



VIRGINIA HIGHWAY SAFETY PLAN

ANNUAL REPORT
FISCAL YEAR 2013

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Commissioner's Message

The Virginia Department of Motor Vehicles Highway Safety Office (VAHSO) is pleased to present the **2013 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 Virginia Highway Safety Plan (HSP). The Report describes the accomplishments and challenges experienced by the VAHSO to include performance measures, targets, strategies, and funding identified in the HSP. You will also find the results and outcomes achieved through implementation of the initial HSP and any revisions that may have been made during the fiscal year. The Annual Report allows for the evaluation of the prior year's HSP as well as showcasing the Commonwealth's highway safety achievements.

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



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

12-20-2013

Date

Executive Summary

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

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

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

The VAHSO provides grants for programs which are designed to reduce the number of crashes, injuries, fatalities and related economic losses resulting from traffic crashes on Virginia's roadways. Local governments, law enforcement agencies, 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 FFY 2012-2013:

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

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

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

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

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

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

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

Mission Statement for the Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Statutory Authority to Complete this Mission

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

Virginia Highway Safety Office Program Overview

Virginia's Highway Safety Office (VAHSO) continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety, thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During FFY2012-2013, the Virginia Highway Safety Office, Governor's Highway Safety Representative and Virginia Secretary of Transportation approved the award of 393 grants totaling \$16,016,915.

Virginia is comprised of 39 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2012 was 8,185,867, and there are 7,706,795 registered vehicles. Virginia has 74,156.53 roadway miles, of which 63,047.13 are secondary roads (85.0%), 9,990.33 are primary roads (13.5%), and 1,119.07 are interstate highways (1.5%).

The combined number of active licensed drivers in Virginia is 5,730,175. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which include private, institutional, and collegiate departments. It also includes 7 state police divisions within 48 areas of the state with 2,008 state troopers.

Responsibilities

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

Governor's Highway Safety Executive Staff

Governor	Robert F. McDonnell
Governor's Highway Safety Representative	Richard D. Holcomb DMV Commissioner
Governor's Highway Safety Coordinator	David Mitchell DMV Chief Deputy Commissioner
Director of the Virginia Highway Safety Office	John Saunders
Location of Highway Safety Office	Department of Motor Vehicles 2300 West Broad Street Richmond, Virginia 23220 Phone: (804) 367-8140

VAHSO Highway Safety Office Staff

The VAHSO is comprised of headquarters staff members including the Traffic Records Electronic Data System Operation Center (TOC) and field personnel. TOC provides quality analysis of statewide, traffic crash information and ensures the accuracy of data in the state's database. Virginia is fortunate to have this unit as part of the Highway Safety Office as it provides real-time data for analysis, planning and legislative purposes.

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

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

Governor's Highway Safety Coordinator: Responsible for providing agency oversight of Virginia's highway safety program.

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

Policy and Planning Specialist II: Provides support to the VAHSO Director. Coordinates VAHSO administrative processes. Serves as the VAHSO legislative coordinator. Coordinates and develops Virginia's highway safety plan and annual report. Oversees the planning and implementation of the

annual Judicial Transportation Safety Conference and Governor's Highway Safety Awards. Prepares and submits grant requests on behalf of the VAHSO.

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

Deputy Director for Program Development and Implementation: Development of problem identification and effective countermeasures. Responsibilities include comprehensive monitoring, tracking and evaluation of approved highway safety projects.

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.

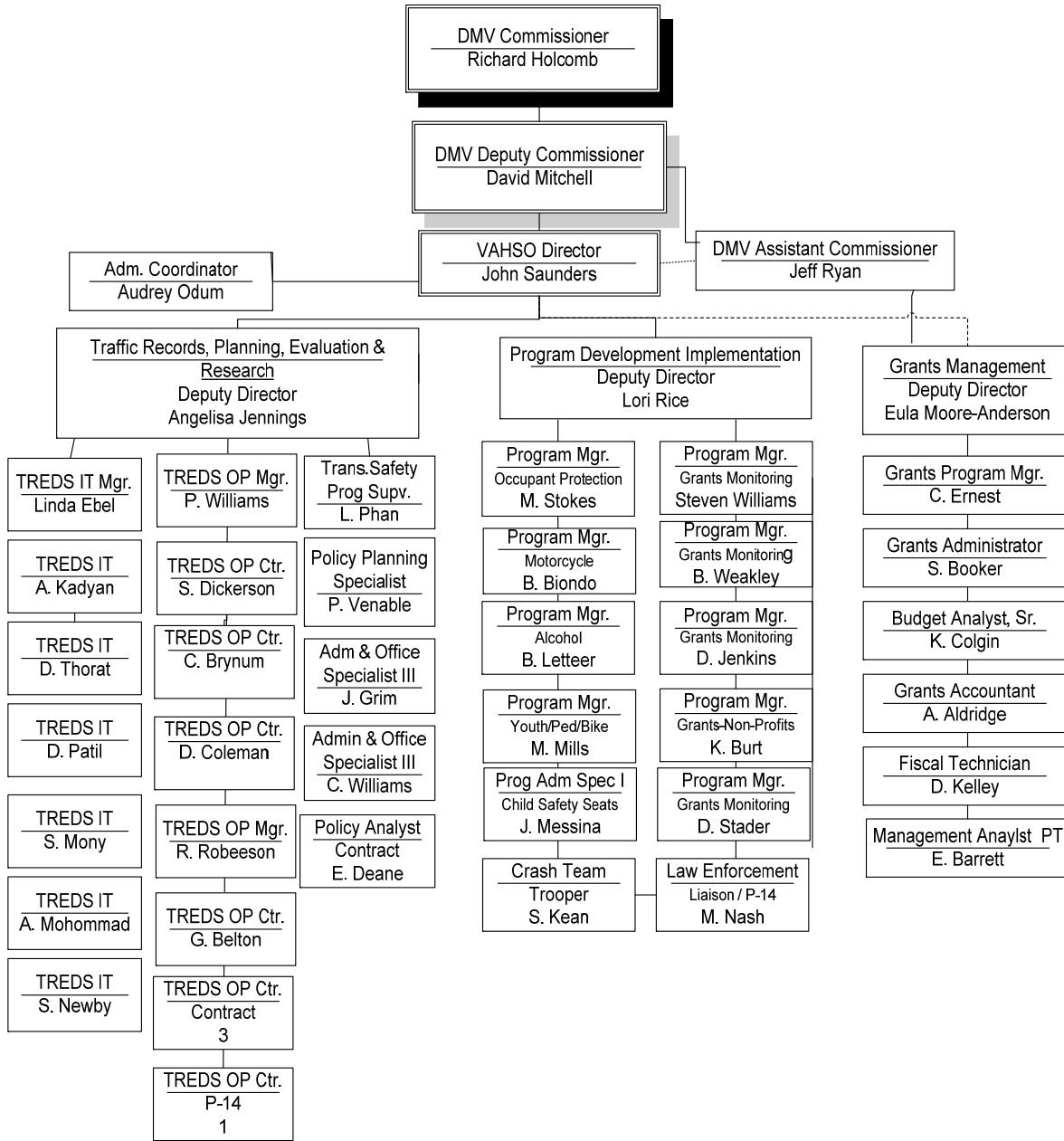
Highway Safety Traffic Records Supervisor: Supervises staff responsible for managing statewide traffic crash data; provides analysis and data pertaining to traffic records and highway safety studies and countermeasure programs; develops performance measures for the Highway Safety Plan (HSP) and the annual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

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

Note: Grants Management Program

In October, 2006, the Grants Management program and staff were realigned to report directly to the budget section of DMVs Financial Management Services Administration. This transfer of responsibilities put into place internal controls allowing for a system of checks and balances between the awarding of grants and the distribution of grant funding. A direct, open line of communication is maintained between the Director and staff of the Highway Safety Office.

**Department of Motor Vehicles
Virginia Highway Safety Office
December 2013**



Traffic Safety Partners

Enforcement

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

Non-Profits

Motorcycle Safety League, VA
Metro Washington Council of Government
Virginia Association of Chiefs of Police
Virginia Health Information
Virginia Trucking Association
Commonwealth's Attorneys Council
Drive Smart Virginia
Drive Safe Hampton Roads
Mothers Against Drunk Driving
Washington Region Alcohol Program
Virginia State Police Association
Mid-Atlantic Foundation for Safety (AAA)
University of Richmond

State Agencies

Department of Health
Department of Education
Department of Aging and Rehabilitative Services
Supreme Court of Virginia
Department of Motor Vehicles
Commission on Alcohol Safety Action Program
Department of Forensic Science
Department of Criminal Justice Services
Virginia Polytechnic Institute and State University
Old Dominion University
Virginia Commonwealth University

Other Traffic Safety Plans and Assessments

Virginia Highway Safety Plan
Strategic Plan for Traffic Records and Information Systems
Occupant Protection Program Assessment
Occupant Protection Strategic Plan
Seat Belt Use in Virginia Survey
Self-Reported Perceptions of and Actions Involving Targeted Safe-Driving Behaviors
Virginia Occupant Protection Program Evaluation—Day, Night and High Risk Areas

Seat Belt Use in Virginia Survey (Summary of Findings)

The National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use. The final rule was published in 76 Federal Register 18042 (April 1, 2011). This survey plan and its execution in 2013 represents Virginia's response to the requirement. NHTSA approved Virginia's protocol for this revised annual state survey to estimate passenger vehicle occupant restraint use on May 3, 2012. Virginia is fully compliant with the uniform criteria.

The research design conformed to the requirements of the uniform criteria and generated the annual estimate of occupant restraint use for adults and children using booster seats in the front seats of passenger vehicles. Virginia intends to update the sample of data collection sites every five years in order to have survey results that reflect geographic areas in which more than 85% of crash-related fatalities occur.

Vehicle miles traveled (VMT) were used to weight the probability of counties being sampled. Specifically, a 5-year average VMT was used, obtained from the Virginia Department of Transportation database (2006 -2010), as the "measure of size" in a "probability proportion to size" (PPS) sampling procedure.

To ensure a representative range of VMTs across Virginia, counties were grouped into high, medium, and low VMT strata. The high VMT stratum was formed of counties with at least 1001 million VMT on average each year. The low VMT stratum was formed of counties with less than 501 million VMT average. The medium stratum covered the range between those two groups. This categorization, which was deemed reasonable, produced 21 high, 15 medium, and 21 low counties, a good balance of VMT clusters across the Commonwealth. Then, within each VMT strata five counties were selected via PPS with average VMT as the weighting factor. This produced a group of 15 counties for consideration.

Virginia employed the U.S. Census Bureau's TIGER data for the selection of road segments. We excluded without exception any road segment that was not coded S1100 (primary), S1200 (secondary), or S1400 (local) from any county selected. Virginia also exercised the exclusion option allowed by the federal rule to remove S1400 local roads in counties that were not within Metropolitan Statistical Areas (MSAs).

Old Dominion University (ODU) recruited and hired seven data collectors. ODU recruited and hired two quality control monitors in addition to the project director who acted as one of these. Data collector and QC monitor training was conducted at ODU May 2012. It included lecture, classroom, and field exercises.

Overall, 14,427 vehicles were observed from 135 sites for which belt use for drivers and any front-seat, outboard passengers were known. These vehicles included a total of 17,638 occupants with belt use recorded. The "miss rate" or rate of "unknown" belt use (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 4.4%, well below the maximum 10% allowed by the new requirement.

The 2013 weighted seat belt use rate, calculated with the new methodology and sample, is 79.7%.

The unweighted use rate is 81.3%. The latter number does not account for the stratified random sampling used to choose the counties and road segments (VMT levels, segment lengths, selection probabilities) under NHTSA approved guidelines. Hence the reportable number is 79.7%.

Note: Virginia will provide NHTSA with its annual seat belt certification by March 1, 2014.

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

In 2011, states began to be required to survey their residents to assess various attitudes and perceptions in traffic safety. Specifically, respondents were to be asked about seatbelt use, impaired driving, and speeding topics. Perceptions of media, perceptions of enforcement activities, and self-reported behaviors in each of these topics were to be measured too. Therefore, each state was mandated to assess nine main questions: each of the three topics (seatbelt use, impaired driving, and speeding) crossed by each of the three perceptions and reports (media, enforcement, and self-reported behavior). States were encouraged to add more questions as needed or relevant depending upon interest. Additional follow-up questions, in particular, were encouraged to go beyond the basic required questions.

The VAHSA wished to add two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting cell 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 2013, the fourth year Virginia carried out the survey.

The 2013 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 (262 of the 1,000 were 18–34 years old), with an additional oversampling of 301 participants making the 18-34 final sample for analysis a total of 563 participants. This latter augmented 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 (93.5%) or riding as passengers (93.0%).
- A little more than a third (39.2%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- Approximately half of the respondents (51.1%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- Nearly half of the respondents (47.4%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 20.7% *had* driven within two hours after drinking alcohol in the past 60 days.
- Most (approximately 66 - 67%) believed the chances of arrest after drinking and driving were at least “likely.”
- Less than half of the sample (47.5%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (26.6%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- Approximately half of the respondents (approximately 45%) reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); approximately 40% reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (approximately 60%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- About a third (32.8%) recalled law enforcement activity targeting speeding in the past 30 days.

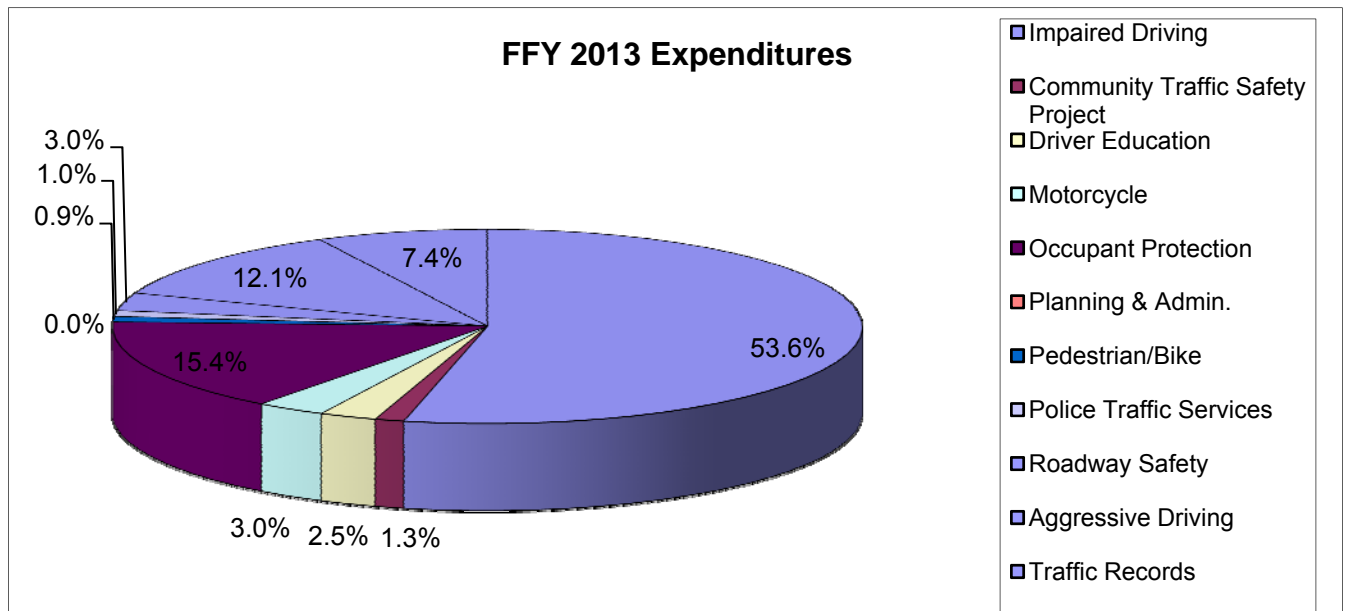
Distracted Driving

- More than half of the respondents (62.4%) “seldom” or “never” talk on mobile phones while driving; only 1.5% reported not owning a mobile phone.
- A significant majority (82.1%) said they “never” text while driving.

Note: Full reports for both surveys are included on the attached CD.

FINANCIAL SUMMARY - EXPENDITURES*

Program Area	Program							Total Expenditures	% of Total
	402	405	408	410	154	2010	2011		
Impaired Driving	\$46,319	-	-	\$1,829,967	\$4,658,474	-	-	\$6,534,759	53.6%
Community Traffic Safety Project	\$152,877							\$152,877	1.3%
Driver Education	\$300,186							\$300,186	2.5%
Motorcycle	\$229,160	-	-	-	-	\$134,970	-	\$364,129	3.0%
Occupant Protection	\$442,415	\$1,165,910	-	-	-	-	\$272,909	\$1,881,233	15.4%
Planning & Admin.	\$0	-	-	-	\$0	-	-	\$0	0.0%
Pedestrian/Bike	\$110,730	-	-	-	-	-	-	\$110,730	0.9%
Police Traffic Services	\$119,354							\$119,354	1.0%
Roadway Safety	\$361,493	-	-	-	-	-	-	\$361,493	3.0%
Aggressive Driving	\$1,472,685	-	-	-	-	-	-	\$1,472,685	12.1%
Traffic Records	\$684,804	-	\$215,765	-	-	-	-	\$900,569	7.4%
TOTAL								\$12,198,016	100.00%



*Pending final draw down of funding.

Section 154 Transfer Funds – Hazard Elimination

The hazard elimination program is managed by the Virginia Department of Transportation (VDOT).
 Total expended in FFY 2013 - \$6,747,660

Legislative Changes

The Virginia General Assembly, recently enacted several pieces of legislation that address highway safety. The following laws became effective July 1, 2012.

DUI Ignition Interlock; required on first offense as a condition of a restricted license:

Requires customers convicted of a 1st DUI offense, as a condition of a restricted license, to install ignition interlock on at least one vehicle owned, co-owned, leased or operated. The court may allow customers to travel to and from the facility that installed or monitors the ignition interlock device. Virginia's ignition interlock order (Form DC-266) has been revised to allow courts to indicate whether ignition interlock is required only on one vehicle or on all vehicles.

Motorcycles; driving two abreast: Eliminates prohibition against motorcycles from traveling two abreast in a lane designated for one vehicle.

Motor carrier and commercial driver's licensing; amends several licensing laws:

Establishes the authority of DMV motor carrier size and weight compliance agents to issue civil penalties for violations occurring at fixed, permanent scales and of the International Fuels Tax Agreement.

Behind-the-wheel exams; minimum holding period for learner's permits and commercial driver instruction permits: Increases the period of time an adult, at least 19 years old, must hold a (noncommercial) learner's permit from 30 days to 60 days before attempting the road test. This change applies to learner's permits issued July 1, 2012 or later.

Behind-the-wheel exams; maneuvers checklist: Requires individuals who have not completed an approved course of driver's education to present a driving maneuvers checklist prior to beginning a DMV-administered road skills test.

Behind-the-wheel; requirements for examinee's vehicle: Requires the motor vehicle to meet the safety and equipment requirements specified in Virginia Code Title 46.2, Chapter 10 (§46.2-1000 et seq.) and to possess a valid safety inspection sticker.

The following laws were enacted and became effective July 1, 2013:

Texting:

Increase the fines for texting while driving violations: from \$20 to \$125 for a first offense and from \$50 to \$250 for a second or subsequent offense. The new law further changes the offense from a secondary offense (one that can only be charged when the offender is stopped for another offense) to a primary offense.

The new law also increases the punishment of any person convicted of reckless driving to include a \$250 mandatory minimum fine of the person who was texting at the time of the reckless driving offense.

Mopeds:

- A. Requires that all mopeds be titled, registered, and display a moped license plate by July 1, 2014.
- B. Requires moped operators to carry a government issued form of photo identification that states the holder's name, address, and date of birth.
- C. Makes it a statewide requirement for moped operators and any passengers to wear helmets. Moped operators are also required to wear safety goggles or have the moped equipped with a windshield.
- D. Clarifies that a fine of up to \$50 applies to violations of (i) the speed limit for mopeds (35 mph), (ii) the minimum age (16 years old) and government issued ID requirements for moped operators, and (iii) the prohibition against operating a moped on an interstate highway.

This legislation was the result of an on-going study of nonconventional vehicles being led by DMV. It contains several provisions relating to low-speed vehicles, motorcycle classifications, mopeds, and all-terrain vehicles (ATVs).

Driving Trends

In 2012 as compared to 2011 there were	
67,759 more licensed drivers	1.2% increase
70,388 more registered vehicles	0.9% increase
3,066 more crashes	2.5% increase
11 more total fatalities	1.4% Increase
3,622 more total injuries	5.7% increase

Trend Statistics									
CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT*	Fatality Rate**	US Fatality Rate
2004	154,907	922	78,487	5,313,167	7,037,698	7,458,900	78,877	1.17	1.52
2005	153,849	946	76,023	5,362,410	7,246,709	7,567,500	80,335	1.18	1.59
2006	151,692	961	73,348	5,394,888	7,386,061	7,640,249	81,094	1.19	1.42
2007	145,405	1,027	68,822	5,436,825	7,500,308	7,698,775	82,077	1.25	1.45
2008	135,282	825	69,130	5,475,069	7,503,924	7,769,089	82,278	1.00	1.34
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.23
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.09
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.18
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,954	0.96	1.23

* In millions, starting in 2003 VMT was based on vehicle count instead of gasoline consumption using Virginia Department of Transportation's Traffic Monitoring System

** Death rate per 100 million miles

Performance Report on 2012 Core Measures Targets

Below is a list of the 2012 quantifiable and measurable highway safety performance measures based on highway safety problems identified by the VAHSO. Virginia did not meet the goal set for several of its measures. Through a more in depth analysis of the data, we have identified possible causative factors that contributed to the increases in fatalities.

Virginia will continue to conduct street-level analysis to develop and implement data-driven approaches to address specific program areas. In 2013, these efforts have resulted in Virginia experiencing unprecedented reductions in fatalities in multiple program areas, including several of the measures we did not meet in 2012.

Measures Met

- Virginia's serious injuries were 10,130 for 2012. Virginia's goal was 10,355.
- Virginia's rural fatalities per 100M VMT were 1.15 for 2012. Virginia's goal was 1.30.
- Virginia's impaired driving fatalities were 222 for 2012. Virginia's goal was 225.
- Virginia's motorcycle fatalities were 78 for 2012. Virginia's goal was 87.

Measures Not Met

- Virginia's fatalities were 776 for 2012. Virginia did not meet its goal of 741.
- Virginia's fatalities per 100M VMT were 0.96 for 2012. Virginia did not meet its goal of 0.90.
- Virginia's urban fatalities per 100M VMT were 0.79 for 2012. Virginia did not meet its goal of 0.51.

Factors contributing to the increase in traffic fatalities, fatalities per VMT and urban fatalities per VMT were the increase in pedestrian fatalities (33%), young driver fatalities (7%) and occupants who were killed as a result of speed-related crashes (3%).

- Virginia's unrestrained passenger vehicle fatalities were 295 for 2012. Virginia did not meet its goal of 294.

The percent of unrestrained passenger vehicle fatalities continues to be at unacceptable levels. Unrestrained fatalities accounted for 38% of total fatalities. Unrestrained fatalities by age groups were: 16 to 20 (46% of this age group), 21 to 24 (74% of this age group), and 25 to 34 (67% of this age group) with

two-thirds of unrestrained occupant fatalities being 21-34-year-olds. These unrestrained fatalities occurred during the hours of 7pm-7am.

- Virginia's speed related fatalities were 262 for 2012. Virginia did not meet its goal of 242.

A major factor impacting the increase in speed-related fatalities was drivers running off the road or traveling on the wrong side because they were driving too fast for conditions of the roads (curve, up/down hill). The top 40 jurisdictions for speed-related fatal crashes represented 72% of total speed-related fatal crashes. The problem resides in both small and large localities. In these jurisdictions, the crashes are occurring mostly on the interstates or a primary US route used as an alternate to interstate travel.

- Virginia's young drivers (age 20 or younger) involved in fatal crashes were 96 for 2012. Virginia did not meet its goal of 86.

Factors impacting young driver fatalities were the drivers failing to keep proper control of their vehicles, running off the road, hitting fixed objects and speeding.

- Virginia's pedestrian fatalities were 100 for 2012. Virginia did not meet its goal of 74.

The increase in pedestrian fatalities can be attributed to factors such as pedestrians not crossing at an intersection; and pedestrians walking or standing in the roadway and entering the path of a vehicle. Pedestrian fatalities occurred more often between 6pm and midnight, with the highest number between 8pm-9pm (14). Pedestrians often did not wear reflective clothing at night or on roadways with no lighting. Impaired pedestrians accounted for 24% of the pedestrian fatalities. The top jurisdictions for pedestrian fatalities were:

1. Prince William County (7)
2. Chesterfield County and Fairfax County (6 each)
3. Henrico County, Newport News City and Norfolk City (4 each)

- Virginia's safety belt usage rate is 78.3 for 2012. Virginia did not meet its goal of 82.5. *

Factors impacting unbelted fatalities include a large number of unbelted fatalities in all vehicle types in the age group 21-35 (34%). Males represented 75% of the fatalities in this age group.

The top regions for unbelted fatalities were:

1. Roanoke
2. Portsmouth
3. Fairfax

The top jurisdictions were:

1. Fairfax County
2. Bedford County
3. Henry County

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

- Virginia unhelmeted motorcyclist fatalities for 2012 was 3. Virginia did not meet its goal of 0.

Factors impacting unhelmeted motorcyclist fatalities were that all were speeding and two lost control of the motorcycle and ran off the road. All fatalities occurred between 6pm and 8pm and all were males. They were riding on secondary roadways during the weekend.

Core Outcome Performance Measures

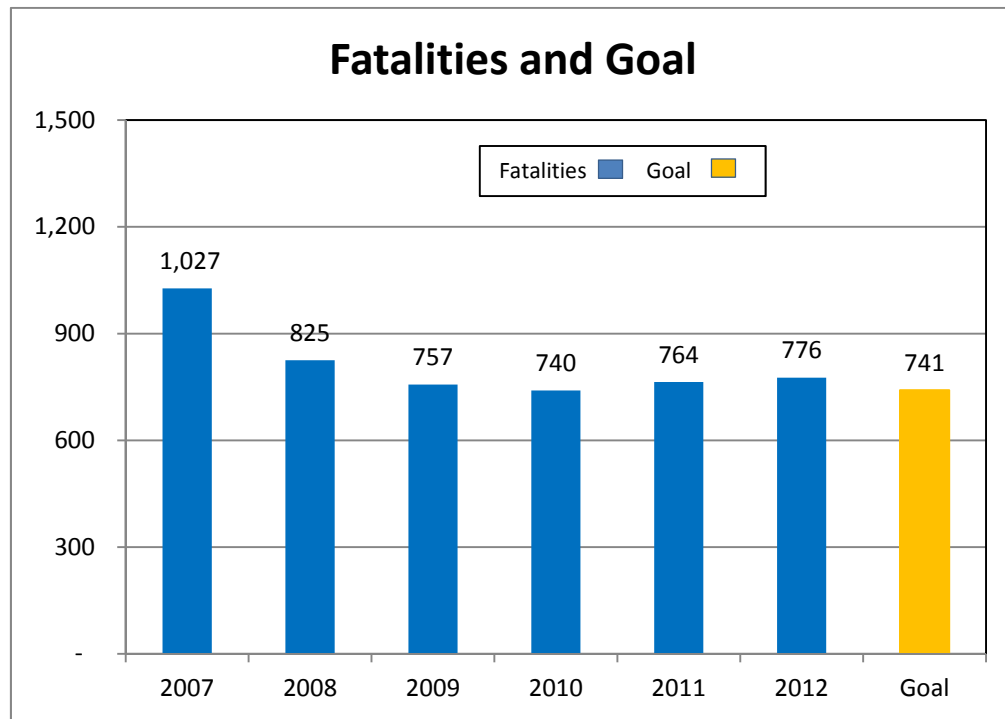
Measure (C-1 Fatalities): Decrease traffic fatalities 3% from the 2011 calendar base year of 764 to 741.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Fatalities	1,027	825	757	740	764	776	741

Note: The Virginia TREDIS crash database recorded 756 fatalities for 2009 vs. 757 fatalities recorded in the Fatality Analysis Reporting System (FARS). The state TREDIS crash database does not reflect the one fatality that occurred on federal parkways.

Performance

Virginia's fatalities were 776 for 2012. Virginia did not meet its goal of 741.

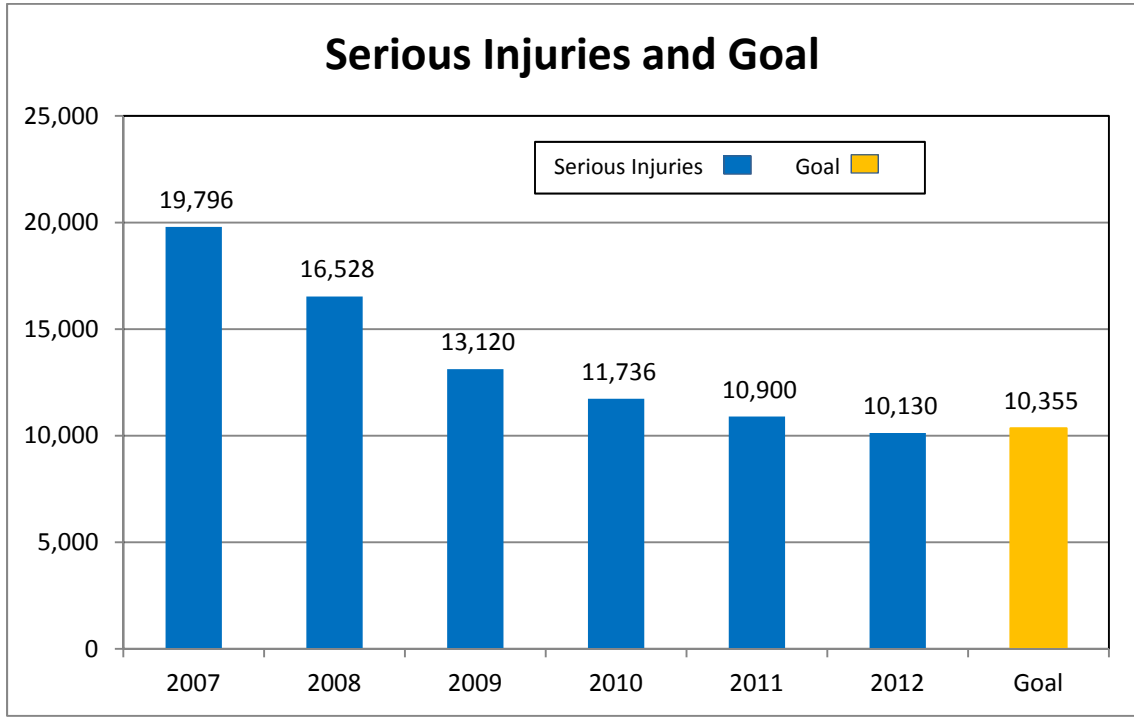


Measure (C-2 Serious Injuries): Decrease serious injuries in traffic crashes 5% from the 2011 calendar base year of 10,900 to 10,355.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Serious Injuries	19,796	16,528	13,120	11,736	10,900	10,300	10,355

Performance

Virginia’s serious injuries were 10,130 for 2012. Virginia surpassed its goal of 10,355.

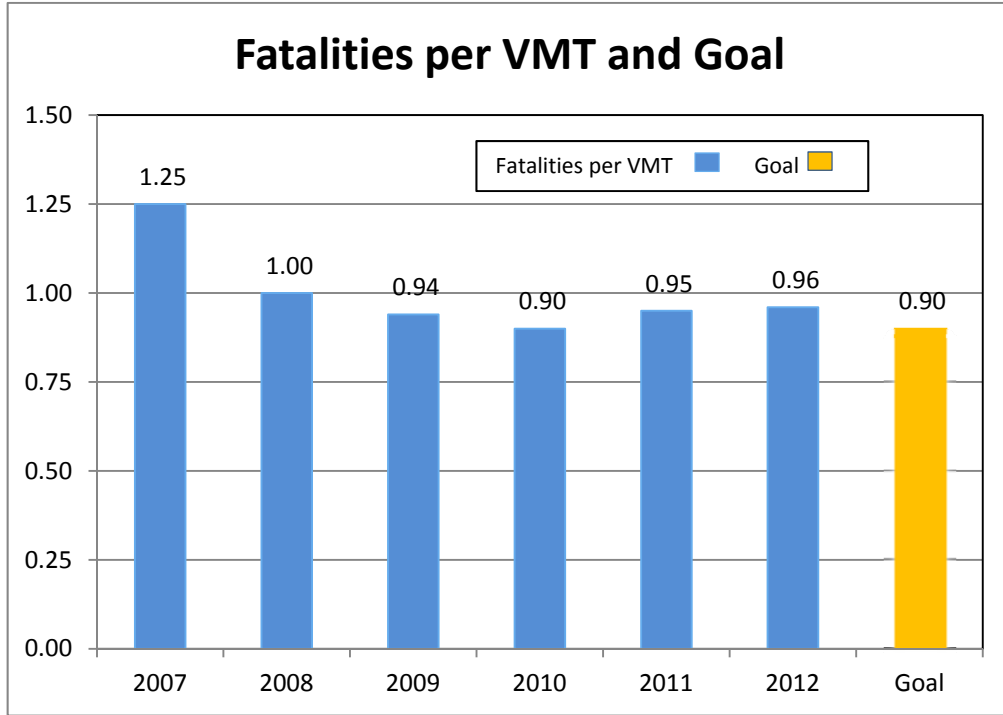


Measure (C-3a): To decrease fatalities per 100M VMT 5% from the 2011 calendar base year of 0.95 to 0.90.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Fatalities (per 100M VMT)	1.25	1.00	0.94	0.90	0.95	0.96	0.90

Performance

Virginia’s fatalities per 100M VMT were 0.96 for 2012. Virginia did not meet its goal of 0.90.

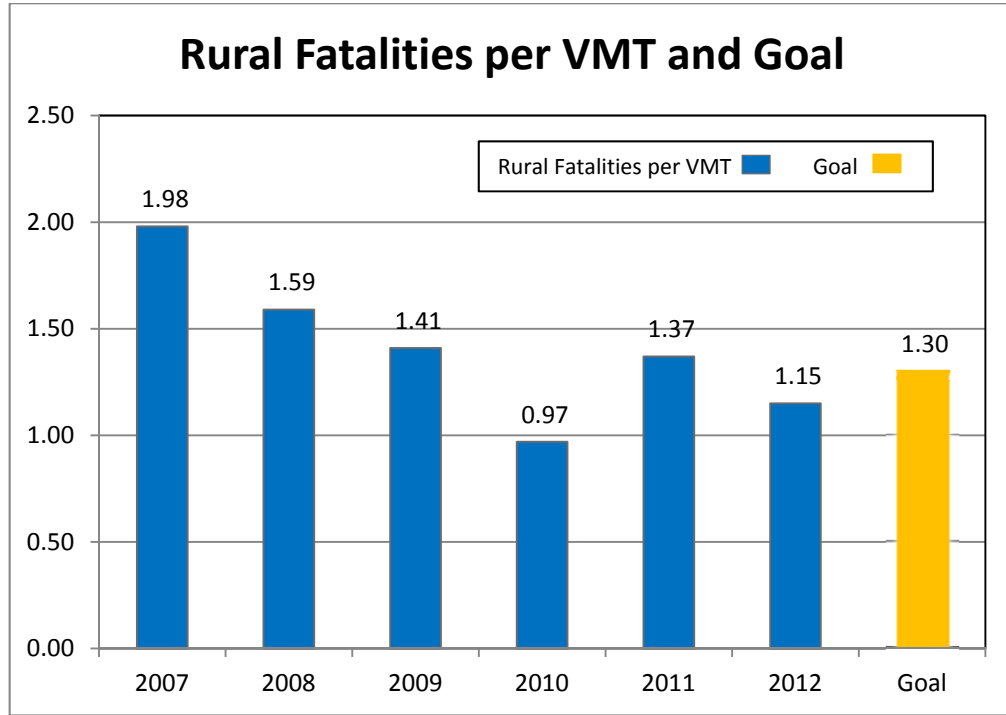


Measure (C-3b): To decrease rural fatalities per 100M VMT 5% from the 2011 calendar base year of 1.37 to 1.30.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Rural Fatalities (per 100M VMT)	1.98	1.59	1.41	0.97	1.37	1.15	1.30

Performance

Virginia's rural fatalities per 100M VMT were 1.15 for 2012. Virginia surpassed its goal of 1.30.



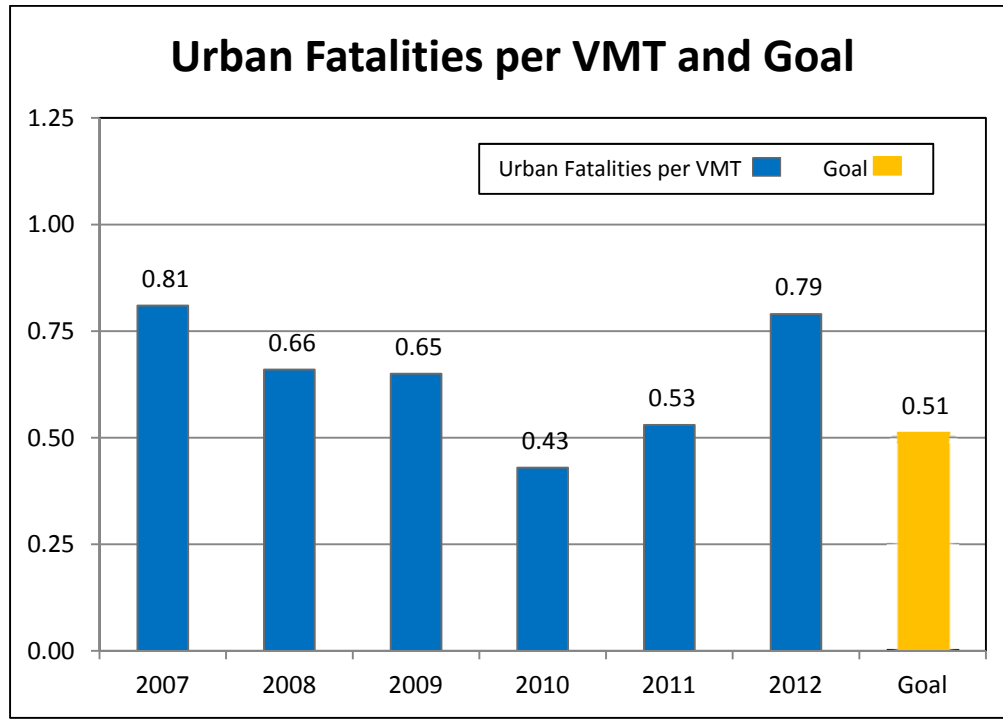
Measure (C-3c): To decrease urban fatalities per 100M VMT 5% from the 2011 calendar base year of 0.53 to 0.51.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Urban Fatalities (per 100 VMT)	0.81	0.66	0.65	0.43	0.53	0.79	0.51

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

Performance

Virginia's urban fatalities per 100M VMT were 0.79 for 2012. Virginia did not meet its goal of 0.51.



A Look Back at Virginia's Accomplishments

Occupant Protection (Core Outcome Measure C-4)



Overview of Programs, Projects and Activities Funded

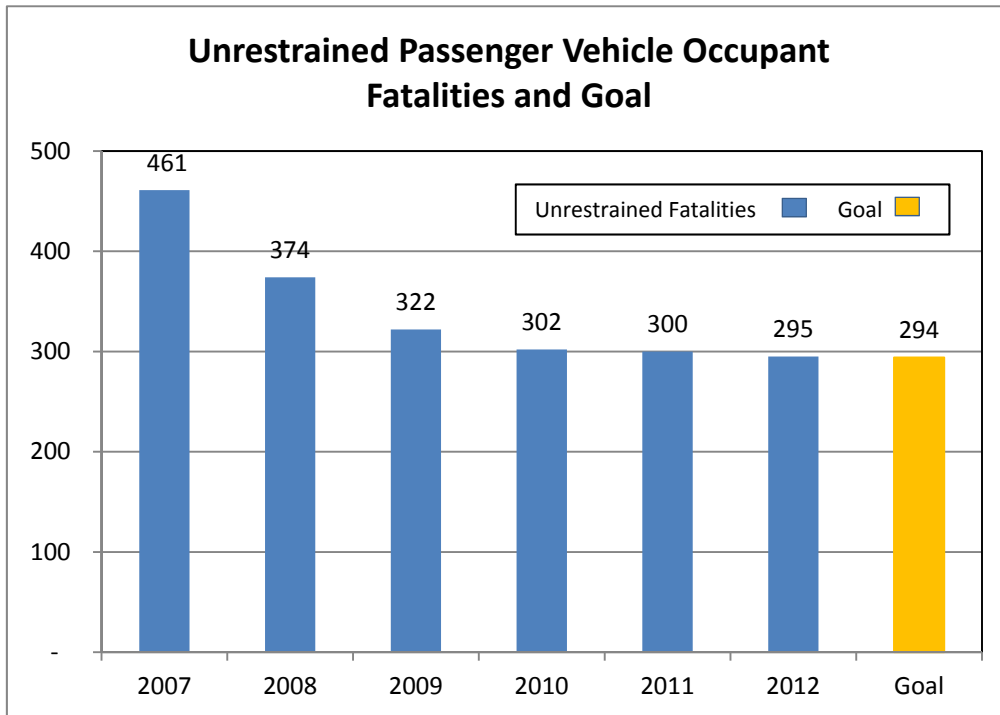
Virginia's seat belt law is secondary. Our occupant protection program's primary purpose is to increase the public's awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use.

Measure: (C-4) Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2% from the 2011 calendar base year of 300 to 294.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Unrestrained Passenger Vehicle Occupant Fatalities	461	374	322	302	300	295	294

Performance

The number of fatalities as a result of not using a safety belt restraint is 295. Virginia did not meet its goal of 294.



Overall Safety Restrained Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2002	70	71,551	14,034
2003	75	64,755	13,236
2004	80	65,893	13,490
2005	80	67,195	13,960
2006	79	69,072	13,964
2007	80	70,306	15,050
2008	81	72,107	16,862
2009	82	72,226	17,231
2010	81	68,956	16,572
2011	82	63,420	15,687
2012	78.3*	60,510	15,347
2013	79.7	**	**

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

**Data not available.

Strategies

1. Implement a statewide, high visibility seat belt enforcement campaign with particular emphasis on high activity locations with a supporting media campaign and enforcement mobilization for two weeks in May 2013, and for one week in November 2012
2. Cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2013
3. Conduct pre-and-post mobilization observational surveys of safety belt use by June 2013
4. Cover at least 85% of Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2013
5. Conduct at least four, 32-hour CPS technical certification classes regionally to meet the NHTSA standard by September 2013
6. Conduct a minimum of eight, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2013
7. Conduct 53 occupant protection selective enforcement activities

Accomplishments

1. A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two week period during May-June 2013 and a one week "mini mobilization" during November 2012. During May and June 2013, a high visibility and media campaign was conducted over a 4-week period.
2. Through these campaigns, 85% of Virginia's population was reached.
3. Pre - and post - observational surveys reported by local law enforcement agencies and Virginia State Police revealed an average increase in belt use of 5.6% across participating jurisdictions at the conclusion of the May-June campaign. The official belt usage rate increased to 79.7% from 78.43%.
4. Child passenger safety and education campaigns materials were distributed in areas with low income populations. The Virginia Department of Health provided 4,306 child safety seats to lower income families through 154 sites statewide.
5. A total of one 32 Hour CPS technician certification class conducted resulted in 18 new certified child passenger safety technicians. (Other groups offered 20 classes across the Commonwealth, resulting in an additional 198 certified technicians.) In addition, one Child Passenger Safety Special Needs training class was conducted with 8 students successfully completing this level of training. Four refresher trainings were conducted with 53 students completing. Of the four refresher trainings, three were held with the Virginia State Police.
6. The enforcement-based nighttime pilot program was continued with a goal toward lowering the incidence of unrestrained night time fatalities. The City of Chesapeake Police Department agreed to continue working with the VAHSO (with Henrico County agreeing to be the control site).
7. Fifty-three sustained selective enforcement projects were conducted by local law enforcement agencies across the Commonwealth.

High Visibility Enforcement and Media Campaigns

Click It or Ticket

Virginia continued its partnership with NHTSA for this project which works to increase seat belt use among the most vulnerable 18 to 34 year old male population. As prescribed by NHTSA, and in conjunction with the National Click It or Ticket campaigns, high visibility enforcement mobilizations supported by aggressive paid and earned media campaigns were conducted in November 2012 and May/June 2013. Another campaign was conducted November 22-28, 2013.

Virginia's 2013 seat belt use rate was 79.7%, an increase from the 2012 rate of 78.43%. Using the statewide survey and additional surveys that are conducted every six to eight weeks, the lower use areas will continue to be worked with to increase seat belt use. Some of these targeted communities where education and enforcement efforts were prioritized are beginning show reliable increases in seat belt use. There was also increased participation in the mobilizations by local and state law enforcement.

The media coverage generated statewide by the outstanding enforcement effort, coupled with the distribution of materials, helped create a comprehensive and intense public education campaign that blanketed the Commonwealth.

May's mobilization generated earned media totaling: 57 television news stories, 103 radio news stories, 37 press conferences and news releases, 102 school activities, and the distribution of 5515 posters, magnets and window clings. There were 148 child safety seat checks conducted during the mobilization to help secure child passengers and better educate the adults who are responsible for their safe transportation. Additionally, there were 232 checkpoints, 11 proclamations, 1548 public service announcements, and 53 print news stories as well as 4269 other forms of earned media, for a total of 12075 earned media impressions. The number of participating agencies was 277 with 569,857 normal hours worked and 113,948 overtime hours worked.

Drive Smart Virginia has served as the VAHSO's source of distribution of Click It or Ticket (CIOT) materials. During CIOT, over 47,000 pieces of safety materials were distributed. Through electronic based newsletters Drive Smart has been able to reach 3,902 contacts to provide information on CIOT and other highway safety initiatives. Through vendoring, speaking and attendance at various conferences, community and sporting events over 300,000 people have been reached with information on CIOT and other highway safety initiatives.

Nighttime Seat Belt Enforcement Project

Additionally, as the result of a 2012 NHTSA Occupant Protection Technical Assistance Team working with the VAHSO, an enforcement-based pilot program was developed in 2012 and continued into 2013 with a goal toward lowering the incidence of unrestrained night time fatalities. The City of Chesapeake Police Department agreed to work with the VAHSO (with Henrico County agreeing to be the control site). Data was utilized to determine where and when enforcement should be placed in the City. Law enforcement is deployed in those areas to aggressively enforce all traffic laws with particular attention being given to seat belt usage. Paid and earned media are also being used to support

the law enforcement effort. This is a multi-year project that continued with selective enforcement in March 2013 followed by mobilization waves in May/June 2013 (which was supported with Click It or Ticket media messaging). Chesapeake's nighttime rates tend to show increases at or shortly after enforcement efforts. Maintenance of these rates has not yet been established. Henrico, on the other hand, has shown relatively consistent differences between day and night, with night being lower with a possible decreasing trend over time. (This is expected, for Henrico does not have a special nighttime enforcement plan.) Future efforts may include adding a nighttime enforcement project in Henrico to see if changes there are consistent with findings in Chesapeake. It is further hoped that this will become a model program for other states to follow in the future.

Occupant Protection Program Assessment

As a method of evaluating the program, and in compliance with requirements for occupant protection incentive funding under Section 405 of MAP 21, the VAHSO worked with NHTSA to conduct an assessment of the Occupant Protection Program. The assessment was conducted July 21-26, 2013 with five NHTSA identified experts from across the United States. The assessment resulted in an in-depth analysis of the program, which identifies strengths and will be helpful in developing projects and processes to improve the program. NHTSA occupant protection funds in the amount of \$23,963 were used to conduct the assessment.

Occupant Protection Program Committee and Strategic Plan

Virginia's Occupant Protection Committee developed an occupant protection plan that combined with the 2013 Highway Safety Plan (HSP), provides comprehensive strategic efforts to address occupant protection in the Commonwealth.

Occupant Protection for Children

On July 1, 2007, Virginia enacted a law requiring children to be secured in a child restraint device through the age of seven. Based on research that clearly proved most 6- and 7-year-olds are too small to be properly secured with seat belts and shoulder harnesses, safety advocates worked closely with law makers to make this law possible. Reasonable exceptions due to a child's weight, physical fitness, or other medical reason are allowed, based on a signed letter from a licensed medical doctor. The law also requires that rear-facing child restraint devices for infants from birth to one year must be secured only in the back seat of most motor vehicles.

On July 2, 2010, Virginia enhanced the child passenger safety law (§46.2-1095 – (B)) to increase to seventeen the age that a vehicle occupant is required to be properly restrained. This enhancement essentially adds two more years of protection for Virginia's youngest citizens and includes more novice drivers. The child restraint law is a primary enforcement law.

To increase the awareness of child passenger safety, child passenger safety technicians and advocates travel throughout the state to educate and assist parents and caregivers in child safety seats and correct safety seat installations.

Low Income Program

The Low Income Safety Seat Distribution and Education Program is administered through the VAHSO and 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 the seat. During the federal fiscal year, The VDH provided approximately 14,306 child safety seats to lower income families.

The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The VAHSO augments these funds to support training for the distribution sites. Funding also supports the creation and maintenance of safety seat check stations where any parent/caregiver can go throughout the Commonwealth to receive individual assistance and education as to the proper installation of their safety seat. A total of 45 distribution site training sessions were held and a total of 313 practitioners were trained for this program throughout Virginia. There are 154 distribution sites throughout the Commonwealth serving low income families. There were 173 activities were conducted to promote the Low Income Safety Seat Distribution and Education Program.

Child Passenger Safety Education

In addition to the Low Income Safety Seat Distribution and Education Program, Virginia has established 103 Safety Seat Check Stations with 8,266 safety seats inspected at the stations. These check stations are positioned throughout the Commonwealth and 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, staff coordinated over 123 community safety seat check events in Virginia and inspected a total of 2,203 seats at these events. To keep the check stations CPS technicians up to date and provide regular communication with them, there were 27 Safety Seat Check Station site visits conducted throughout the year. Participants were given new information and offered the opportunity to voice any concerns/issues.

In an effort to inform parents and caregivers of the benefits of using properly installed child safety seats and to promote child passenger safety, a total of 150 exhibits were conducted and 145 presentations.

Through the First Ride Safe Ride Program, 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 web site 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. A total of 27,458 First Ride, Safe Ride patient and provider handbooks were distributed to health care providers.

A variety of support materials and educational resources are also available to citizens. A total of 21,869 brochures, 16,334 activity books, 79 DVD's, 22,158 low income program materials were distributed throughout the Commonwealth.

The state also provides an "800" phone number for citizens of Virginia to receive technical assistance on the use of safety seats, state child passenger safety laws, available resources, etc. All calls were responded to within 48 hours of receipt.

Child Passenger Safety Training

Child Passenger Safety Training is administered by the VAHSO and was managed by the Transportation Safety Training Center (TSTC) at Virginia Commonwealth University.

In addition to conducting a variety of crash investigation and reconstruction and traffic records training, TSTC 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 class.

A total of one 32 Hour CPS Technician Certification class was conducted through grant funding, resulting in 18 new certified child passenger safety technicians. (Other groups offered 20 classes across the Commonwealth, resulting in an additional 198 certified technicians.) In addition, one Child Passenger Safety Special Needs training class was conducted with 8 students successfully completing this level of training. Four Refresher Trainings were conducted with 53 students completing. Of the four Refresher Trainings, three were held with the Virginia State Police.

Virginia continues to work in the areas of the Commonwealth that data shows a below average seat belt use rate. By increasing the presence of child passenger safety, it is anticipated that seat belt use will increase.

Approximately \$272,909 Of Section 2011 funds was spent on child passenger safety services and restraint programs and activities, including the distribution of child safety seats.

Other Occupant Protection Educational & Outreach Projects

Virginia State Police Educational Outreach

The Virginia State Police Public Information Office purchased and distributed 30,000 "Stop Look and Learn Buckle Up for Safety" activity books. The activity books are distributed to the State Police division offices as well as the Administrative office for troopers to distribute during safety presentations and to display at exhibits such as the Virginia State Fair.

Virginia Association of Chiefs of Police

The association was tasked to oversee the *Saved by the Belt* award program. The Program is open to any law enforcement agency. Nominations are received for individuals who were involved in traffic crashes *and* were wearing safety restraint devices. Twelve *Saved by the Belt* awards were given to include three of the awards to a law enforcement officer.

In addition to the *Saved by the Belt* program, the Virginia Association of Chiefs of Police (VACP) has continued with the "Wear This... Not This" officer belt use campaign. The campaign creates agency-customized posters and is designed to increase officer belt usage. Three law enforcement agencies had customized posters developed for the agency to implement the campaign.

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

YOVASO continued to work to fulfill its mission of establishing and supporting peer-to-peer prevention and education programs in high and middle schools throughout the Commonwealth. YOVASO conducted various initiatives throughout the grant year to focus on educating the young driver and passenger about seat belt use. The *Save Your Tail Gate, Buckle Up* campaign promoted seat belt use. Through this campaign the seat belt use rate increased by 5% at participating schools based on pre and post campaign seat belt checks. Fifty-one percent of the students at the participating schools pledged to always buckle up and encourage others to do the same. Through the campaign 119,500 students were impacted and 68,503 educational materials were distributed. The *Buckle Up, Drive Sober* campaign also promoted seat belt use. During this campaign schools developed a creative project based on the campaign message as well as sponsored an educational awareness activity on the message. 41(43%) of the member high schools participated in the campaign. Over 56,819 students were impacted through this campaign and 35,004 educational materials distributed. Along with the above two mentioned campaigns the seat belt use message was also a part of the mini prom/graduation and the mini Halloween campaigns.

YOVASO successfully established 121 active peer-to-peer teen safe driving programs in schools throughout the Commonwealth. A total of 781 students received leadership training through YOVASO to prepare them to lead successful peer-to-peer safe driving programs in schools and communities, and to organize safe driving initiatives that target the key driving concerns for their individual schools.

May 2013 Click It or Ticket Mobilization Results

Citation Type	Citations Written
Seatbelt	4344
Child safety seat	1055
Speed	29072
Reckless driving	2220
DUI/DUID	1061
Underage drinking	159
Stolen vehicles recovered	57
Felony arrests	1036
Weapons seized	80
Fugitives apprehended	698
Suspended/revoked	5709
Uninsured motorists	259
No operators license	1779
Drug arrests	1030
Other	40058
Open container	132
Juveniles arrested for zero tolerance law	8
Total Citations Written	92252

Click It or Ticket November 2012 Mini-Mobilization Results

Citation Type	Citations Written
Safety belt citations	1271
Child restraint citations	235
Speeding citations	8876
Reckless driving citations	1698
Adult DUI/DUID arrest	488
Felony arrests	373
Juveniles cited for underage drinking violations	31
Juveniles arrested for zero tolerance law	7
Weapons seized	16
Fugitives apprehended	192
Suspended/revoked licenses	1735
Uninsured motorists	94
No operators license	495
Drug arrests	389
Stolen vehicles recovered	17
Open container	19
Other	12732
Total Citations Written	28668

In addition, the mini-mobilization in November 2012 generated earned media totaling: 11 television news stories, 87 radio news stories, 13 press conferences and news releases, 7 school activities, and the distribution of 6261 posters, magnets and window clings. Seven child safety seat checks also were conducted during the mobilization to help secure child passengers and better educate the adults who are responsible for their safe transportation. Additionally, there were 29 checkpoints, 2 public service announcements, 15 print news stories and 91 other earned media opportunities for a total of 6523 earned media impressions.

The number of participating agencies was 108 working 157,842 normal hours and 6392 overtime hours.

Impaired Driving (Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

Virginia continues to address and implement effective, statewide programs to reduce crashes, injuries and fatalities resulting from impaired driving. Convictions for DUI/Drug offenses show underage drinking is still a problem that warrants action and use of program resources to reduce the use of alcohol and drugs by youth. Data is essential in assisting Virginia in identifying and plotting the geographical locations where impaired/drug 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. Virginia continued and enhanced its level of programs with consistent enforcement, public information and education, licensing, intervention and prevention to reduce alcohol and drug-related crashes, injuries and fatalities on its roadways from local and statewide perspectives. Major partners in Virginia continue to be Virginia State Police, local law enforcement, AAA Mid-Atlantic Foundation, Alcoholic Beverage Control (ABC), Washington Regional Alcohol Program (WRAP) and Mothers Against Drunk Driving (MADD).

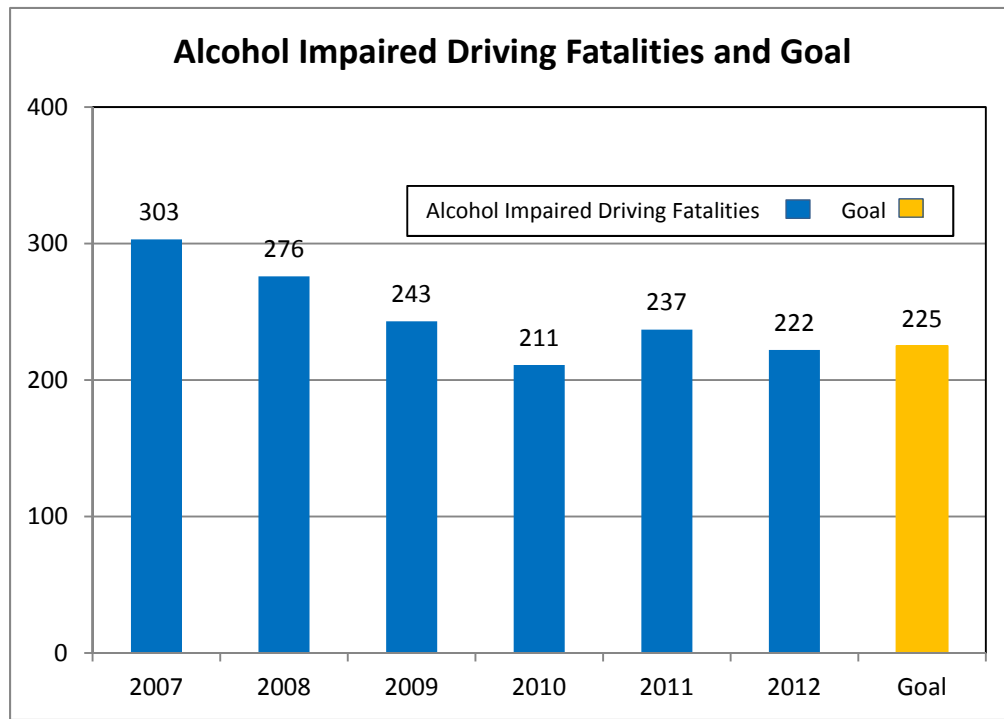
Measure: (C-5) Decrease alcohol impaired driving fatalities 5% from the 2011 calendar base year of 237 to 225.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Alcohol Impaired Driving Fatalities (FARS)	303	276	243	211	237	222	225

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

Performance

Virginia’s alcohol-impaired driving fatalities were 222 for 2012. Virginia’s goal was 225.



Strategies

1. Continue to support a statewide DUI Checkpoint Strike Force campaign (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January
2. Conduct a statewide judiciary conference focusing on DUI issues
3. The VAHSO will continue to support the Virginia Department of Criminal Justice Services in conducting the NHTSA/IACP Standardized Field Sobriety Testing basic and instructor trainings
4. The VAHSO will continue to provide the Advanced Roadside Impaired Driving Enforcement (ARIDE) training and will during 2013/2014 evaluate the reinstatement of the Drug Recognition Expert program in carefully selected law enforcement agencies with Virginia

Accomplishments

1. WRAP directed the Checkpoint Strike Force/DUI Enforcement 2013 regional traffic safety campaign. Broadcast of radio and television spots were held throughout the state as part of an over \$1 million regional paid media campaign. A follow up assessment was conducted, surveying over 1,000 area residents relative to DUI enforcement. The VAHSO supported local and state law enforcement agencies in conducting 5,411 statewide DUI Checkpoint Strike Force Campaigns that included saturation patrols and checkpoints. These campaigns were advertised by both earned and paid media. Over 6000 educational materials have been distributed to law enforcement, non-profit organizations, government agencies, educational institutions, private business/citizens, and driving schools.
2. The Judicial Transportation Safety Conference was held September 18-20, 2013 in Virginia Beach, VA. Approximately 110 General District Court and Juvenile and Domestic Relations Court judges attended. A majority of the conference content related to alcohol impairment while driving.
3. Virginia Department of Criminal Justice Services (DCJS) was responsible for management and oversight of Standardized Field Sobriety Testing (SFST) Basic and Instructor trainings. Participants learned to recognize driving behaviors and improved their knowledge, attitudes and skills in detecting the impaired driver and articulating their observations. DCJS reported that it conducted 38 basic trainings with 890 participants. Several Instructor trainings were held throughout the Commonwealth and have yielded 18 Senior Instructors along with 149 SFST certified instructors and 29 who are pending instructor certification. DCJS reportedly met a goal of having at least 1 SFST instructor for each of the 29 training academies which provide entry-level law enforcement training of the SFSTs in accordance with the NHTSA/IACP standards.

4. The ARIDE course expands on the SFST Basic and Instructor trainings. Law enforcement officers are trained to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of both. ARIDE assists in reducing the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

Four classes were conducted during FFY 2013 totaling 67 students.

- Lynchburg 03-26/27, 2013 (6 students)
- Virginia Beach 05-20/23, 2013 (22 students)
- Henrico County 07/23/24, 2013 (20 students)
- Prince William County 09/24/24, 2013 (19 students)

Section 405 Impaired Driving Incentive Grant

Between 2009 and 2011, Virginia had an average alcohol-related fatality rate of .277 per 100M VMT. Virginia qualified for funding under the Low Fatality Rate criteria (less than 0.3 per 100 million VMT). This funding was used to support overtime enforcement of DUI laws, to provide training for law enforcement, etc. Virginia expended approximately \$1,829,967 of its Section 410 funds on alcohol selective enforcement and alcohol-related education, programs and training.

Section 154 Transfer Funds

Virginia has not enacted/conformed to legislation that prohibits open containers of alcohol in the passenger compartment of a vehicle; therefore, 154 funding is a transfer program with no loss of funding or sanctions. This funding was transferred from highway construction funds to the Section 402 program. These funds can be spent for alcohol countermeasure programs and Hazard Elimination programs.

Virginia expended approximately \$4,657,896 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and an e-citation and DUI tracking data project. Virginia allocated \$249,500 towards alcohol paid media efforts in support of other statewide campaigns (DUI Checkpoint Strikeforce). None of these funds were expended due to the departure of the project director of this grant.

DUI/DUID Convictions							
Category	2006	2007	2008	2009	2010	2011	2012
Under age 21	2,257	2,225	2,242	2,139	1,789	1,382	1,563
Adults	26,457	26,653	29,227	29,295	27,274	26,742	27,121
Unknown	70	63	0	0	0	38	35
Total	28,784	28,941	31,469	31,434	29,063	28,162	28,719

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

DUI Enforcement Activities

Activity	Results
Enforcement activities (saturation patrols and checkpoints)	5,411
Regular man hours	1,035,066
Overtime	60,766
DUI arrest	2,508
Safety belt citations	4,310
Child safety belt citations	1,200
Felony arrest	1,301
Stolen vehicles recovered	34
Fugitives apprehended	467
Suspended/revoked licenses	4,885
Uninsured motorist	440
Speeding	35,757
Reckless driving	6,228
Drug arrest	989
Other violations	38162
Total Arrest/Summons	103,742

The chart below provides an overview of 139 agencies and the Virginia State Police reporting on their activities during Drive Sober or Get Pulled Over National Crackdown. Overall, 100 reporting agencies submitted 45,946 grant funded citations. For FY14, grantees will be required to electronically report to TREDS.

Citation Type	Citations Written
Safety Belt Citations	1,617
Child Restraint Citations	573
Speeding Citations	15,816
Reckless Driving Citations	4,211
Adult DUI/DUID Arrest	586
Felony Arrests	959
Juveniles Cited for Underage Drinking Violations	35
Juveniles Arrested for Zero Tolerance Law	2
Weapons Seized	25
Fugitives Apprehended	255
Suspended/Revoked Licenses	1,047
Uninsured Motorists	91
No Operators License	3,261
Drug Arrests	212
Stolen Vehicles Recovered	15
Open Container	33
Other	16,979
Total Citations Written	45,881

Other Impaired Driving Related Programs

Commission on Alcohol Safety Action Program (VASAP) - Ignition Interlock

Virginia's DUI ignition interlock law became effective July 1, 2012. The law requires drivers convicted of a first time DUI offense, as a condition of a restricted license, to install ignition interlock on their vehicle(s). DMV (TREDS) and VASAP completed Phase I of the ignition interlock tracking system for DUI offenders. The system was successfully piloted in the John Tyler Alcohol Safety Action Program with no glitches. Over 300 cases have been created to date. VASAP also conducted a training that provided sessions on the newly developed Ignition Interlock Web Platform with TREDS.

Commission on VASAP – Other Activities

VASAP conducted an advertisement campaign in movie theaters during the 2012 Holiday season, the 2013 summer season, and 2013 Labor Day holiday. They ran in areas of the Commonwealth where the highest alcohol-related fatalities occurred and in conjunction with the Checkpoint Strike Force campaign. The advertisement delivered a different approach to the issue of driving while impaired by not only showing the negative consequences of the wrong decision but also focusing on the positive consequences if the right decision is made. VASAP conducted a training conference for 182 Case Managers, VASAP Directors, and the policy board that provided the latest information on alcohol prevention, education and treatment. Sessions included presentations on "The Effects of Alcohol on the Body", MAP21, and "Female Drunk Drivers: Understanding the Population".

Department of Forensic Science

The Department of Forensic Science was tasked with conducting the breath alcohol training to license breath test operators for law enforcement agencies across the Commonwealth. There were 45 breath alcohol trainings conducted with 828 law enforcement officers trained. One Police Instructor Retraining course was conducted with 22 law enforcement officers relicensed to assist in the Breath Alcohol Operator trainings.

Commonwealth's Attorneys' Services Council (CASC)

The CASC oversees the Traffic Safety Resource Processor (TSRP). The TSRP coordinates the Advance DUI and DUID trainings. The TSRP provides technical assistance to law enforcement Commonwealth Attorneys and others in the area of impaired driving. Two advance DUI trainings and 6 DUID trainings were held across the Commonwealth.

Supreme Court of Virginia (SCV)

SCV held a statewide DUI/Drug Court staff training conference. Over 200 attendees including 30 judges attended the training conference. Sessions were provided on "Addiction vs. Dependence: What's a Judge to Do?", "Monitoring the DUI Offender", and "Multi-Jurisdictional Supervision", with Sheriffs from Tazewell, Russell, and Buchanan counties presenting during this session. SCV also conducted the Alcohol-Impaired

Driving Judicial Education Training Conference. Virginia General District Court judges were provided comprehensive training with the most up to date information on alcohol impaired driving issues and how to effectively handle DUI traffic offenses. Fifty-two percent of the General District Court Judges were in attendance.

Virginia State Police

Virginia State Police conducted DUI selective enforcement and purchased and installed 45 in-car video systems to aid in the identification, arrest and the prosecution of alcohol impaired drivers on the highways of the Commonwealth.

Virginia State Police Association - Youth of Virginia Speak Out about Traffic Safety

YOVASO established and supported peer-to-peer prevention and education programs in high and middle schools throughout the Commonwealth. These programs included occupant protection and alcohol impaired issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. Over 503,640 students have been impacted with 292,729 educational materials being distributed.

Mothers Against Drunk Driving

MADD has served as a clearinghouse of educational materials on drunk driving and underage drinking and has distributed over 35,000 educational materials. MADD also updated the www.dontblowitva.com website. There have been 3,806 visits to the website. Ten law enforcement awards ceremonies were held to recognize efforts to stop drunk driving with 269 officers being recognized for their efforts.

Virginia Commonwealth University – Get Real-Alcohol Choices and Consequences for Youth (GR-ACY)

The GR-ACY program is a multifaceted educational program designed to show juveniles the damage drugs, alcohol and poor decisions can cause themselves and others. As participants of GR-ACY observe emergency department admissions, visit the bedsides of intensive care patients and observe rehabilitation and support group sessions, they reflect and journal these experiences. Seeing the victims of poor choices in the hospital emphasizes the far-reaching impacts of drugs and alcohol and makes them real. The GR-ACY project has offered 10 programs to 66 participants with 63 successfully completing from Chesterfield County, the City of Richmond, and Hanover County. Forty-eight of the participants referred were juveniles. Each participant completes an evaluation prior to the start of the program and following the program. In Chesterfield, data revealed that 80% of high risk offenders referred to the GR-ACY program did not incur a new alcohol or drug related offense up to one year following program completion. The results from the program show an improvement in the attitudes of those attending but a decrease was shown in their recidivism rates.

Speed
(Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,472,685 of its NHTSA 402 funds on speed-selective enforcement and equipment. Virginia did not implement a speed media campaign and therefore did not expend the \$367,500 allocated to this project.

Measure: (C-6) Decrease speed-related fatalities 5% from the 2011 calendar base year of 255 to 242.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Speed Related Fatalities (FARS)	341	245	302	269	255	262	242

Performance

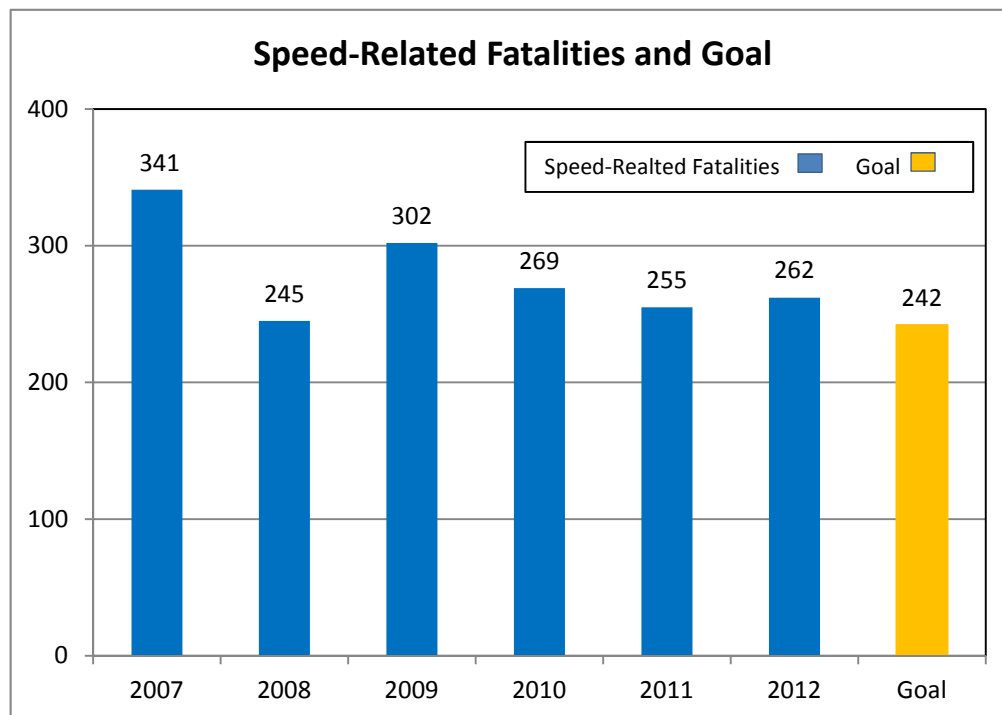
Virginia’s speed-related fatalities for 2012 were 262. Virginia did not meet its goal of 242.

Strategies

1. Develop a major statewide enforcement and paid media campaign to target speed violators.
2. Support Virginia State Police and Operation Air, Land and Speed.
3. Identify potential jurisdictions for grant funded targeted enforcement.

Accomplishments

1. The VAHSO worked with and supported the VSP and Operation Air, Land and Speed enforcement campaigns.
2. VSP conducted phases 40-42 of the Air, Land and Speed operation during the 2013 grant period. During this grant funded year, the Operation Air, Land and Speed campaign title was modified to "Interstate Selective Enforcement" so as to more accurately reflect the type of enforcement conducted.
3. The high visibility selective enforcement initiatives were geared toward identification and apprehension of the motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. Ninety speed-selective enforcement projects were funded for local law enforcement agencies across the Commonwealth. In addition VSP conducted operations on Interstates 64, 81, 85, and 95 as part of several large mobilizations. These operations helped reduce and prevent fatal and personal injury crashes on targeted highways. Below are the results for each of the phases conducted during the 2013 grant year.



Operation Air, Land, and Speed Results

Phase 40: July 20, 2013 (Time period reduced due to funding)

Operation Air, Land, and Speed Results - 2013			
	Interstate 81	Interstate 95	Total
Speed	394	319	713
Reckless	43	76	119
DUI	3	2	5
Safety belt	28	31	59
Drug/felonies	4	5	9
TOTAL	655	696	1,351

Highway fatalities – 0

Phase 41: August 17, 2013 (Time period reduced due to funding)

Operation Air, Land, and Speed Results - 2013				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	393	219	364	976
Reckless	85	108	56	249
DUI	1	1	1	3
Safety belt	12	31	35	78
Drug/felonies	0	1	1	2
TOTAL	598	556	668	1,822

Highway fatalities - 0

Phase 42: September 14, 2013 (Time period reduced due to funding)

Operation Air, Land, and Speed Results – 2013					
	Interstate 81	Interstate 95	Interstate 64	Interstate 85	Total
Speed	475	228	301	4	1,008
Reckless	95	96	48	16	255
DUI	1	0	0	0	1
Safety belt	28	15	19	0	62
Drug/felonies	5	1	3	0	9
TOTAL	832	510	533	23	1,898

Highway fatalities - 0

Fatalities

	CY 2011	CY 2012
Interstate Highway System	114	114
Air, Land and Speed	1	0

Motorcycle Safety
(Core Outcome Measure C-7 and C-8)



Overview of Programs, Projects and Activities Funded

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

training a large number of novice and experienced riders. Virginia has successfully managed to maintain its quality of instruction while accommodating the ever-increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the accompanying chart, over the years 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 15,500 students are trained yearly.

Virginia expended approximately \$134,970 of Section 2010 funds was expended on motorcyclist awareness. Approximately \$229,160 of NHTSA 402 funds were spent on motorcycle safety education and motorist awareness. No motorcycle enforcement was conducted.

Measure: (C-7): Decrease motorcyclist fatalities 3% from the 2011 calendar base year of 90 to 87.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Motorcyclist Fatalities (FARS)	129	86	77	86	90	78	87

Measure: (C-8): To decrease unhelmeted motorcyclist fatalities 100% from the 2011 calendar base year of 1 to 0.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Unhelmeted Motorcyclist Fatalities (FARS)	12	6	6	1	1	3	0

Note: During Virginia's data quality review process, the number of unhelmeted motorcycle fatalities was revised for 2012. The final number is 3.

Performance

Virginia's motorcycle fatalities for 2012 were 78. Virginia bested its goal of 87.

Performance

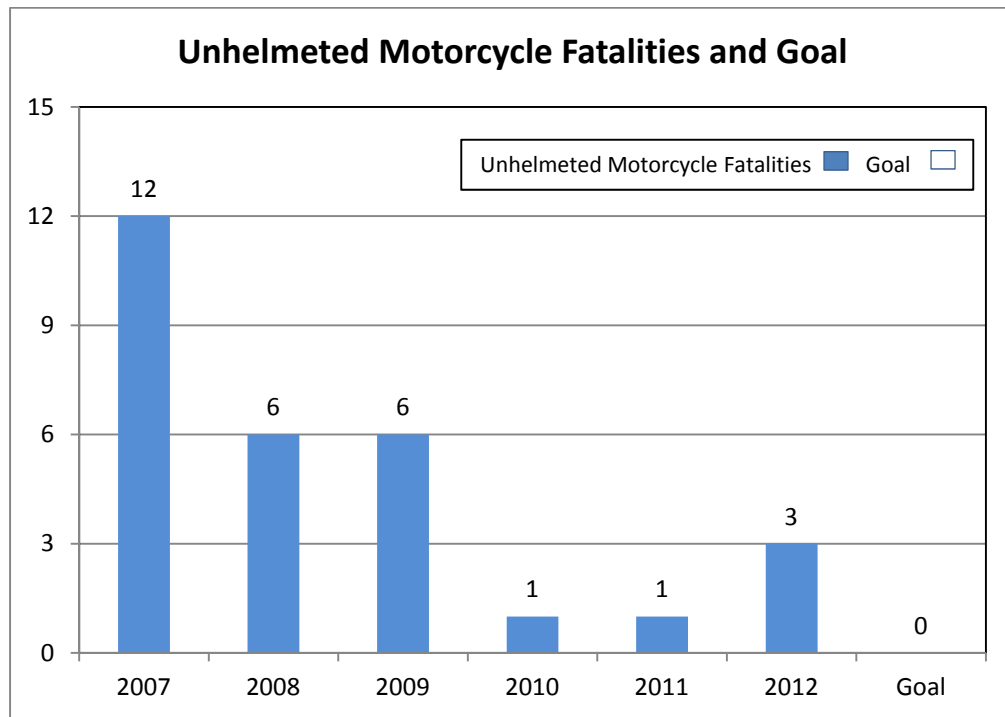
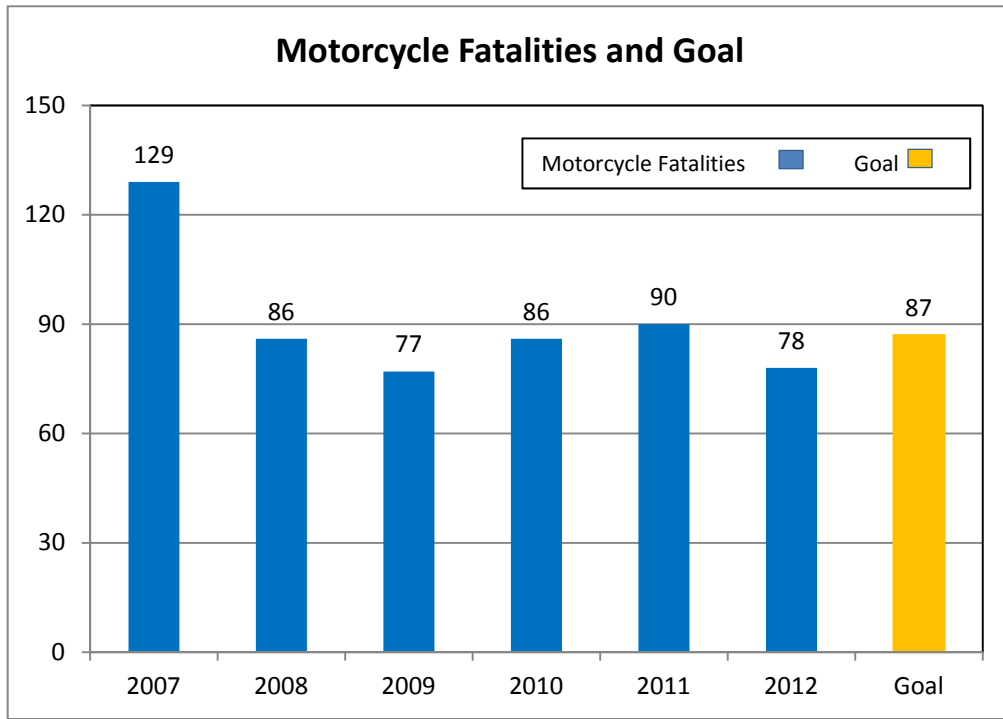
Virginia unhelmeted motorcyclist fatalities for 2012 was 5. Virginia did not meet its goal of 0.

Strategies

1. Update and maintain 411 "Information You Can Live With"
2. Conduct 20 sidecar trike training courses in 2012
3. Assist with crash investigation courses for law enforcement and advanced rider training
4. Oversee quality assurance of training sites and instructors
5. Continue to collect and analyze motorcycle crash and training data in TREDIS

Accomplishments

1. Two media campaigns were conducted to address motorcycle safety. PSAs ran during the spring of 2013 on the 411 "Information You Can Live With" (Motorcycle Safety Training and Motorcycle Speed campaigns). See Paid Media Plan section for more details.
2. Thirty sidecar/trike training courses were conducted.
3. Conducted 1 motorcycle crash investigation course with VCU Crash team for law enforcement.
4. On-site monitoring and evaluations of 196 training facilities/instructors was conducted.
5. Motorcycle crash data continues to be integrated with motorcycle training data and is being reviewed and analyzed through TREDIS.
6. Conducted 8 Total Control Advanced Rider Clinics.
7. Conducted a total of 59 Professional Development Workshops.



Motorcycle Crashes and Injuries

Year	2005	2006	2007	2008	2009	2010	2011	2012
Crashes	2,289	2,499	2,601	2,638	2,115	2,207	2,288	2,416
Injuries	2,006	2,206	2,284	2,404	2,239	1,981	2,036	2,149

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2001	246,065
2002	255,775
2003	263,649
2004	272,754
2005	284,300
2006	297,756
2007	312,588
2008	331,238
2009	345,753
2010	357,873
2011	372,072
2012	384,292

Drivers Age 20 or Younger Involved in Fatal Crashes (Core outcome measure C-9)

Overview of Programs, Projects and Activities Funded

This initiative will be included within alcohol programs, selective enforcement, driver education programs, and public information. Funding to support these programs is included through the overall mission to promote transportation safety and reduce traffic fatalities and injuries. Virginia spent approximately \$165,577 of Section 154AL funds; \$141,038 of Section 405 funds; and approximately \$257,573 of NHTSA 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 4% from the 2011 calendar base year of 90 to 86.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Drivers age 20 or younger involved in Fatal Crashes (FARS)	167	145	111	101	90	96	86

Performance

In 2012, drivers age 20 or younger involved in fatal crashes were 96. Virginia did not meet its goal of 86.

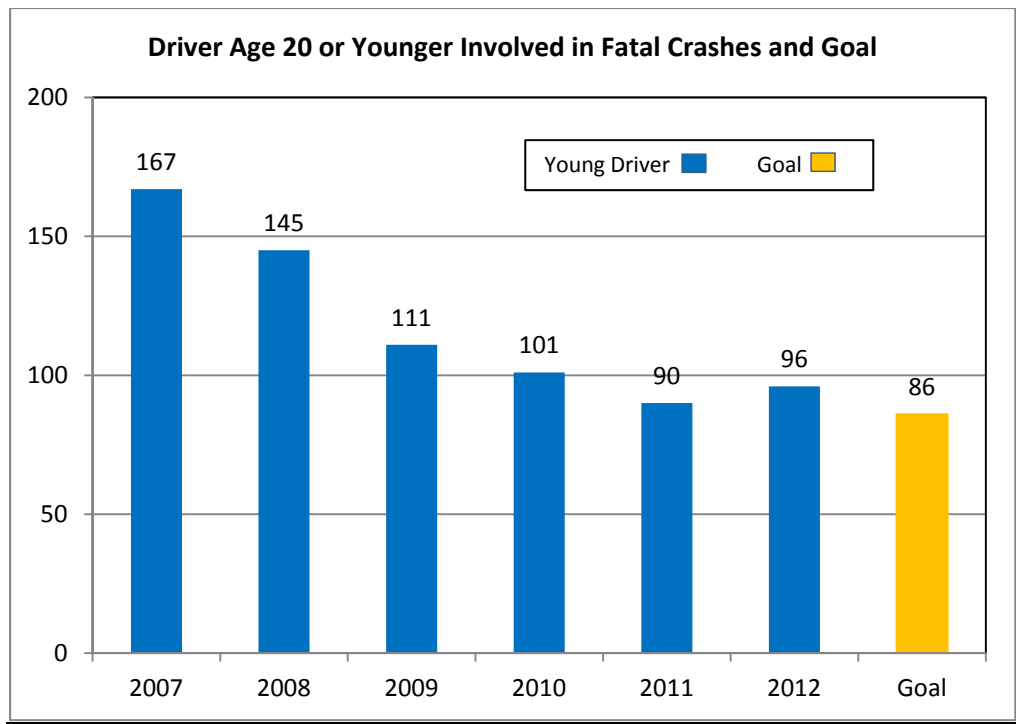
Strategies

1. Increase the number of education and awareness programs for the younger driver that focus on developing safe and responsible driving practices
2. Conduct teen-related safety campaigns to increase education and awareness as well as to create positive behavioral changes among young drivers
3. Provide educational materials to the younger driver

Accomplishments

1. YOVASO increased their member schools by 13.1% statewide. Increased member schools in target expansion area (NOVA/Tidewater/Greater Richmond) by 34.2%. Total member schools at the end of the grant year totaled 121.
2. YOVASO sponsored 4 statewide safe driving campaigns that impacted over 208,000 youth. Over 174,000 educational materials were distributed and 1,800 educational and awareness activities were offered.

3. AAA-Mid Atlantic Foundation hosted the “I Drive, Safe. Sober. Focused.” teen driver event reaching over 600 younger drivers with-in the Chesterfield County driver education program. Interactive, educational activities were provided to educate the teen drivers on the dangers of making poor decisions when getting behind the wheel. The event also motivated the teens to drive and ride responsibly. Through this event over 9000 educational materials were distributed to the teen drivers.
4. Drive Safe Hampton Roads: 20 out of 30 schools that completed the Get It Together program showed an increase in their seat belt use rate. The increase ranged from 4.3% to 35%. Twenty-two schools (71%) finished with a seat belt use rate of over 80%. 11 schools(39%) had final seat belt use rates of over 90% with 5 schools above 95%. Four schools had a decrease in their seat belt use rate. Lake Taylor High School in Norfolk received television coverage for their seat belt campaign efforts.
5. Partners for Safe Teen Driving (PFSTD) provides essential – and perhaps lifesaving – information to parents/guardians as their teens are beginning the process of learning to drive. PFSTD emphasizes that the ultimate responsibility for teaching teens to drive and ensuring their safety belongs to parents/guardians and encourages them to accept the responsibility to take control to help keep their teens safe. In addition, the program encourages them to see themselves as good role models for safe driving skills and habits.



Pedestrian/Bicycle Safety Program Area
(Core Outcome Measure C-10)

Overview of Programs, Projects and Activities Funded

This program area is to reduce bicycle and pedestrian injuries through improving roadway behaviors. Through this program bicyclists and pedestrians were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians.

Virginia spent approximately \$110,730 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-10): Reduce pedestrian fatalities 1% from the 2011 calendar year base of 75 to 74.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Pedestrian Fatalities (FARS)	88	75	74	73	75	100	74

Performance

Virginia’s pedestrian fatalities for 2012 were 100. Virginia did not meet its goal of 74.

Strategy

Provide public information and education campaigns and paid media to promote pedestrian safety.

Accomplishments

1. Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Week to promote awareness and disseminate educational information on bicycle and pedestrian safety.
2. 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, is conducted in conjunction with increased law enforcement “waves,” and targets drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia through media relations and street-level outreach events.

Core Behavior Performance

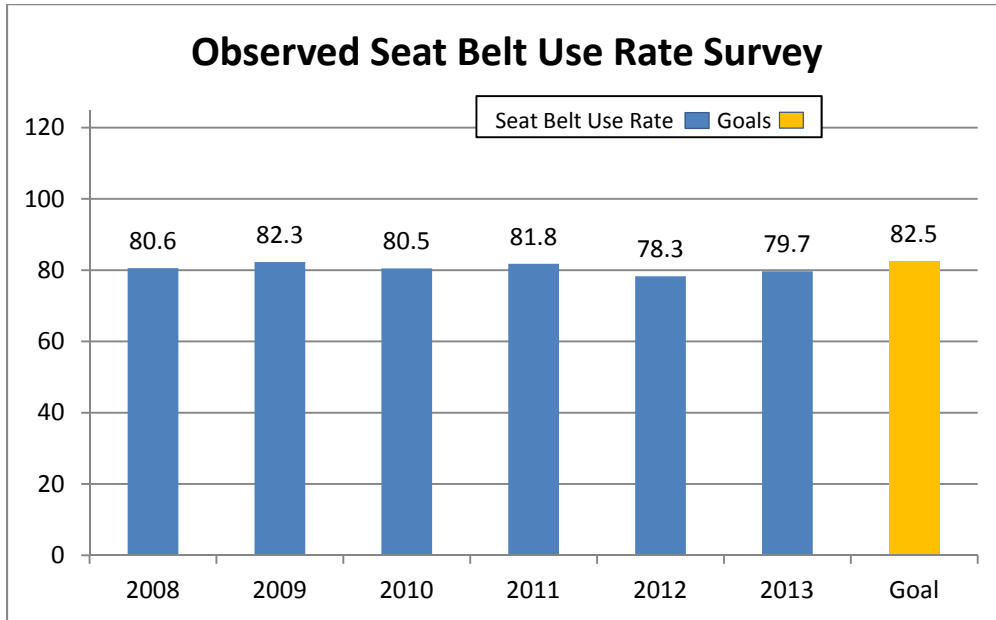
Seat Belt Use Rate – Observed Seat Belt Use Survey (Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.8% from the 2011 calendar base year of 81.8 to 82.5.

	Baseline Data						2012 Goal
	2008	2009	2010	2011	2012	2013	
Observed Seat Belt Use Rate Survey	80.6	82.3	80.5	81.8	78.3	79.7	82.5

Performance

1. Virginia’s safety belt usage rate is 79.7 for 2013. Virginia did not meet its goal of 82.5.

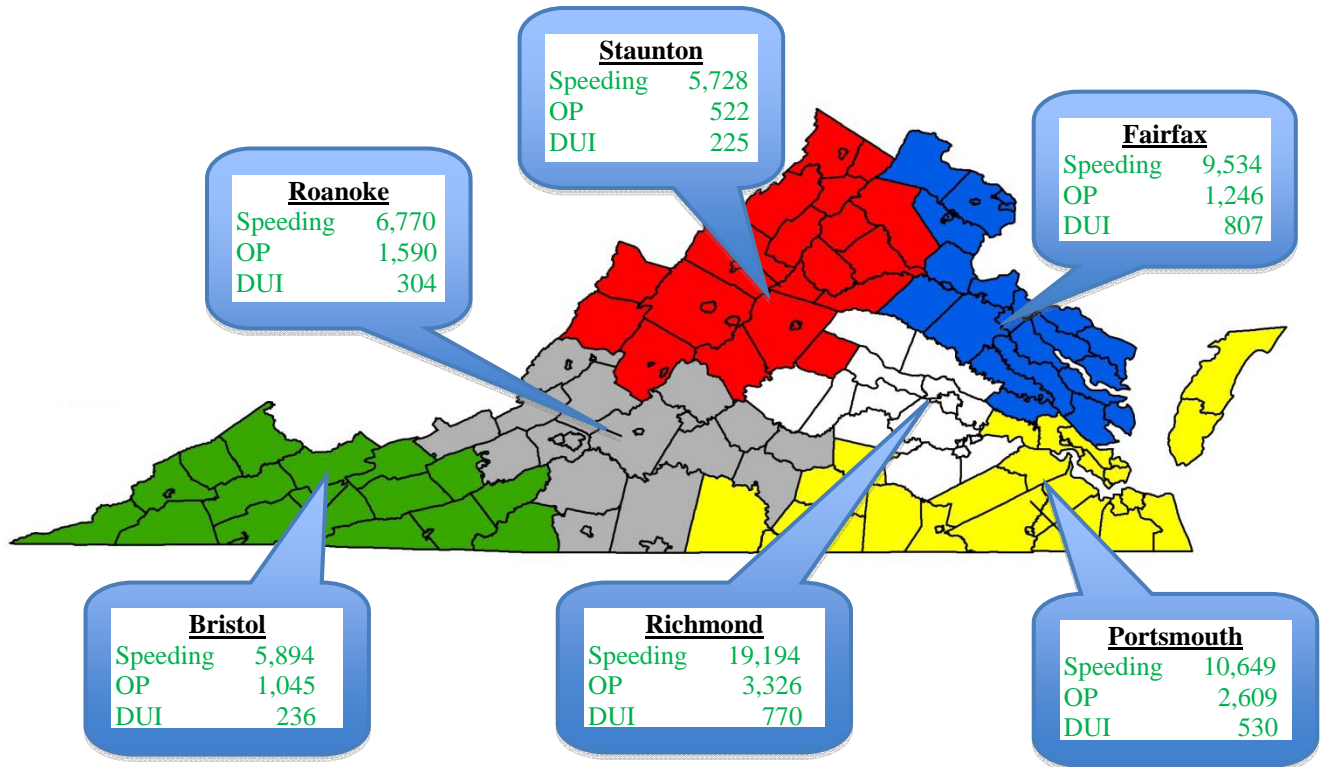


Core Activity Performance Measures

Virginia Grant Funded Citation Efforts

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

Virginia Highway Safety Office Regions



Region Totals

OP (A-1)	10,337
DUI (A-2)	2,872
Speeding (A-3)	57,763

Traffic Records

Overview of Programs, Projects and Activities Funded

Virginia continues to review and enhance its nationally recognized TREDIS database. Under the guidance of Virginia's Traffic Records Coordinating Committee (TRCC), TREDIS is now interfacing with several state systems such as driver, vehicle, roadway location, motorcycle safety training, toxicology, and commercial motor carrier. Because of these and other functionality enhancements, TREDIS was found to be one of the top highway safety information systems in the nation according to NHTSA and continues with federal funding.

Virginia expended approximately \$684,804 of its NHTSA 402 funds, \$215,765 of its Section 408 funds, and \$462,319 in NHTSA 154 funds on TREDIS and other traffic records activities. In addition \$450,926 of funding from the Federal Motor Carrier Safety Administration (FMCSA) was expended on TREDIS improvements. Virginia allocated \$87,750 to hire a position for enhanced data analysis. No funds were expended during this grant cycle; however, the position was filled part-time (VA Tech) starting October 2013.

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

Strategies

To continue to enhance TREDIS with additional integrations and functionality.

Accomplishments

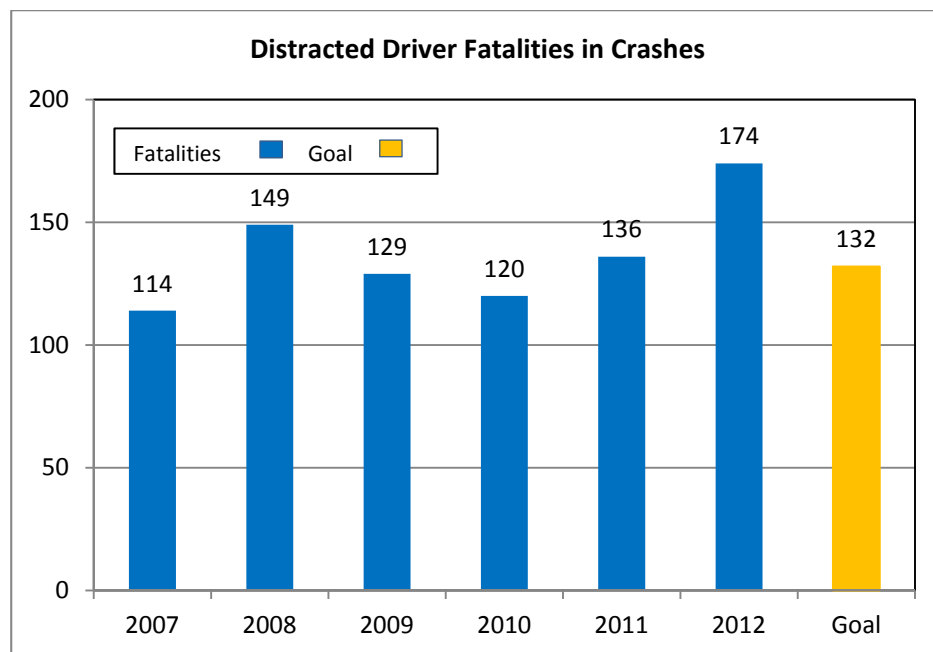
1. Integrated with Virginia Tech to automate the real-time crash geospatial locating process. Virginia Tech located and published 123,421 crash locations that were used in problem identification, mapping and analysis.
2. Completed Phase I of ignition interlock tracking system for DUI offenders. System was successfully piloted in the John Tyler Alcohol Safety Action Program with no glitches. Over 300 cases have been created to date.
3. Modified the TREDIS electronic front end to collect specific 'texting' driver distraction and certified BAC values on drivers and pedestrians. Eighty-three texting driver crashes were recorded.
4. TRCC working team held planning meetings on eSummons pilot project. In working with pilot vendor in development of software, discussions continue with rewriting of statement of work (SOW). SOW must be reviewed by legal staff at both DMV and Supreme Court. Software cannot be finalized until approvals are received.
5. Virginia Health Information integrated 2010 CODES data and updated the CODES website.
6. 76% - number of crash reports submitted electronically; up from 70%.

Distracted Driving Program Area

Virginia continues to view distracted driving as an issue of concern on its roadways. Virginia’s law prohibits texting while driving; however, Virginia does not fully comply with federal distracted driving requirements; and therefore, did not receive funding in this program area. More focus will be given to distracted driving including the top two driver distractions in the Commonwealth: those who do not keep their eyes on the road while driving and those who are using a cell phone. In 2012, 90 distracted drivers were killed in fatal crashes in Virginia. The top jurisdictions where the fatal crashes occurred were the counties of Fairfax, Rockingham and Stafford. Of the fatalities 39% occurred on Wednesday or Saturday, 60% were during the daylight hours between 6:00am and 6:00pm. Three age groups accounted for 40% of the fatalities, 26-30 (15%), 51-55 (12%) and over 70 (13%).

Measure: Decrease distracted driving fatalities 3% from the 2011 calendar base year of 136 to 132.

	Baseline Data						2012 Goal
	2007	2008	2009	2010	2011	2012	
Fatalities in Distracted Driving Crashes	114	124	129	120	136	174	132



Strategies

To enhance data collection on crash report and provide public awareness and education on distracted driving.

Accomplishments

1. Virginia added a texting field to its electronic crash report for better data collection.
2. Established Distracted Driving Awareness Month for awareness and education of the dangers of distracted driving.

Roadway Safety - RS

Overview of Programs, Projects and Activities Funded

Roadway safety is included in Virginia's public information awareness and education campaigns, in the work of our regional crash teams, and in our driver initiatives through various enforcement trainings. Virginia spent approximately \$361,493 of its NHTSA Section 402 funds on roadway safety activities. Virginia conducted multi-jurisdictional training events, presentations, community awareness and enforcement opportunities to reduce crashes, injuries and fatalities

Measure: Increase regional and statewide training on crash investigation findings and techniques to improve awareness of roadway safety by December 31, 2013.

Accomplishments

Regional Crash Investigation Teams

The Regional Crash Investigation Teams (RCIT) were developed largely in the western regions of the Commonwealth, although a training-focused group was also developed in the Tidewater area of the state. Grant funding was used to provide 11 advanced training classes for participating agency members including: Advanced Collision Reconstruction, Heavy Truck Reconstruction, CDR Technician, Vehicular Manslaughter Investigation, Applied Physics of Crash Reconstruction and some repeat classes for new members. Two members were certified through CDR Analyst Training to teach CDR Technician classes and certify all members for using the CDR toolkit. The Blue Ridge Regional Crash Investigation Team website, www.blueridgecrashteam.weebly.com is constantly being updated. The RCIT is also on Face Book at "Blue Ridge Regional Crash Teams" where when friended or "liked" will provide a regular safety message to the recipients Face Book page. RCIT members provided public and school based training presentations. In the Roanoke Region, they utilize a crashed vehicle for crash forensics and airbag deployment devices to demonstrate dangers of airbags and encouraging seatbelt usage. RCITs continue to partner with private sector wherever possible.

Police Traffic Services - PT

Overview of Programs, Projects and Activities Funded

Measure: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2013.

Accomplishments

1. Virginia allotted \$149,860 to hire several law enforcement liaisons (LEL). No funding was expended during this grant cycle because the VAHSO first needed to hire other key positions. In October 2013 the first LEL was hired.
2. Through the Wear This, Not This Campaign, law enforcement throughout the Commonwealth received education and training on the benefits of wearing their seat belts.

Driver Education - DE

Overview of Programs, Projects and Activities Funded

Virginia will conduct education and awareness activities for the general driving population to reduce crashes, injuries and fatalities.

Measure: Conduct education and awareness activities for the general driving population to reduce crashes, injuries and fatalities.

Accomplishments

1. The Department of Education (DOE) was responsible for revising of the 45-hour Parent Teen guide that is distributed to the teen driver and their parent. DOE distributed 104,000 45-hour Parent Teen Guides.
2. Drive Safe Hampton Roads implemented a pilot project to develop a distracted driving curriculum to show younger and new drivers the danger of distracted driving. The results of this pilot project require additional evaluation.
3. Virginia Trucking Association (VTA) Coordinator developed and conducted two safety breaks throughout Virginia at different Safety Rest Areas along the interstates. One was held in conjunction with the May 2013 Click It or Ticket mobilization. Through the Safety Breaks 5,700 of the general motoring public was reached. They were provided safety educational and awareness materials on sharing the road, seat belts, aggressive driving, distracted driving, and the move over law. The safety breaks allowed for an opportunity to network with

representatives from the FMCSA, VSP and volunteers from member trucking companies. VTA vendored at the Field Day of the Past that reached 5,000 attendees which including our target audience, 18-34 year old males.

4. Virginia Department of Aging's 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 187 older driver assessments through five comprehensive driver assessment centers. Seven presentations and fourteen displays were conducted. Three 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. Eighty-six seniors were provided information and training. During the Senior Driving Awareness, 4,600 individuals viewed the Grand Driver exhibits and 165 attended a Grand Driver presentation.

Community Traffic Safety Programs- CP

Overview of Programs, Projects and Activities Funded

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

Measure: Develop, lead and evaluate education and awareness events statewide by December 31, 2013.

Accomplishments

1. VAHSO updated the highway safety webpage with 2012 crash data and other highway safety information. This included Virginia Crash Facts, Highway Safety Plan, and updated information on www.DMVnow.com interactive mapping and reports. DMV was allocated \$46,908 for website enhancements. None of this funding was expended because the data updates were implemented by VAHSO staff.
2. VAHSO staff participated in and held various trainings and meetings. These included Traffic Records, NHTSA Data Analysis, Program Management, grantee workshops, motorcycle safety, GHSA, etc.
3. Drive Smart Virginia served as VAHSO's source of distribution of safety materials reaching thousands of citizens.

Additional Traffic Safety Programs

Program managers/project monitors housed within the VVAHSA have as their primary role to establish community based programs and activities that govern, coordinate, and develop traffic safety efforts within the designated regions statewide. They assist in defining highway safety problems unique to individual communities, counties, and districts. These programs utilize existing local networks for safety activities, address all traffic safety related problems rather than a single issue, seek long term solutions, and assist localities in developing highway safety plans that will address the problems of that specific area of the state. In addition, some program managers/project monitors oversee programs that encompass a statewide effort. In FY12 Virginia spent approximately \$96,668 of its NHTSA Section 402 funds, \$17,195 of its 154AL funds, and \$41,802 of its Section 410 funds on these additional transportation safety activities.

2013 Governor's Transportation Safety Awards Program

On June 20, 2013, 12 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the Department of Motor Vehicles / VAHSA. 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.

2013 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held September 18-20, 2013 in Virginia Beach, VA. Approximately 110 General District Court and Juvenile and Domestic Relations Court judges attended. The conference provided a forum for judges from across the state to receive valuable information on legislation, current issues and successful programs that impact traffic safety in Virginia. A majority of the conference content related to alcohol impairment while driving. Through instructional interactive exhibits, judges were able to learn about programs that highlighted success within transportation safety programs.

Drive Safe Hampton Roads

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

Paid Media Plan

Click It or Ticket

Funding Allocated:

A total of \$423,000 was allocated in paid media for radio, television, cable and web-based applications statewide for the May/June 2013 Mobilization, with particular attention to the target areas of low belt use as well as the Latino community and additional support for special nighttime enforcement efforts. This expenditure was two weeks at a minimum of 250 gross rated points (GRPs) per market and included a 1:1 ratio. Additionally, \$150,000 was allocated for media to support another Click It or Ticket “mini-mobilization” in November 2012.

Method of Assessment:

Schedules will be provided of paid media to assess that all “time ran” as contracted and that all required bonus time and promotions ran in accordance with the insertion orders.

Evaluation:

The contracted media buyer will evaluate the media buy based on reach, frequency and GRPs and hits/click throughs, etc.

Accomplishments

All goals were met with \$340,462 spent on paid media for radio, television, and cable through the media buying process for the May 2013 Click It or Ticket Mobilization. The GRPs and 1:1 ratio was over achieved with an additional approximately \$360,429 in bonus spots. The May 2013 Mobilization resulted in a total of 10,958 radio, television and cable spots aired. It is worth noting that some of the typical delivery numbers were compromised because of the 2012 presidential election and the amount of political advertising that was running throughout the state as Virginia was declared a “battleground” state. Additionally, 335 movie theater screens and online advertising were placed in Hampton Roads and Northern Virginia in an attempt to get more exposure where advertising costs are high.

The November 2012 media buy involved \$146,718 for radio, television and cable TV. The campaign consisted of 8 spots (including the bonus spots) that aired in areas where there is documented lower seat belt use.

CheckPoint StrikeForce

Funding Allocated:

VAHSO allocated \$766,643 for radio, television, cable and internet/web based applications that will be spread over a number of time periods statewide, including the Latino community. Further, it will include a public relations firm as well as a production company who will oversee all creative and earned media aspects of this campaign.

Method of Assessment:

Schedules will be provided of paid media to assess that all “time ran” as contracted and that all “value added” time and promotions ran in accordance with the insertion orders.

Evaluation:

An opinion survey will be conducted and all contractors will be required to evaluate paid media based on reach, frequency, GRP's, and hits/clicks. Public relations contractor will provide the number of "earned media" opportunities that they were able to achieve.

Accomplishments

Funding was appropriately allocated. There were 34,922 radio and television spots that ran throughout the Commonwealth and were directed to the target audience. In addition, 73,395 spots ran in movie theaters in Virginia. Social network sites were also utilized to generate the message through multiple views.

Audience – Through a combination of traditional strategies and fresh concepts, the campaign reached a documented audience of over 3,316,000 Virginia residents 4.3 times (as measured by known media impressions) resulting in 15,839,652 gross impressions. (An additional 3,316,000 impressions were earned via online media.)

Print & Online – Twenty-one print and online articles about the campaign were published.

TV – At least seven television news broadcasts were viewed in markets across the state.

Radio – At least three radio appearances in markets across the state.

Major Gains in Awareness of Media Messages

Pre- and post-campaign surveys demonstrated that the CheckPoint StrikeForce campaign was highly successful in reaching and making an impression on both the target audience of 21- to 35- year-old males and the public at large. The combination of the paid media component and the earned media campaign produced enormous gains in awareness of media highlighting stepped-up law enforcement efforts. According to a survey update conducted in January 2013, name recognition of —*Checkpoint Strikeforce* remains high, especially among the target audience, and perception of risk of arrest increased incrementally over the course of the campaign.

Note: Complete audience estimates are unavailable for some media outlets (including television, radio, online outlets and wire services). Therefore, the total audience is likely much greater.

*2013 Checkpoint Strikeforce data will not be available until after January 2014. These figures represent 2012 Accomplishments as reported in early 2013.

Street Smart

Funding Allocation:

Funds were allocated to paid media on television, cable and radio for this pedestrian safety program in the Northern Virginia area. VAHSO budgeted \$90,000 to be divided over two media cycles. One media campaign for fall 2012 and the other campaign during the spring of 2013.

Method of Assessment:

Schedules will be provided of paid media to assess that all time ran as contracted and all “value added” time and promotion ran in accordance with the insertion orders.

Evaluation:

Contracted media buyer will evaluate the media buy based on reach, frequency and GRPs.

Accomplishments

VAHSO expended \$90,000 in NHTSA Section 402 funds for this project. The campaigns ran simultaneously with local law enforcement agencies and selective enforcement campaigns. The fall cycle (November 2012) included 412 paid radio spots plus 279 bonus radio spots, as well as 45 promotional PSAs for the *Street Smart* safety zones. The spring cycle (April 2013) included 417 paid radio spots plus 339 bonus radio spots, as well as 135 promotional PSAs for the *Street Smart* safety zones.

General awareness for the *Street Smart* advertising program remained constant from Wave 1 (39%) to Wave 2 (38%). There was an overall increase in respondents who identified Street Smart as being about roadway safety (from 37% to 50%) and who said the program was about public safety awareness (from 18% to 29%).

The respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. There were no significant changes in any of the self-reported behavior measures between waves. In both waves, the respondents identified “driving while texting,” “driving while on cell phone,” and “aggressive driving” as the most serious problems. The respondents believe that these problems are not getting any better, although they are not worsening either. Between the two waves there was no significant change in how the respondents perceive the safety of their streets and highways for drivers, pedestrians or bicyclists. There was a significant increase in respondents’ awareness of police efforts to enforce pedestrian safety laws (from 20% to 29%).

Motorcycle Safety Training Media Campaigns

Funding Allocated:

VAHSO allocated \$80,000 for paid media for a statewide television, radio, movie theater and digital advertising campaign to increase awareness of the importance of knowledge and skill training for new motorcycle riders. This was two weeks at a minimum of 250 GRPs per market and included a 1:1 ratio.

Method of Assessment:

Schedules will be provided of paid media to assess that all “time ran” as contracted and all required bonus time and promotion ran in accordance with the insertion orders.

Evaluation:

Contracted media buyer will evaluate the media buy based on reach, frequency and GRPs and hits/click throughs, etc.

Accomplishments

An advertising investment of \$72,757 resulted in over 10,958 paid radio and television spots that ran throughout the Commonwealth directed to the target audience. In addition, 10,827 bonus television and radio spots ran. Spots ran on 335 movie screens and social network sites were utilized to generate the message through multiple views.

Audience –the campaign reached a documented audience of young (18 to 34 year-old) motorcycle riders in the Hampton Roads, Richmond, Harrisonburg and Loudoun County regions.

Motorcycle Safety Speed Media Campaign

Funding Allocated:

VAHSO allocated \$80,000 for paid media for a statewide television campaign to increase the awareness of the dangers of speeding while operating a motor vehicle, including a motorcycle. This was two weeks at a minimum of 250 GRPs per market and included a 1:1 ratio.

Method of Assessment:

Schedules will be provided of paid media to assess that all “time ran” as contracted and all required bonus time and promotion ran in accordance with the insertion orders.

Evaluation:

Contracted media buyer will evaluate the media buy based on reach, frequency and GRPs and hits/click throughs, etc.

Accomplishments

Funding was appropriately allocated. An advertising investment of \$73,718 resulted in 1,584 paid spots and 2,584 no charge spots directed at the target audience in June 2013.

Audience –the campaign reached a documented audience of young (18 to 34 year-old) motorcycle riders in the Hampton Roads, Richmond, Harrisonburg and Loudoun County regions.

Appendix A
Federal Fiscal Year 2013 Expenditures

Program	Project Number	Grant ID	Sub Grantee	Project Title	Approved Award	Total Paid
154AL-2013	53209	4924	Accomack County	Selective Enforcement - Alcohol	20,919.00	20,919.00
154AL-2013	53017	4733	Appalachia Town	Selective Enforcement - Alcohol	9,474.00	8,255.44
154AL-2013	53127	4842	Appomattox County	Selective Enforcement - Alcohol	20,000.00	5,432.31
154AL-2013	53195	4910	Arlington County	Selective Enforcement - Alcohol	25,600.00	24,585.06
154AL-2013	53168	4883	Ashland Town	Selective Enforcement - Alcohol	10,518.00	7,932.32
154AL-2013	53121	4836	Augusta County	Selective Enforcement - Alcohol	35,000.00	29,013.48
154AL-2013	53187	4902	Bedford City	Selective Enforcement - Alcohol	11,820.00	11,565.66
154AL-2013	53523	5238	Bedford County	Selective Enforcement - Alcohol	18,198.00	14,242.26
154AL-2013	53155	4870	Big Stone Gap Town	Selective Enforcement - Alcohol	18,900.00	18,900.00
154AL-2013	53347	5062	Bland County	Selective Enforcement - Alcohol	17,888.00	15,802.00
154AL-2013	53027	4743	Bluefield Town	Selective Enforcement - Alcohol	18,752.00	13,381.83
154AL-2013	53465	5180	Bristol City	Selective Enforcement - Alcohol	48,828.00	48,827.62
154AL-2013	53144	4859	Buena Vista City	Selective Enforcement - Alcohol	10,000.00	9,989.99
154AL-2013	53491	5206	Cedar Bluff Town	Selective Enforcement - Alcohol	6,370.00	0.00
154AL-2013	53426	5141	Charlotte County	Selective Enforcement - Alcohol	10,400.00	9,682.18
154AL-2013	53029	4745	Chesapeake City	Selective Enforcement - Alcohol	26,606.00	26,121.10
154AL-2013	53055	4771	Chesterfield County	Selective Enforcement - Alcohol	127,047.00	125,126.83
154AL-2013	53006	4722	Chilhowie Town	Selective Enforcement - Alcohol	13,640.00	13,598.27
154AL-2013	53117	4832	Clarke County	Selective Enforcement - Alcohol	11,200.00	11,200.00
154AL-2013	53045	4761	Colonial Heights City	Selective Enforcement - Alcohol	16,560.00	11,912.05
154AL-2013	53296	5011	Craig County	Selective Enforcement - Alcohol	16,150.00	16,150.00
154AL-2013	53467	5182	Culpeper County	Selective Enforcement - Alcohol	20,600.00	20,057.37
154AL-2013	53022	4738	Damascus Town	Selective Enforcement - Alcohol	14,545.00	10,830.71
154AL-2013	53456	5171	Dinwiddie County	Selective Enforcement - Alcohol	12,627.00	12,424.14
154AL-2013	53409	5124	Drive Safe Hampton Roads	Surviving the Drive	23,168.00	17,195.46
154AL-2013	53023	4739	Emporia City	Selective Enforcement - Alcohol	16,521.00	16,278.60
154AL-2013	53025	4741	Floyd County	Selective Enforcement - Alcohol	14,330.00	12,679.26
154AL-2013	53344	5059	Fluvanna County	Selective Enforcement - Alcohol	10,500.00	10,500.00
154AL-2013	53038	4754	Frederick County	Selective Enforcement - Alcohol	35,865.00	30,159.39
154AL-2013	53500	5215	Glade Spring Town	Selective Enforcement - Alcohol	6,000.00	0.00
154AL-2013	53395	5110	Goochland County	Selective Enforcement - Alcohol	17,781.00	17,624.34
154AL-2013	53088	4804	Grayson County	Selective Enforcement - Alcohol	17,299.00	15,811.46
154AL-2013	53037	4753	Greensville County	Selective Enforcement - Alcohol	8,498.00	7,669.00
154AL-2013	53148	4863	Halifax County	Selective Enforcement - Alcohol	9,440.00	6,820.72
154AL-2013	53231	4946	Hanover County	Selective Enforcement - Alcohol	56,078.00	56,059.71
154AL-2013	53482	5197	Harrisonburg City	Selective Enforcement - Alcohol	26,390.00	26,390.00
154AL-2013	53293	5008	Haymarket Town	Selective Enforcement - Alcohol	10,000.00	8,940.55
154AL-2013	53318	5033	Henrico County	Selective Enforcement - Alcohol	214,870.00	214,680.57
154AL-2013	53383	5098	Herndon Town	Selective Enforcement - Alcohol	20,895.00	20,895.00

154AL-2013	53471	5186	Hopewell City	Selective Enforcement - Alcohol	31,750.00	24,797.03
154AL-2013	53338	5053	Isle of Wight County	Selective Enforcement - Alcohol	18,398.00	17,139.77
154AL-2013	53422	5137	James City County	Selective Enforcement - Alcohol	20,785.00	20,333.99
154AL-2013	53044	4760	Lee County	Selective Enforcement - Alcohol	21,005.00	20,693.07
154AL-2013	53085	4801	Luray Town	Selective Enforcement - Alcohol	7,500.00	7,438.30
154AL-2013	53462	5177	Madison County	Selective Enforcement - Alcohol	15,356.00	4,861.13
154AL-2013	53345	5060	Marion Town	Selective Enforcement - Alcohol	19,725.00	12,708.11
154AL-2013	53140	4855	Mathews County	Selective Enforcement - Alcohol	5,100.00	5,082.52
154AL-2013	53166	4881	Mecklenburg County	Selective Enforcement - Alcohol	22,919.00	17,967.42
154AL-2013	53230	4945	Middlesex County	Selective Enforcement - Alcohol	9,400.00	8,369.50
154AL-2013	53057	4773	Montgomery County	Selective Enforcement - Alcohol	15,046.00	14,746.00
154AL-2013	53100	4815	Nelson County	Selective Enforcement - Alcohol	12,000.00	11,844.71
154AL-2013	53137	4852	New Kent County	Selective Enforcement - Alcohol	19,425.00	19,350.00
154AL-2013	53072	4788	Newport News City	Selective Enforcement - Alcohol	42,337.00	38,661.73
154AL-2013	53016	4732	Norfolk City	Selective Enforcement - Alcohol	17,551.00	15,023.71
154AL-2013	53504	5219	Northumberland County	Selective Enforcement - Alcohol	10,700.00	9,551.88
154AL-2013	53051	4767	Norton City	Selective Enforcement - Alcohol	22,738.00	21,846.07
154AL-2013	53058	4774	Nottoway County	Selective Enforcement - Alcohol	7,703.00	6,287.81
154AL-2013	53046	4762	Page County	Selective Enforcement - Alcohol	10,100.00	9,811.25
154AL-2013	53306	5021	Pennington Gap Town	Selective Enforcement - Alcohol	8,850.00	7,492.06
154AL-2013	53210	4925	Petersburg City	Selective Enforcement - Alcohol	70,375.00	68,285.60
154AL-2013	53031	4747	Poquoson City	Selective Enforcement - Alcohol	13,268.00	10,012.74
154AL-2013	53529	4765	Portsmouth City	Selective Enforcement - Alcohol	41,124.00	41,124.00
154AL-2013	53179	4894	Powhatan County	Selective Enforcement - Alcohol	17,822.00	17,822.00
154AL-2013	53267	4982	Prince George County	Selective Enforcement - Alcohol	20,232.00	10,911.24
154AL-2013	53299	5014	Prince William County	Selective Enforcement - Alcohol	170,400.00	170,399.17
154AL-2013	53172	4887	Pulaski County	Selective Enforcement - Alcohol	20,340.00	16,714.09
154AL-2013	53217	4932	Radford City	Selective Enforcement - Alcohol	5,750.00	4,981.25
154AL-2013	53198	4913	Rappahannock County	Selective Enforcement - Alcohol	12,000.00	11,599.71
154AL-2013	53142	4857	Richlands Town	Selective Enforcement - Alcohol	23,200.00	23,199.71
154AL-2013	53321	5036	Roanoke City	Selective Enforcement - Alcohol	15,320.00	15,320.00
154AL-2013	53089	4805	Roanoke County	Selective Enforcement - Alcohol	48,356.83	48,356.83
154AL-2013	53229	4944	Rockbridge County	Selective Enforcement - Alcohol	15,534.00	15,534.00
154AL-2013	53039	4755	Rockingham County	Selective Enforcement - Alcohol	37,350.00	37,337.18
154AL-2013	53020	4736	Russell County	Selective Enforcement - Alcohol	11,410.00	8,905.71
154AL-2013	53105	4820	Salem City	Selective Enforcement - Alcohol	22,400.00	22,337.88
154AL-2013	53315	5030	Saltville Town	Selective Enforcement - Alcohol	16,028.00	11,048.37
154AL-2013	53005	4721	Scott County	Selective Enforcement - Alcohol	17,098.00	16,090.42
154AL-2013	53255	4970	South Boston Town	Selective Enforcement - Alcohol	9,300.00	9,300.00
154AL-2013	53359	5074	Spotsylvania County	Selective Enforcement - Alcohol	70,450.00	47,774.12
154AL-2013	53397	5112	Strasburg Town	Selective Enforcement - Alcohol	7,740.00	5,128.76

154AL-2013	53249	4964	Suffolk City	Selective Enforcement - Alcohol	11,443.00	11,297.01
154AL-2013	53394	5109	Supreme Court of Va	Impaired Driving Judicial Ed.Conf.	92,319.00	41,114.16
154AL-2013	53084	4800	Virginia Beach City	Selective Enforcement - Alcohol	56,420.00	54,420.00
154AL-2013	53282	4997	Virginia Commonwealth University	Selective Enforcement - Alcohol	33,000.00	32,673.00
154AL-2013	53279	4994	Virginia Dept of Criminal Justice Services	SFST Training Program	121,500.00	74,785.75
154AL-2013	53501	5216	Virginia Dept of Motor Vehicles	VAHSO Paid Media-Alcohol	249,500.00	0.00
154AL-2013	53453	5168	Virginia Dept of Motor Vehicles	eSummons and DUI Tracking	1,505,000.00	462,318.50
154AL-2013	53007	4723	Virginia Dept of State Police	DUI - Selective Enforcement	715,743.00	688,308.64
154AL-2013	53153	4868	Virginia State Police Association, Inc	VSPA - YOVASO - Alcohol	179,048.00	165,576.54
154AL-2013	53385	5100	Warren County	Selective Enforcement - Alcohol	7,500.00	0.00
154AL-2013	53446	5161	Warrenton Town	Selective Enforcement - Alcohol	7,680.00	2,100.32
154AL-2013	53177	4892	Washington County	Selective Enforcement - Alcohol	20,050.00	20,040.72
154AL-2013	53193	4908	Weber City Town	Selective Enforcement - Alcohol	9,800.00	8,147.21
154AL-2013	53472	5187	Westmoreland County	Selective Enforcement - Alcohol	22,900.00	21,558.61
154AL-2013	53413	5128	Williamsburg City	Selective Enforcement - Alcohol	17,100.00	17,100.00
154AL-2013	53129	4844	Winchester City	Selective Enforcement - Alcohol	25,000.00	24,980.00
154AL-2013	53484	5199	Windsor Town	Selective Enforcement - Alcohol	6,320.00	6,250.00
154AL-2013	53173	4888	Wise County	Selective Enforcement - Alcohol	20,950.00	19,104.51
154AL-2013	53365	5080	Wise Town	Selective Enforcement - Alcohol	15,540.00	14,787.65
154AL-2013	53474	5189	Woodstock Town	Selective Enforcement - Alcohol	7,630.00	7,060.53
154AL-2013	53459	5174	WRAP	2012-2013 Checkpoint Strikeforce Campaign	1,132,310.00	1,103,707.12
154AL-2013	53206	4921	York County	Selective Enforcement - Alcohol	29,430.00	29,300.84
154AL Total					6,319,345.83	4,658,473.63
K2-2013	53135	4850	Amherst County	Selective Enforcement - Occupant Protection	2,400.00	2,400.00
K2-2013	53234	4949	Arlington County	Selective Enforcement - Occupant Protection	3,000.00	1,367.63
K2-2013	53312	5027	Ashland Town	Selective Enforcement - Occupant Protection	1,813.00	1,813.00
K2-2013	53203	4918	Bedford City	Selective Enforcement - Occupant Protection	2,091.00	2,090.72
K2-2013	53518	5233	Bedford County	Selective Enforcement - Occupant Protection	5,380.00	4,039.57
K2-2013	53432	5147	Blacksburg Town	Selective Enforcement - Occupant Protection	936.00	935.45
K2-2013	53227	4942	Campbell County	Selective Enforcement - Occupant Protection	9,750.00	0.00

K2-2013	53214	4929	Campbell County	Selective Enforcement - Occupant Protection	2,457.00	2,456.76
K2-2013	53188	4903	Chatham Town	Selective Enforcement - Occupant Protection	7,000.00	7,000.00
K2-2013	53161	4876	Chesapeake City	Selective Enforcement - Occupant Protection	2,400.00	2,360.92
K2-2013	53263	4978	Christiansburg Town	Selective Enforcement - Occupant Protection	9,380.00	9,380.00
K2-2013	53003	4719	Clinchco Town	Selective Enforcement - Occupant Protection	8,700.00	8,048.00
K2-2013	53160	4875	Colonial Heights City	Selective Enforcement - Occupant Protection	4,000.00	1,594.50
K2-2013	53443	5158	Danville City	Selective Enforcement - Occupant Protection	1,785.00	1,785.00
K2-2013	53261	4976	Drive Safe Hampton Roads	Occupant Protection	14,099.00	14,098.40
K2-2013	53417	5132	Fairfax County	Selective Enforcement - Occupant Protection	5,448.00	5,447.56
K2-2013	53366	5081	Hampton City	Selective Enforcement - Occupant Protection	17,559.00	17,558.41
K2-2013	53477	5192	Harrisonburg City	Selective Enforcement - Occupant Protection	10,000.00	8,137.91
K2-2013	53334	5049	Henrico County	Selective Enforcement - Occupant Protection	11,400.00	11,400.00
K2-2013	53180	4895	Henry County	Selective Enforcement - Occupant Protection	3,858.00	3,857.78
K2-2013	53367	5082	Isle of Wight County	Selective Enforcement - Occupant Protection	3,685.00	3,384.84
K2-2013	53424	5139	James City County	Selective Enforcement - Occupant Protection	4,200.00	4,200.00
K2-2013	53378	5093	Martinsville City	Selective Enforcement - Occupant Protection	26,010.00	21,566.49
K2-2013	53063	4779	Montgomery County	Selective Enforcement - Occupant Protection	7,263.00	7,262.66
K2-2013	53149	4864	New Kent County	Selective Enforcement - Occupant Protection	5,250.00	5,250.00
K2-2013	53115	4830	Norfolk State University	Selective Enforcement - Occupant Protection	6,200.00	0.00
K2-2013	53499	5214	ODU Research Foundation	VA OP Pro. Eval. - Day, Night & High-Risk Areas	128,680.00	128,679.49
K2-2013	53485	5200	ODU Research Foundation	Virginia Seat Belt and CORE Survey 2013	87,164.00	87,163.42
K2-2013	53028	4744	Old Dominion University	Selective Enforcement - Occupant Protection	9,300.00	8,613.00
K2-2013	53109	4824	Onancock Town	Selective Enforcement - Occupant Protection	8,697.00	7,333.49
K2-2013	53047	4763	Portsmouth City	Selective Enforcement - Occupant Protection	4,274.00	4,274.00
K2-2013	53268	4983	Prince George County	Selective Enforcement - Occupant Protection	5,250.00	5,117.66

K2-2013	53442	5157	Roanoke City	Selective Enforcement - Occupant Protection	8,824.00	8,823.68
K2-2013	53091	4807	Roanoke County	Selective Enforcement - Occupant Protection	21,450.00	21,442.49
K2-2013	53258	4973	South Boston Town	Selective Enforcement - Occupant Protection	3,900.00	3,900.00
K2-2013	53165	4880	Stafford County	Selective Enforcement - Occupant Protection	3,040.00	3,039.57
K2-2013	53266	4981	Suffolk City	Selective Enforcement - Occupant Protection	445.00	444.60
K2-2013	53514	5229	Victoria Town	Selective Enforcement - Occupant Protection	7,000.00	6,310.00
K2-2013	53530	5709	Virginia Dept of Motor Vehicles	DMV Occupant Protection Program Assessment	23,963.00	23,963.00
K2-2013	53200	4915	Virginia Dept of Motor Vehicles	VAHSO Occupant Protection Media	523,692.00	523,691.29
K2-2013	53012	4728	Virginia Dept of State Police	Occupant Protection - Selective Enforcement	58,739.00	58,738.34
K2-2013	53145	4860	Virginia State Police Association, Inc	VSPA -YOVASO - OP	126,941.00	126,940.03
K2-2013	53382	5097	Warren County	Selective Enforcement - Occupant Protection	7,350.00	0.00
K2 Total					1,204,773.00	1,165,909.66
K3-2013	53015	4731	Children's Hospital/King's Daughters	Child Passenger Safety Program	19,931.00	19,931.00
K3-2013	53143	4858	Virginia Commonwealth University	TSTC OPC	121,359.00	98,630.42
K3-2013	53008	4724	Virginia Dept of Health	Child Passenger Safety	237,777.00	149,400.60
K3-2013	53186	4901	Wythe County	Selective Enforcement - Occupant Protection	4,950.00	4,947.03
K3 Total					384,017.00	272,909.05
K6-2013	53423	5138	Motorcycle Safety League of Va	Motorcycle Safety Training	125,000.00	62,506.17
K6-2013	53493	5208	Virginia Dept of Motor Vehicles	VAHSO Paid Media-2010 Motorcycle	80,000.00	72,463.33
K6 Total					205,000.00	134,969.50
K8-2013	53392	5107	Albemarle County	Selective Enforcement - Alcohol	9,680.00	9,680.00
K8-2013	53087	4803	Alexandria City	Selective Enforcement - Alcohol	30,325.00	18,136.67
K8-2013	53271	4986	Alleghany County	Selective Enforcement - Alcohol	6,125.00	5,475.00
K8-2013	53434	5149	Altavista Town	Selective Enforcement - Alcohol	9,380.00	3,770.00
K8-2013	53205	4920	Amelia County	Selective Enforcement - Alcohol	29,220.00	28,829.50
K8-2013	53133	4848	Amherst County	Selective Enforcement - Alcohol	8,200.00	6,828.24
K8-2013	53327	5042	Blacksburg Town	Selective Enforcement - Alcohol	14,430.00	14,308.51
K8-2013	53042	4758	Blackstone Town	Selective Enforcement - Alcohol	7,366.00	7,066.00

K8-2013	53402	5117	Botetourt County	Selective Enforcement - Alcohol	6,564.00	6,183.45
K8-2013	53139	4854	Buchanan County	Selective Enforcement - Alcohol	22,400.00	22,400.00
K8-2013	53389	5104	Buckingham County	Selective Enforcement - Alcohol	30,630.00	29,534.50
K8-2013	53215	4930	Campbell County	Selective Enforcement - Alcohol	9,750.00	0.00
K8-2013	53119	4834	Campbell County	Selective Enforcement - Alcohol	19,300.00	18,595.70
K8-2013	53114	4829	Caroline County	Selective Enforcement - Alcohol	27,150.00	24,726.55
K8-2013	53450	5165	Charlottesville City	Selective Enforcement - Alcohol	12,650.00	5,134.06
K8-2013	53189	4904	Chatham Town	Selective Enforcement - Alcohol	6,550.00	6,550.00
K8-2013	53204	4919	Christiansburg Town	Selective Enforcement - Alcohol	11,475.00	11,475.00
K8-2013	53415	5130	Clarksville Town	Selective Enforcement - Alcohol	3,761.00	3,471.79
K8-2013	53002	4718	Clintwood Town	Selective Enforcement - Alcohol	13,816.00	11,506.00
K8-2013	53479	5194	Colonial Beach Town	Selective Enforcement - Alcohol	3,850.00	3,802.56
K8-2013	53228	4943	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	107,476.00	98,421.34
K8-2013	53170	4885	Covington City	Selective Enforcement - Alcohol	5,900.00	3,952.46
K8-2013	53420	5135	Crewe Town	Selective Enforcement - Alcohol	6,000.00	5,274.50
K8-2013	53496	5211	Culpeper Town	Selective Enforcement - Alcohol	9,630.00	9,630.00
K8-2013	53429	5144	Danville City	Selective Enforcement - Alcohol	7,200.00	7,200.00
K8-2013	53225	4940	Dickenson County	Selective Enforcement - Alcohol	6,060.00	4,169.30
K8-2013	53412	5127	Drive Smart of Virginia	Imp. Driving Traf. Saf. Edu. & Outreach Ini.	27,439.50	11,277.22
K8-2013	53178	4893	Dublin Town	Selective Enforcement - Alcohol	8,220.00	8,119.46
K8-2013	53302	5017	Fairfax City	Selective Enforcement - Alcohol	22,300.00	20,260.68
K8-2013	53375	5090	Fairfax County	Selective Enforcement - Alcohol	183,900.00	170,660.50
K8-2013	53010	4726	Falls Church City	Selective Enforcement - Alcohol	6,160.00	4,643.42
K8-2013	53403	5118	Farmville Town	Selective Enforcement - Alcohol	43,800.00	43,726.00
K8-2013	53082	4798	Fauquier County	Selective Enforcement - Alcohol	40,000.00	40,000.00
K8-2013	53252	4967	Franklin County	Selective Enforcement - Alcohol	41,150.00	41,060.00
K8-2013	53513	5228	Front Royal Town	Selective Enforcement - Alcohol	9,500.00	4,503.65
K8-2013	53092	4808	Galax City	Selective Enforcement - Alcohol	19,950.00	15,874.71
K8-2013	53102	4817	Gate City Town	Selective Enforcement - Alcohol	10,675.00	7,060.00
K8-2013	53351	5066	Gloucester County	Selective Enforcement - Alcohol	10,200.00	9,246.26
K8-2013	53086	4802	Gordonsville Town	Selective Enforcement - Alcohol	3,500.00	2,100.00
K8-2013	53506	5221	Gretna Town	Selective Enforcement - Alcohol	7,350.00	6,563.58
K8-2013	53310	5025	Henry County	Selective Enforcement - Alcohol	8,490.00	8,490.00
K8-2013	53043	4759	Jonesville Town	Selective Enforcement - Alcohol	5,370.00	0.00
K8-2013	53275	4990	King and Queen County	Selective Enforcement - Alcohol	9,340.00	7,337.81
K8-2013	53110	4825	King William County	Selective Enforcement - Alcohol	3,392.00	2,026.50
K8-2013	53277	4992	Lawrenceville Town	Selective Enforcement - Alcohol	4,500.00	3,925.00
K8-2013	53449	5164	Lebanon Town	Selective Enforcement - Alcohol	11,650.00	10,900.00
K8-2013	53097	4812	Lexington City	Selective Enforcement - Alcohol	10,000.00	8,343.24
K8-2013	53331	5046	Loudoun County	Selective Enforcement - Alcohol	12,175.00	9,165.44

K8-2013	53075	4791	Louisa County	Selective Enforcement - Alcohol	14,145.00	12,829.51
K8-2013	53341	5056	MADD	Impaired Drive Saf. Countermeasures	178,848.05	164,601.23
K8-2013	53376	5091	Martinsville City	Selective Enforcement - Alcohol	27,491.00	11,865.89
K8-2013	53163	4878	Middletown Town	Selective Enforcement - Alcohol	3,000.00	2,140.06
K8-2013	53309	5024	Mount Jackson Town	Selective Enforcement - Alcohol	3,500.00	3,213.00
K8-2013	53241	4956	Narrows Town	Selective Enforcement - Alcohol	8,000.00	7,980.00
K8-2013	53480	5195	New Market Town	Selective Enforcement - Alcohol	5,950.00	5,103.56
K8-2013	53360	5075	Patrick County	Selective Enforcement - Alcohol	10,770.00	10,770.00
K8-2013	53151	4866	Pearisburg Town	Selective Enforcement - Alcohol	13,000.00	13,000.00
K8-2013	53218	4933	Pembroke Town	Selective Enforcement - Alcohol	4,000.00	4,000.00
K8-2013	53414	5129	Pittsylvania County	Selective Enforcement - Alcohol	32,022.00	32,022.00
K8-2013	53239	4954	Prince Edward County	Selective Enforcement - Alcohol	12,190.00	11,536.74
K8-2013	53348	5063	Pulaski Town	Selective Enforcement - Alcohol	5,050.00	5,050.00
K8-2013	53340	5055	Purcellville Town	Selective Enforcement - Alcohol	2,400.00	749.27
K8-2013	53461	5176	Remington Town	Selective Enforcement - Alcohol	3,500.00	2,854.24
K8-2013	53294	5009	Richmond City	Selective Enforcement - Alcohol	89,900.00	86,162.41
K8-2013	53071	4787	Richmond County	Selective Enforcement - Alcohol	5,740.00	5,740.00
K8-2013	53226	4941	Roanoke County	Selective Enforcement - Alcohol	34,542.56	32,486.02
K8-2013	53463	5178	Rocky Mount Town	Selective Enforcement - Alcohol	10,745.00	8,732.23
K8-2013	53107	4822	Shenandoah Town	Selective Enforcement - Alcohol	2,500.00	2,480.00
K8-2013	53488	5203	Smithfield Town	Selective Enforcement - Alcohol	4,843.00	3,159.49
K8-2013	53004	4720	Smyth County	Selective Enforcement - Alcohol	12,965.00	12,965.00
K8-2013	53132	4847	Southampton County	Selective Enforcement - Alcohol	1,130.00	1,130.00
K8-2013	53164	4879	Stafford County	Selective Enforcement - Alcohol	52,256.00	35,954.59
K8-2013	53276	4991	Stephens City Town	Selective Enforcement - Alcohol	4,520.00	4,520.00
K8-2013	53436	5151	Supreme Court of Va	Reducing Impaired & Distracted Driving Crashes, Injuries & Fatalities	73,000.00	43,743.92
K8-2013	53211	4926	Tazewell County	Selective Enforcement - Alcohol	19,900.00	19,897.25
K8-2013	53101	4816	Tazewell Town	Selective Enforcement - Alcohol	6,050.00	3,636.36
K8-2013	53183	4898	Timberville Town	Selective Enforcement - Alcohol	3,500.00	1,899.30
K8-2013	53083	4799	University of Richmond	Selective Enforcement - Alcohol	5,650.00	5,650.00
K8-2013	53067	4783	Vienna Town	Selective Enforcement - Alcohol	23,296.00	23,296.00
K8-2013	53033	4749	Vinton Town	Selective Enforcement - Alcohol	10,400.00	3,965.00
K8-2013	53304	5019	Virginia Alcohol Safety Action Program	Cinema Advertisement Grant	10,572.00	9,922.00
K8-2013	53301	5016	Virginia Alcohol Safety Action Program	VASAP Super Case Management Conference	76,880.00	64,369.44
K8-2013	53289	5004	Virginia Commonwealth University	Get Real (GR-ACY) Alcohol/Drug	43,307.00	38,062.18
K8-2013	53285	5000	Virginia Department of Forensic Science (DFS)	Dept. of Forensic Science - BAP	172,585.00	109,744.52

K8-2013	53489	5204	Virginia Dept of Motor Vehicles	Alcohol/Drug Countermeasure Programs	29,200.00	15,263.33
K8-2013	53251	4966	Virginia Dept of Motor Vehicles	2013 Judicial Trans. Safety Conf.	75,000.00	41,801.82
K8-2013	53377	5092	Warsaw Town	Selective Enforcement - Alcohol	2,950.00	2,950.00
K8-2013	53448	5163	Waynesboro City	Selective Enforcement - Alcohol	13,524.00	13,524.00
K8-2013	53216	4931	WRAP	2012-2013 Public Education and Information	148,994.00	142,692.35
K8-2013	53130	4845	Wythe County	Selective Enforcement - Alcohol	7,160.00	7,100.00
K8 Total					2,188,925.11	1,829,967.31
K9-2013	53380	5095	Virginia Dept of Motor Vehicles	TREDS - General (Section 408)	458,250.00	215,765.10
K9 Total					458,250.00	215,765.10
AL-2013	53444	5159	Berryville Town	Selective Enforcement - Alcohol	4,000.00	4,000.00
AL-2013	53421	5136	Broadway Town	Selective Enforcement - Alcohol	3,500.00	3,008.50
AL-2013	53307	5022	Giles County	Selective Enforcement - Alcohol	3,300.00	3,240.00
AL-2013	53076	4792	Halifax Town	Selective Enforcement - Alcohol	2,700.00	2,550.00
AL-2013	53349	5064	Lynchburg City	Selective Enforcement - Alcohol	33,520.00	33,520.00
AL Total					47,020.00	46,318.50
CP-2013	53374	5089	Drive Smart of Virginia	DDA/S-MOVE/STR/BPAW	147,474.80	130,804.13
CP-2013	53495	5210	Virginia Dept of Motor Vehicles	Virginia DMV Travel & Training	50,000.00	22,072.85
CP-2013	53400	5115	Virginia Dept of Motor Vehicles	VAHSO Website Enhancement	46,908.00	0.00
CP Total					244,382.80	152,876.98
DE-2013	53510	5225	Dept for Aging and Rehabilitative Services	Racing to Meet the Aging Challenge	95,322.00	81,215.61
DE-2013	53502	5217	Drive Safe Hampton Roads	Distracted Driving Project	800.00	602.42
DE-2013	53201	4916	Mid-Atlantic Foundation for Safety	AAA Teen Driver Safety Event	60,700.00	56,033.86
DE-2013	53021	4737	Prince William County	Partners for Safe Teen Driving	88,051.00	71,253.33
DE-2013	53320	5035	Virginia Dept of Education	Teen Safe Driver	65,800.00	60,731.00
DE-2013	53065	4781	Virginia Dept of Motor Vehicles	45-Parent/Teen Driving Guide	19,500.00	19,011.65
DE-2013	53330	5045	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	14,028.00	11,338.41
DE Total					344,201.00	300,186.28
MC-2013	53274	4989	Motorcycle Safety League of Va	Motorcycle & Sidecar/Trike Education	150,000.00	150,000.00

MC-2013	53311	5026	Richmond Ambulance Authority	Rider Alert Program	6,100.00	6,100.00
MC-2013	53408	5123	Virginia Dept of Motor Vehicles	VAHSO Paid Media-402 Motorcycle	80,000.00	73,059.95
MC Total					236,100.00	229,159.95
OP-2013	53213	4928	Accomack County	Selective Enforcement - Occupant Protection	3,780.00	3,630.39
OP-2013	53545	5730	Ashland Town	Selective Enforcement Occupant Protection	2,405.00	1,656.63
OP-2013	53548	5733	Bedford City	Selective Enforcement - Occupant Protection	1,009.00	782.25
OP-2013	53552	5737	Blacksburg Town	Selective Enforcement - Occupant Protection	1,864.00	1,657.46
OP-2013	53069	4785	Blackstone Town	Selective Enforcement - Occupant Protection	1,500.00	1,500.00
OP-2013	53126	4841	Boykins Town	Selective Enforcement - Occupant Protection	588.00	588.00
OP-2013	53535	5722	Campbell County	Selective Enforcement Occupant Protection	2,043.00	1,744.00
OP-2013	53034	4750	Clarksville Town	Selective Enforcement - Occupant Protection	2,165.00	1,204.92
OP-2013	53547	5732	Danville City	Selective Enforcement - Occupant Protection	735.00	600.00
OP-2013	53546	5731	Drive Safe Hampton Roads	Occupant Protection	9,731.00	4,962.45
OP-2013	53371	5086	Drive Smart of Virginia	OP Traffic Saf. Ed.& Outreach Initiative	130,640.40	83,801.96
OP-2013	53283	4998	Exmore Town	Selective Enforcement - Occupant Protection	750.00	750.00
OP-2013	53542	5727	Fairfax County	Selective Enforcement Occupant Protection	23,052.00	23,049.13
OP-2013	53103	4818	Galax City	Selective Enforcement - Occupant Protection	6,400.00	6,400.00
OP-2013	53536	5723	Hampton City	Selective Enforcement - Occupant Protection	11,441.00	3,757.49
OP-2013	53551	5736	Henry County	Selective Enforcement Occupant Protection	3,034.00	3,034.00
OP-2013	53541	5726	Montgomery County	Selective Enforcement - Occupant Protection	887.00	829.34
OP-2013	53062	4778	Nottoway County	Selective Enforcement - Occupant Protection	1,440.00	1,440.00
OP-2013	53534	5721	ODU Research Foundation	VA OP Pro. Eval.-Day, Night & High Risk Areas	50,322.00	14,924.85
OP-2013	53531	5718	ODU Research Foundation	Virginia Seatbelt and Core Survey	100,191.00	54,292.03
OP-2013	53473	5188	Onley Town	Selective Enforcement - Occupant Protection	750.00	681.25
OP-2013	53181	4896	Powhatan County	Selective Enforcement - Occupant Protection	6,000.00	6,000.00

OP-2013	53295	5010	Richmond City	Selective Enforcement - Occupant Protection	5,000.00	4,932.06
OP-2013	53549	5734	Roanoke City	Selective Enforcement - Occupant Protection	2,626.00	2,626.00
OP-2013	53490	5205	Smithfield Town	Selective Enforcement - Occupant Protection	2,171.00	1,800.11
OP-2013	53041	4757	South Hill Town	Selective Enforcement - Occupant Protection	11,100.00	11,100.00
OP-2013	53544	5729	Stafford County	Selective Enforcement Occupant Protection	7,126.00	963.58
OP-2013	53399	5114	Stanley Town	Selective Enforcement - Occupant Protection	3,400.00	3,392.13
OP-2013	53543	5728	Suffolk City	Occupant Protection	1,873.00	1,682.39
OP-2013	53081	4797	University of Richmond	Selective Enforcement - Occupant Protection	3,600.00	3,600.00
OP-2013	53171	4886	Virginia Beach City	Selective Enforcement - Occupant Protection	65,053.00	65,053.00
OP-2013	53532	5719	Virginia Dept of Motor Vehicles	VAHSO Occupant Protection Media	49,308.00	33,166.21
OP-2013	53553	5738	Virginia Dept of Motor Vehicles	DMV Occupant Protection Program Assessment	4,953.00	350.00
OP-2013	53550	5735	Virginia Dept of State Police	Occupant Protection - Selective Enforcement	49,976.00	36,762.13
OP-2013	53405	5120	Virginia Dept of State Police	Buckle Up Saf. Youth Train & Edu. Outreach	12,880.00	9,760.00
OP-2013	53533	5720	Virginia State Police Association, Inc	VSPA - YOVASO - OP	62,077.00	49,941.02
OP Total					641,870.40	442,414.78
PA-2013	53494	5209	Virginia Dept of Motor Vehicles	VAHSO Management Analyst	87,750.00	0.00
PA-2013	53322	5037	Virginia Dept of Motor Vehicles	402-Planning and Administration	39,000.00	0.00
PA Total					126,750.00	0.00
PS-2013	53248	4963	Arlington County	Selective Enforcement - Pedestrian/Bicycle	3,000.00	3,000.00
PS-2013	53418	5133	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	10,032.00	7,819.05
PS-2013	53288	5003	Metro Washington Council of Gov	Street Smart Reg. Ped. & Bike Safety Prog.	90,000.00	90,000.00
PS-2013	53316	5031	Prince William County	Selective Enforcement - Pedestrian/Bicycle	6,075.00	6,075.00
PS-2013	53325	5040	Richmond City	Selective Enforcement - Pedestrian/Bicycle	4,000.00	3,836.12
PS Total					113,107.00	110,730.17
PT-2013	53458	5173	VACP	VA Law Enforcement Training and Resources	159,252.00	119,353.83

PT-2013	53220	4935	Virginia Dept of Motor Vehicles	FY13 Law Enforcement Liaison(s)	149,860.00	0.00
PT Total					309,112.00	119,353.83
RS-2013	53343	5058	Abingdon Town	Multi-jurisdictional Crash Team	26,000.00	20,598.89
RS-2013	53199	4914	Bedford City	Multi-jurisdictional Crash Team	26,000.00	10,154.80
RS-2013	53452	5167	Danville City	Multi-jurisdictional Crash Team	19,500.00	0.00
RS-2013	53356	5071	Lynchburg City	Multi-jurisdictional Crash Team	29,900.00	29,900.00
RS-2013	53064	4780	Montgomery County	Multi-jurisdictional Crash Team	29,450.00	27,001.58
RS-2013	53050	4766	Portsmouth City	Regional Crash Team Training	27,000.00	26,500.00
RS-2013	53281	4996	Pulaski County	Multi-jurisdictional Crash Team	27,000.00	9,601.47
RS-2013	53113	4828	Roanoke County	Multi-jurisdictional Crash Team	118,706.52	73,355.53
RS-2013	53111	4826	Virginia Beach City	Regional Training in Traffic Engineering	15,000.00	15,000.00
RS-2013	53346	5061	Virginia Commonwealth University	Transportation Safety Training Center	184,117.00	124,302.48
RS-2013	53196	4911	Wythe County	Multi-jurisdictional Crash Team	29,500.00	25,077.88
RS Total					532,173.52	361,492.63
SC-2013	53054	4770	Abingdon Town	Selective Enforcement - Speed	17,735.00	15,724.39
SC-2013	53353	5068	Albemarle County	Selective Enforcement - Speed	38,675.00	35,846.50
SC-2013	53438	5153	Alberta Town	Selective Enforcement - Speed	5,350.00	3,750.00
SC-2013	53270	4985	Alleghany County	Selective Enforcement - Speed	10,750.00	9,850.00
SC-2013	53134	4849	Amherst County	Selective Enforcement - Speed	14,150.00	11,660.28
SC-2013	53232	4947	Arlington County	Selective Enforcement - Speed	14,000.00	11,215.89
SC-2013	53162	4877	Arlington County	Selective Enforcement - Speed	7,736.00	7,236.00
SC-2013	53202	4917	Bedford City	Selective Enforcement - Speed	7,320.00	6,441.13
SC-2013	53364	5079	Blackstone Town	Selective Enforcement - Speed	2,500.00	2,500.00
SC-2013	53406	5121	Botetourt County	Selective Enforcement - Speed	13,296.00	12,493.82
SC-2013	53125	4840	Boykins Town	Selective Enforcement - Speed	2,852.00	2,842.00
SC-2013	53393	5108	Buckingham County	Selective Enforcement - Speed	35,500.00	35,500.00
SC-2013	53212	4927	Campbell County	Selective Enforcement - Speed	9,000.00	7,857.81
SC-2013	53030	4746	Carroll County	Selective Enforcement - Speed	19,850.00	18,129.51
SC-2013	53520	5235	Charles City County	Selective Enforcement - Speed	15,400.00	14,887.50
SC-2013	53435	5150	Charlotte County	Selective Enforcement - Speed	10,900.00	4,567.42
SC-2013	53056	4772	Chesterfield County	Selective Enforcement - Speed	56,408.00	53,590.23
SC-2013	53036	4752	Chincoteague Town	Selective Enforcement - Speed	9,172.00	6,487.63
SC-2013	53416	5131	Clarksville Town	Selective Enforcement - Speed	4,157.00	3,287.90
SC-2013	53460	5175	Courtland Town	Selective Enforcement - Speed	3,982.00	3,981.60
SC-2013	53476	5191	Cumberland County	Selective Enforcement - Speed	19,450.00	19,379.34
SC-2013	53441	5156	Danville City	Selective Enforcement - Speed	14,376.00	14,286.00
SC-2013	53175	4890	Dublin Town	Selective Enforcement - Speed	6,950.00	6,403.00

SC-2013	53430	5145	Dumfries Town	Selective Enforcement - Speed	9,000.00	6,457.40
SC-2013	53136	4851	Essex County	Selective Enforcement - Speed	7,100.00	4,320.08
SC-2013	53332	5047	Exmore Town	Selective Enforcement - Speed	10,284.00	9,934.00
SC-2013	53475	5190	Falls Church City	Selective Enforcement - Speed	3,000.00	2,920.00
SC-2013	53291	5006	Falls Church City	Selective Enforcement - Speed	4,500.00	4,456.00
SC-2013	53254	4969	Franklin County	Selective Enforcement - Speed	14,400.00	14,400.00
SC-2013	53391	5106	Fredericksburg City	Selective Enforcement - Speed	12,250.00	9,863.94
SC-2013	53305	5020	Giles County	Selective Enforcement - Speed	6,750.00	6,749.71
SC-2013	53454	5169	Gloucester County	Selective Enforcement - Speed	4,320.00	4,305.14
SC-2013	53396	5111	Goochland County	Selective Enforcement - Speed	27,125.00	27,043.24
SC-2013	53362	5077	Greene County	Selective Enforcement - Speed	13,310.00	12,719.21
SC-2013	53236	4951	Grundy Town	Selective Enforcement - Speed	8,300.00	6,556.10
SC-2013	53146	4861	Halifax County	Selective Enforcement - Speed	5,500.00	3,859.02
SC-2013	53040	4756	Halifax Town	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2013	53368	5083	Hampton City	Selective Enforcement - Speed	16,900.00	16,734.71
SC-2013	53024	4740	Haysi Town	Selective Enforcement - Speed	10,110.00	9,603.11
SC-2013	53286	5001	Henry County	Selective Enforcement - Speed	10,159.00	10,142.77
SC-2013	53411	5126	Herndon Town	Selective Enforcement - Speed	9,900.00	9,900.00
SC-2013	53386	5101	Hillsville Town	Selective Enforcement - Speed	19,195.00	11,710.78
SC-2013	53032	4748	Hopewell City	Selective Enforcement - Speed	7,928.00	7,855.12
SC-2013	53373	5088	Independence Town	Selective Enforcement - Speed	5,750.00	3,942.43
SC-2013	53369	5084	Isle of Wight County	Selective Enforcement - Speed	5,695.00	4,147.73
SC-2013	53427	5142	James City County	Selective Enforcement - Speed	14,000.00	14,000.00
SC-2013	53428	5143	Kenbridge Town	Selective Enforcement - Speed	6,102.00	5,869.42
SC-2013	53104	4819	King George County	Selective Enforcement - Speed	9,600.00	6,915.17
SC-2013	53192	4907	King William County	Selective Enforcement - Speed	5,200.00	3,361.53
SC-2013	53273	4988	La Crosse Town	Selective Enforcement - Speed	4,210.00	4,063.71
SC-2013	53262	4977	Lawrenceville Town	Selective Enforcement - Speed	6,600.00	6,600.00
SC-2013	53333	5048	Loudoun County	Selective Enforcement - Speed	24,500.00	24,500.00
SC-2013	53379	5094	Lunenburg County	Selective Enforcement - Speed	15,225.00	14,045.34
SC-2013	53352	5067	Lynchburg City	Selective Enforcement - Speed	6,316.00	6,316.00
SC-2013	53440	5155	Manassas City	Selective Enforcement - Speed	17,085.00	11,059.81
SC-2013	53098	4813	Manassas Park City	Selective Enforcement - Speed	20,300.00	20,300.00
SC-2013	53141	4856	Mathews County	Selective Enforcement - Speed	3,000.00	2,816.64
SC-2013	53061	4777	Montgomery County	Selective Enforcement - Speed	8,224.00	7,906.00
SC-2013	53150	4865	New Kent County	Selective Enforcement - Speed	10,010.00	10,010.00
SC-2013	53190	4905	Norfolk City	Selective Enforcement - Speed	37,200.00	36,395.86
SC-2013	53240	4955	Northampton County	Selective Enforcement - Speed	20,250.00	20,058.99
SC-2013	53509	5224	Northumberland County	Selective Enforcement - Speed	5,100.00	4,589.23
SC-2013	53470	5185	Onley Town	Selective Enforcement - Speed	8,825.00	8,225.00
SC-2013	53401	5116	Orange County	Selective Enforcement - Speed	9,885.00	8,977.83

SC-2013	53256	4971	Page County	Selective Enforcement - Speed	3,000.00	3,000.00
SC-2013	53410	5125	Patrick County	Selective Enforcement - Speed	7,270.00	7,270.00
SC-2013	53120	4835	Poquoson City	Selective Enforcement - Speed	5,940.00	5,477.07
SC-2013	53014	4730	Pound Town	Selective Enforcement - Speed	15,800.00	7,860.07
SC-2013	53182	4897	Powhatan County	Selective Enforcement - Speed	12,000.00	12,000.00
SC-2013	53339	5054	Prince Edward County	Selective Enforcement - Speed	12,100.00	11,925.57
SC-2013	53235	4950	Prince George County	Selective Enforcement - Speed	5,250.00	4,263.00
SC-2013	53174	4889	Pulaski County	Selective Enforcement - Speed	10,600.00	7,401.39
SC-2013	53350	5065	Pulaski Town	Selective Enforcement - Speed	11,829.00	11,341.21
SC-2013	53342	5057	Purcellville Town	Selective Enforcement - Speed	3,000.00	832.18
SC-2013	53324	5039	Richmond City	Selective Enforcement - Speed	49,750.00	49,750.00
SC-2013	53066	4782	Richmond County	Selective Enforcement - Speed	8,550.00	8,550.00
SC-2013	53439	5154	Roanoke City	Selective Enforcement - Speed	19,520.00	19,517.00
SC-2013	53112	4827	Roanoke County	Selective Enforcement - Speed	21,280.00	21,280.00
SC-2013	53238	4953	Shenandoah County	Selective Enforcement - Speed	25,000.00	24,977.16
SC-2013	53019	4735	Smyth County	Selective Enforcement - Speed	15,207.00	14,562.00
SC-2013	53167	4882	Stafford County	Selective Enforcement - Speed	15,402.00	15,402.00
SC-2013	53264	4979	Suffolk City	Selective Enforcement - Speed	6,798.00	6,078.89
SC-2013	53528	5243	Surry County	Selective Enforcement - Speed	11,055.00	7,162.10
SC-2013	53106	4821	Tazewell Town	Selective Enforcement - Speed	7,050.00	6,370.78
SC-2013	53336	5051	Virginia Dept of Motor Vehicles	VAHSO Speed Media	367,500.00	0.00
SC-2013	53059	4775	Virginia Dept of State Police	Selective Enforcement - Speed	419,890.00	419,890.00
SC-2013	53194	4909	Washington County	Selective Enforcement - Speed	21,494.00	21,325.00
SC-2013	53433	5148	Westmoreland County	Selective Enforcement - Speed	8,400.00	7,780.47
SC-2013	53487	5202	Windsor Town	Selective Enforcement - Speed	5,075.00	5,075.00
SC-2013	53123	4838	Wythe County	Selective Enforcement - Speed	32,075.00	32,075.00
SC-2013	53519	5234	Wytheville Town	Selective Enforcement - Speed	27,500.00	23,970.00
SC Total					1,936,952.00	1,472,684.86
TR-2013	53503	5218	Supreme Court of Va	Sup. Ct. of VA Enhanced Traffic Rec. Improv.	34,977.00	32,520.00
TR-2013	53516	5231	Virginia Dept of Motor Vehicles	VAHSO Support - Technical Assistance (P-14)	66,836.00	53,076.51
TR-2013	53486	5201	Virginia Dept of Motor Vehicles	TREDS - Section 402	451,500.00	447,817.40
TR-2013	53297	5012	Virginia Health Information	CODES - Crash Outcome Data Eval. Sys.	171,622.00	151,389.82
TR Total					724,935.00	684,803.73
402 Total					5,256,603.72	3,920,021.71
Grand Total					16,016,914.66	12,198,015.96

Commonwealth of Virginia
2013 Annual Report – Amendments

1.) Page 53 – Grant funded activity. 2,872 DUI arrests on grant overtime, Is this correct?

DUI arrests (grant OT) are collected by law enforcement and entered into TREDIS. The reported number is then generated from our TREDIS data and is accurate to the best of our knowledge.

2.) Occupant Protection Section: Need more information on Sustained OP Enforcement efforts. Only the 2 mobilizations are addressed.

Fifty-three (53) Occupant Protection sustained Selective Enforcement projects were conducted by local law enforcement agencies across the Commonwealth. A total of 14170.91 hours of overtime selective enforcement were conducted, as reported in grant monitoring reports. Total Seat Belt Citations (10,337), by region written during these and other grant funded selective enforcement activities are on page 53 of the HSP.

3.) General: How SHSP coordination is being accomplished with FMCSA, FHWA and NHTSA. Nothing addresses this issue.

Efforts to Coordinate and Outcomes Derived from the Coordination of the HSP with the State Strategic Highway Safety Plan (SHSP) – As stated in Virginia’s 2014 Highway Safety Plan

- The Virginia Highway Safety Office (VAHSO) partnered with Virginia Department of Transportation (VDOT) to collaborate with over fifty interested organizations in the development of the Virginia’s Strategic Highway Safety Plan 2012-2016 (SHSP). As a key partner on the SHSP Executive Committee, VAHSO develops and oversees the inclusion of HSP performance measures within the SHSP. The Commonwealth’s SHSP focuses on five key behavioral emphasis areas: Impaired Driving, Occupant Protection, Young Drivers, Speed, and Data (Traffic Records). Our federal stakeholders (FHWA, NHTSA and FMCSA) participated in the Executive Steering Committee meetings and/or our Outreach Road shows. The next Executive Steering Committee meeting is being planned for March 2014.
- Virginia’s SHSP was developed in early 2012 prior to the enactment of MAP-21. As such, VAHSO continue to collaborate with VDOT to revisit the SHSP and ensure that specific, common performance measures (fatalities, fatality rate and serious injuries) are identical and in alignment between the HSP and SHSP in 2014.
- To review the full plan visit www.virginiadot.org/info/hwysafetyplan.asp

4.) Funding sources should be identified in each program area/activity. Although it can be derived from Appendix A, it is hard to determine exactly. Amounts are not needed but the source funding is.

Occupant Protection – Page 25/AR

OP (Section 402 Funds)

K2 (Section 405 Funds)

Child Seat Incentive – Page 25/AR

K3 (Section 2011 Funds)

Alcohol – Page 35/AR

154AL (154 Alcohol) AL (Section 402 Funds)

K8 (Section 410 Funds)

Speed Control – Page 41/AR

SC (Section 402 Funds) - 42

Motorcycle Safety – Page 45/AR

MC (Section 402 Funds)

Motorcycle Safety Incentive – Page 45/AR

K6 (Section 2010 Funds)

Drivers Age 20 or Younger – Page 49/AR

DE (Section 402 Funds)

Pedestrian/Bicycle Safety – Page 51/AR

PS (Section 402 Funds)

Traffic Records – Page 54/AR

TR (Section 402 Funds)

154AL (154 Alcohol)

Data Programs Incentive – Page 54/AR

K9 (Section 408 Funds)

Distracted Driving – Page 55/AR

DE (Section 402 Funds)

CP (Section 402 Funds)

Roadway Safety - Page 57/AR

RS (Section 402 Funds)

Police Traffic Services – Page 58/AR

PT (Section 402 Funds)

Driver Education – Page 58/AR

DE (Section 402 Funds)

Community Traffic Safety Project – Page 59/AR

CP (Section 402 Funds)

- 5.) There needs to be more detail on enforcement efforts (especially in the OP and Speed) as to hours, results and agencies conducting enforcement (other than CIOT and Air/Land and Speed). This would also take care of the Sustained OP Enforcement requirement above.

Fifty-three Occupant Protection sustained Selective Enforcement projects were conducted by local law enforcement agencies across the Commonwealth. A total of 14,170.91 hours of overtime selective enforcement were conducted, as reported in grant monitoring reports. Total Seat Belt Citations (10,337) by region written during these and other grant funded selective enforcement activities are on page 53 of the HSP. We do not currently have a way to separate hours worked on CIOT out of these numbers, since CIOT hours are reported by law enforcement to TREDIS for all grant types (including speed and alcohol grants, during which seat belts are cited as second violations)

Ninety Speed Selective Enforcement projects were funded for local law enforcement agencies across the Commonwealth. These were sustained enforcement efforts. A total of 35,724.8 hours of overtime selective enforcement were conducted. Total Speeding Citations (57,763) by region written during these and other grant funded selective enforcement activities are on page 53 of the HSP.

Note: There is an excellent list of projects/grants by section in Appendix "A" which makes it helpful in determining how the funding is being used.