	21,711.58
FCP Total					133,100.00	106,248.09
FDE-2019	59375	9375	Dept for Aging and Rehabilitative Services	Virginia GrandDriver: An Open Road to Independence	327,060.00	313,259.82
FDE-2019	59301	9301	Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	209,275.00	197,291.39

FDE-2019	59205	9205	Prince William County	Partners for Safe Teen Driving	89,600.00	50,411.10
FDE-2019	59411	9411	Virginia Dept of Motor Vehicles	Driver Education Programs Assessment & Evaluations	100,000.00	0.00
FDE-2019	59276	9276	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	19,124.00	18,750.86
FDE Total					745,059.00	579,713.17
FMC-2019	59334	9334	Motorcycle Safety League of Va	Motorcycle & Sidecar/Trike Education - 402	243,000.00	77,407.50
FMC-2019	59398	9398	Virginia Dept of Motor Vehicles	402 Motorcycle Paid Media	80,000.00	79,472.99
FMC-2019	59400	9400	Virginia Dept of Motor Vehicles	2010 Motorists' Awareness of Motorcycles	66,000.00	65,393.54
FMC Total					389,000.00	222,274.03
FOP-2019	59185	9185	Alleghany County	Selective Enforcement - Occupant Protection	2,000.00	2,000.00
FOP-2019	59017	9017	Arlington County	Selective Enforcement - Occupant Protection	5,500.00	5,451.90
FOP-2019	59055	9055	Buena Vista City	Selective Enforcement - Occupant Protection	3,500.00	1,858.77
FOP-2019	59170	9170	Campbell County	Selective Enforcement - Occupant Protection	5,400.00	5,399.77
FOP-2019	59132	9132	Chatham Town	Selective Enforcement - Occupant Protection	6,000.00	6,000.00
FOP-2019	59217	9217	Chesapeake City	Selective Enforcement - Occupant Protection	15,750.00	9,142.77
FOP-2019	59258	9258	Christiansburg Town	Selective Enforcement - Occupant Protection	2,720.00	2,704.80
FOP-2019	59414	9414	Covington City	Selective Enforcement - Occupant Protection	5,300.00	3,789.55
FOP-2019	59148	9148	Crewe Town	Selective Enforcement - Occupant Protection	4,890.00	4,387.11
FOP-2019	59010	9010	Danville City	Selective Enforcement - Occupant Protection	5,250.00	5,110.66
FOP-2019	59284	9284	Drive Safe Hampton Roads	Occupant Protection	54,413.00	36,215.50
FOP-2019	59102	9102	Eastern VA Medical School	Boost 'em in the Back Seat: Enhancing Booster Communications in Hampton Roads	149,667.00	138,567.88
FOP-2019	59089	9089	Exmore Town	Selective Enforcement - Occupant Protection	900.00	900.00
FOP-2019	59299	9299	Galax City	Selective Enforcement - Occupant Protection	7,425.00	2,760.57
FOP-2019	59306	9306	Gloucester County	Selective Enforcement - Occupant Protection	6,400.00	6,367.50
FOP-2019	59075	9075	Halifax Town	Selective Enforcement - Occupant Protection	5,000.00	4,569.22
FOP-2019	59019	9019	Henrico County	Selective Enforcement - Occupant Protection	27,000.00	27,000.00
FOP-2019	59188	9188	Hillsville Town	Selective Enforcement - Occupant Protection	5,040.00	5,015.59

FOP-2019	59239	9239	James City County	Selective Enforcement - Occupant Protection	5,256.00	5,256.00
FOP-2019	59374	9374	King and Queen County	Selective Enforcement - Occupant Protection	2,700.00	2,700.00
FOP-2019	59213	9213	Lexington City	Selective Enforcement - Occupant Protection	3,500.00	3,289.26
FOP-2019	59038	9038	Manassas Park City	Selective Enforcement - Occupant Protection	3,375.00	2,835.00
FOP-2019	59129	9129	New Kent County	Selective Enforcement - Occupant Protection	7,000.00	6,990.00
FOP-2019	59312	9312	ODU Research Foundation	Continuing to Increase Occupant Protection in Virginia	115,737.00	95,731.79
FOP-2019	59073	9073	Old Dominion University Police	Selective Enforcement - Occupant Protection	7,700.00	6,492.50
FOP-2019	59090	9090	Onancock Town	Selective Enforcement - Occupant Protection	5,772.00	5,471.55
FOP-2019	59408	9408	Page County	Selective Enforcement - Occupant Protection	3,500.00	1,397.39
FOP-2019	59127	9127	Parksley Town	Selective Enforcement - Occupant Protection	3,711.00	3,711.00
FOP-2019	59282	9282	Patrick County	Selective Enforcement - Occupant Protection	6,000.00	6,000.00
FOP-2019	59233	9233	Pittsylvania County	Selective Enforcement - Occupant Protection	4,725.00	4,697.41
FOP-2019	59340	9340	Prince George County	Selective Enforcement - Occupant Protection	5,160.00	5,048.93
FOP-2019	59117	9117	Prince William County	Selective Enforcement - Occupant Protection	27,375.00	27,234.00
FOP-2019	59353	9353	Richmond City	Selective Enforcement - Occupant Protection	11,000.00	9,861.79
FOP-2019	59382	9382	Roanoke City	Selective Enforcement - Occupant Protection	11,200.00	11,200.00
FOP-2019	59094	9094	Roanoke County	Selective Enforcement - Occupant Protection	11,700.00	11,688.75
FOP-2019	59302	9302	Rockbridge County	Selective Enforcement - Occupant Protection	4,200.00	4,165.00
FOP-2019	59347	9347	Rural Retreat Town	Selective Enforcement - Occupant Protection	600.00	600.00
FOP-2019	59192	9192	South Boston Town	Selective Enforcement - Occupant Protection	5,220.00	5,188.73
FOP-2019	59230	9230	South Hill Town	Selective Enforcement - Occupant Protection	11,324.00	7,677.78
FOP-2019	59294	9294	Stafford County	Selective Enforcement - Occupant Protection	7,000.00	7,000.00
FOP-2019	59242	9242	Suffolk City	Selective Enforcement - Occupant Protection	3,108.00	2,003.25
FOP-2019	59144	9144	Tazewell County	Selective Enforcement - Occupant Protection	7,500.00	7,500.00
FOP-2019	59175	9175	Virginia Beach City	Selective Enforcement - Occupant Protection	52,000.00	52,000.00
FOP-2019	59156	9156	Virginia Dept of Health	VDH Child Passenger Safety Program	387,753.00	282,363.10

FOP-2019	59410	9410	Virginia Dept of Motor Vehicles	Occupant Protection Program Assessment	32,000.00	26,884.38
FOP-2019	59208	9208	Virginia Dept of State Police	Youth of Virginia Speak Out Peer To Peer Traffic Safety Program (YOVASO) - OP	242,419.00	201,440.82
FOP-2019	59068	9068	Washington County	Selective Enforcement - Occupant Protection	6,600.00	6,600.00
FOP-2019	59240	9240	Westmoreland County	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
FOP-2019	59041	9041	Wythe County	Selective Enforcement - Occupant Protection	11,375.00	11,375.00
FOP Total					1,321,665.00	1,094,645.02
FPA-2019	59399	9399	Virginia Dept of Motor Vehicles	FY 2019 Planning and Administration	286,900.00	225,932.07
FPA Total					286,900.00	225,932.07
FPS-2019	59035	9035	Alexandria City	Selective Enforcement - Pedestrian/Bicycle	4,984.00	4,984.00
FPS-2019	59021	9021	Arlington County	Selective Enforcement - Pedestrian/Bicycle	8,250.00	8,247.27
FPS-2019	59224	9224	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	4,500.00	4,301.89
FPS-2019	59362	9362	Harrisonburg City	Selective Enforcement - Pedestrian/Bicycle	2,880.00	2,880.00
FPS-2019	59191	9191	Metro Washington Council of Gov	Street Smart Pedestrian and Bicycle Safety Program	192,000.00	192,000.00
FPS-2019	59003	9003	Metropolitan Richmond Sports Backers, Inc.	Towards Zero Pedestrian Deaths, Part II	17,400.00	5,000.00
FPS-2019	59152	9152	Northern Virginia Regional Commission	2019 Share VA Roads Pedestrian and Bicycle Outreach and Education	118,899.00	110,026.16
FPS-2019	59070	9070	Occoquan Town	Selective Enforcement - Pedestrian/Bicycle	1,572.00	1,525.00
FPS-2019	59115	9115	Prince William County	Selective Enforcement - Pedestrian/Bicycle	7,200.00	7,200.00
FPS-2019	59354	9354	Richmond City	Selective Enforcement - Pedestrian/Bicycle	7,150.00	6,340.46
FPS-2019	59081	9081	Salem City	Selective Enforcement - Pedestrian/Bicycle	2,660.00	2,660.00
FPS Total					367,495.00	345,164.78
FPT-2019	59328	9328	VA Association of Chiefs of Police	Virginia Law Enforcement Training and Resources	217,152.00	171,993.20
FPT-2019	59401	9401	Virginia Dept of Motor Vehicles	FY 2019 Law Enforcement Liaisons	163,300.00	96,020.51
FPT Total					380,452.00	268,013.71
FRS-2019	59134	9134	Virginia Beach City	Regional Training in Traffic Engineering	20,000.00	20,000.00
FRS-2019	59359	9359	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program - 402 Funding	213,340.00	156,282.54

FRS Total					233,340.00	176,282.54
FSC-2019	59342	9342	Abingdon Town	Selective Enforcement - Speed	13,750.00	9,877.87
FSC-2019	59321	9321	Albemarle County	Selective Enforcement - Speed	8,800.00	7,634.86
FSC-2019	59033	9033	Alexandria City	Selective Enforcement - Speed	9,900.00	9,900.00
FSC-2019	59288	9288	Altavista Town	Selective Enforcement - Speed	5,250.00	4,392.50
FSC-2019	59004	9004	Amelia County	Selective Enforcement - Speed	15,000.00	14,532.75
FSC-2019	59395	9395	Amherst County	Selective Enforcement - Speed	9,500.00	9,203.88
FSC-2019	59020	9020	Arlington County	Selective Enforcement - Speed	26,652.00	26,639.73
FSC-2019	59212	9212	Arlington County	Selective Enforcement - Speed	8,120.00	5,389.75
FSC-2019	59125	9125	Ashland Town	Selective Enforcement - Speed	6,660.00	6,490.56
FSC-2019	59174	9174	Augusta County	Selective Enforcement - Speed	13,964.00	13,964.00
FSC-2019	59122	9122	Bedford County	Selective Enforcement - Speed	10,500.00	10,018.75
FSC-2019	59369	9369	Bedford Town	Selective Enforcement - Speed	5,250.00	5,250.00
FSC-2019	59336	9336	Blacksburg Town	Selective Enforcement - Speed	10,800.00	9,239.29
FSC-2019	59161	9161	Blackstone Town	Selective Enforcement - Speed	4,568.00	4,559.17
FSC-2019	59344	9344	Botetourt County	Selective Enforcement - Speed	5,250.00	5,238.91
FSC-2019	59107	9107	Boykins Town	Selective Enforcement - Speed	4,944.00	4,944.00
FSC-2019	59247	9247	Buckingham County	Selective Enforcement - Speed	19,000.00	18,705.50
FSC-2019	59171	9171	Campbell County	Selective Enforcement - Speed	14,400.00	14,298.90
FSC-2019	59343	9343	Charles City County	Selective Enforcement - Speed	13,500.00	13,500.00
FSC-2019	59109	9109	Chase City Town	Selective Enforcement - Speed	4,017.00	3,497.81
FSC-2019	59266	9266	Christiansburg Town	Selective Enforcement - Speed	10,200.00	10,200.00
FSC-2019	59082	9082	Clarke County	Selective Enforcement - Speed	5,000.00	4,368.66
FSC-2019	59077	9077	Craig County	Selective Enforcement - Speed	8,750.00	3,362.50
FSC-2019	59133	9133	Crewe Town	Selective Enforcement - Speed	4,390.00	4,354.86
FSC-2019	59356	9356	Culpeper County	Selective Enforcement - Speed	7,636.00	7,130.76
FSC-2019	59315	9315	Culpeper Town	Selective Enforcement - Speed	5,695.00	5,695.00
FSC-2019	59009	9009	Danville City	Selective Enforcement - Speed	9,100.00	8,616.81
FSC-2019	59120	9120	Dublin Town	Selective Enforcement - Speed	6,480.00	6,480.00
FSC-2019	59346	9346	Dumfries Town	Selective Enforcement - Speed	10,500.00	10,099.97
FSC-2019	59137	9137	Essex County	Selective Enforcement - Speed	6,875.00	5,325.00
FSC-2019	59086	9086	Exmore Town	Selective Enforcement - Speed	10,500.00	10,500.00
FSC-2019	59355	9355	Fairfax City	Selective Enforcement - Speed	8,750.00	6,957.21
FSC-2019	59181	9181	Fairfax County	Selective Enforcement - Speed	30,000.00	29,956.28
FSC-2019	59268	9268	Falls Church City	Selective Enforcement - Speed	9,540.00	7,375.37
FSC-2019	59166	9166	Farmville Town	Selective Enforcement - Speed	14,043.00	12,753.00
FSC-2019	59142	9142	Fauquier County	Selective Enforcement - Speed	14,954.00	11,932.00
FSC-2019	59037	9037	Floyd County	Selective Enforcement - Speed	8,850.00	8,848.38
FSC-2019	59157	9157	Frederick County	Selective Enforcement - Speed	12,886.00	9,861.72
FSC-2019	59047	9047	Fredericksburg City	Selective Enforcement - Speed	13,440.00	13,440.00
FSC-2019	59140	9140	Front Royal Town	Selective Enforcement - Speed	3,850.00	3,281.04
FSC-2019	59320	9320	Galax City	Selective Enforcement - Speed	9,072.00	6,031.33
FSC-2019	59378	9378	Gate City Town	Selective Enforcement - Speed	3,000.00	2,895.00

FSC-2019	59316	9316	Giles County	Selective Enforcement - Speed	6,000.00	6,000.00
FSC-2019	59313	9313	Gloucester County	Selective Enforcement - Speed	7,000.00	6,975.00
FSC-2019	59324	9324	Goochland County	Selective Enforcement - Speed	14,280.00	12,312.36
FSC-2019	59350	9350	Greene County	Selective Enforcement - Speed	6,068.00	6,068.00
FSC-2019	59128	9128	Halifax County	Selective Enforcement - Speed	6,480.00	5,389.77
FSC-2019	59062	9062	Halifax Town	Selective Enforcement - Speed	10,000.00	9,969.21
FSC-2019	59118	9118	Hampton City	Selective Enforcement - Speed	50,250.00	43,627.59
FSC-2019	59325	9325	Harrisonburg City	Selective Enforcement - Speed	8,000.00	8,000.00
FSC-2019	59018	9018	Henrico County	Selective Enforcement - Speed	45,000.00	45,000.00
FSC-2019	59088	9088	Herndon Town	Selective Enforcement - Speed	14,850.00	14,818.50
FSC-2019	59189	9189	Hillsville Town	Selective Enforcement - Speed	5,040.00	5,022.94
FSC-2019	59147	9147	Hopewell City	Selective Enforcement - Speed	5,994.00	5,078.00
FSC-2019	59238	9238	James City County	Selective Enforcement - Speed	18,000.00	18,000.00
FSC-2019	59263	9263	Jonesville Town	Selective Enforcement - Speed	6,000.00	0.00
FSC-2019	59372	9372	King and Queen County	Selective Enforcement - Speed	9,750.00	9,683.50
FSC-2019	59260	9260	King George County	Selective Enforcement - Speed	8,750.00	6,139.09
FSC-2019	59113	9113	King William County	Selective Enforcement - Speed	9,990.00	9,445.00
FSC-2019	59023	9023	Loudoun County	Selective Enforcement - Speed	35,100.00	32,360.29
FSC-2019	59385	9385	Lunenburg County	Selective Enforcement - Speed	15,440.00	15,440.00
FSC-2019	59376	9376	Lynchburg City	Selective Enforcement - Speed	18,150.00	17,614.88
FSC-2019	59143	9143	Manassas City	Selective Enforcement - Speed	14,236.00	12,968.68
FSC-2019	59032	9032	Manassas Park City	Selective Enforcement - Speed	22,500.00	22,500.00
FSC-2019	59103	9103	Martinsville City	Selective Enforcement - Speed	7,000.00	4,805.03
FSC-2019	59298	9298	Mathews County	Selective Enforcement - Speed	8,060.00	8,060.00
FSC-2019	59015	9015	Middletown Town	Selective Enforcement - Speed	3,500.00	3,494.90
FSC-2019	59072	9072	Montgomery County	Selective Enforcement - Speed	9,180.00	9,085.15
FSC-2019	59286	9286	Narrows Town	Selective Enforcement - Speed	6,000.00	6,000.00
FSC-2019	59098	9098	Norfolk City	Selective Enforcement - Speed	37,262.00	37,262.00
FSC-2019	59317	9317	Northampton County	Selective Enforcement - Speed	11,880.00	11,022.00
FSC-2019	59259	9259	Nottoway County	Selective Enforcement - Speed	7,192.00	7,192.00
FSC-2019	59024	9024	Occoquan Town	Selective Enforcement - Speed	3,350.00	3,260.00
FSC-2019	59289	9289	Onley Town	Selective Enforcement - Speed	7,200.00	7,200.00
FSC-2019	59261	9261	Orange County	Selective Enforcement - Speed	11,840.00	11,761.53
FSC-2019	59052	9052	Patrick County	Selective Enforcement - Speed	7,680.00	7,580.00
FSC-2019	59177	9177	Pearisburg Town	Selective Enforcement - Speed	10,374.00	10,374.00
FSC-2019	59228	9228	Pembroke Town	Selective Enforcement - Speed	8,750.00	8,750.00
FSC-2019	59387	9387	Poquoson City	Selective Enforcement - Speed	6,590.00	6,475.00
FSC-2019	59065	9065	Portsmouth City	Selective Enforcement - Speed	21,576.00	20,359.39
FSC-2019	59160	9160	Powhatan County	Selective Enforcement - Speed	21,450.00	20,130.00
FSC-2019	59026	9026	Prince Edward County	Selective Enforcement - Speed	5,120.00	4,591.94
FSC-2019	59341	9341	Prince George County	Selective Enforcement - Speed	6,020.00	5,790.90
FSC-2019	59121	9121	Prince William County	Selective Enforcement - Speed	22,500.00	22,500.00
FSC-2019	59044	9044	Pulaski County	Selective Enforcement - Speed	13,620.00	13,263.44
FSC-2019	59124	9124	Radford City	Selective Enforcement - Speed	6,750.00	4,603.50

FSC-2019	59164	9164	Rappahannock County	Selective Enforcement - Speed	5,250.00	4,757.27
FSC-2019	59319	9319	Richmond City	Selective Enforcement - Speed	44,000.00	44,000.00
FSC-2019	59200	9200	Richmond County	Selective Enforcement - Speed	8,250.00	8,250.00
FSC-2019	59381	9381	Roanoke City	Selective Enforcement - Speed	16,000.00	15,101.68
FSC-2019	59095	9095	Roanoke County	Selective Enforcement - Speed	28,800.00	28,800.00
FSC-2019	59300	9300	Rockbridge County	Selective Enforcement - Speed	6,950.00	6,950.00
FSC-2019	59110	9110	Rocky Mount Town	Selective Enforcement - Speed	4,500.00	4,500.00
FSC-2019	59154	9154	Saint Paul Town	Selective Enforcement - Speed	3,880.00	2,422.95
FSC-2019	59078	9078	Salem City	Selective Enforcement - Speed	15,886.00	15,849.16
FSC-2019	59196	9196	Scott County	Selective Enforcement - Speed	7,200.00	0.00
FSC-2019	59331	9331	Smithfield Town	Selective Enforcement - Speed	6,750.00	6,750.00
FSC-2019	59305	9305	Smyth County	Selective Enforcement - Speed	3,500.00	3,496.63
FSC-2019	59074	9074	Spotsylvania County	Selective Enforcement - Speed	20,092.00	16,614.89
FSC-2019	59296	9296	Stafford County	Selective Enforcement - Speed	8,750.00	8,750.00
FSC-2019	59162	9162	Tappahannock Town	Selective Enforcement - Speed	5,400.00	5,400.00
FSC-2019	59193	9193	Timberville Town	Selective Enforcement - Speed	3,000.00	2,937.51
FSC-2019	59091	9091	Vienna Town	Selective Enforcement - Speed	17,460.00	17,460.00
FSC-2019	59202	9202	Virginia Commonwealth University	Selective Enforcement - Speed	14,000.00	1,404.00
FSC-2019	59051	9051	Virginia Dept of State Police	Selective Enforcement - Speed	348,993.00	232,860.69
FSC-2019	59069	9069	Washington County	Selective Enforcement - Speed	14,850.00	14,850.00
FSC-2019	59119	9119	Waynesboro City	Selective Enforcement - Speed	12,000.00	11,980.59
FSC-2019	59029	9029	Weber City Town	Selective Enforcement - Speed	6,750.00	3,000.00
FSC-2019	59244	9244	Westmoreland County	Selective Enforcement - Speed	11,300.00	11,262.96
FSC-2019	59206	9206	Williamsburg City	Selective Enforcement - Speed	8,000.00	7,970.00
FSC-2019	59279	9279	Windsor Town	Selective Enforcement - Speed	14,486.00	14,483.20
FSC-2019	59390	9390	Woodstock Town	Selective Enforcement - Speed	4,000.00	3,921.72
FSC-2019	59040	9040	Wythe County	Selective Enforcement - Speed	35,000.00	35,000.00
FSC-2019	59235	9235	York County	Selective Enforcement - Speed	12,325.00	12,322.81
FSC Total					1,690,480.00	1,473,812.77
FTR-2019	59269	9269	Supreme Court of Va	Improve Traffic Data: Create New and Modify Existing Traffic Reports	44,850.00	1,449.00
FTR-2019	59278	9278	Virginia Dept of Motor Vehicles	VA Tech Analytics and Reporting	268,305.00	192,733.13
FTR-2019	59280	9280	Virginia Dept of Motor Vehicles	VA Tech Crash Location Project	260,843.00	232,485.37
FTR Total					573,998.00	426,667.50
FAST Act 402 Total					6,170,577.00	4,965,774.60
GRAND TOTALS					26,705,468.00	21,441,815.97

Non-Implementation Grants for FFY 2019

Grant Number	Grantee Name	Project Title	Reason
154AL-2019-59092-9092	Chase City Town	Selective Enforcement - Alcohol	Withdrawn due to lack of manpower
154AL-2019-59388-9388	Honaker Town	Selective Enforcement – Alcohol	Sub-recipient declined grant
M9MT-2019-59332-9332	Motorcycle Safety League of Va	Motorcycle Programs Curriculum	Sub-recipient declined grant
FDE-2019-59411-9411	Virginia Dept of Motor Vehicles	Driver Education Programs Assessment & Evaluations	Previous Deputy Director responsible retired from the agency with no action taken on grant
M6OT-2019-59114-9114	Dayton Town	Selective Enforcement – Alcohol	Withdrawn due to manpower issues
M6OT-2019-59227-9227	Warrenton Town	Selective Enforcement – Alcohol	Withdrawn due to lack of manpower
M6OT-2019-59221-9221	Clarksville Town	Selective Enforcement – Alcohol	Sub-recipient declined grant
M6OT-2019-59413-9413	Roanoke City	Selective Enforcement – Alcohol/Drugs	Withdrawn due to personnel issues

