



2018 VIRGINIA HIGHWAY SAFETY PLAN

Annual Report Fiscal Year 2018

Virginia Highway Safety Office

Virginia Department of Motor Vehicles

2300 West Broad Street

Richmond, Virginia 23220

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Commissioner's Message

The Virginia Department of Motor Vehicles Highway Safety Office (VAHSO) is pleased to present Virginia's 2018 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 2018 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

12-21-18

Date

Executive Summary

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

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

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

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

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it was determined that Virginia could make a positive impact on improving highway safety by placing a major emphasis on the following program areas for 2018:

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

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

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

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

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

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

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

Mission Statement for the Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Statutory Authority to Complete this Mission

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

Overview of Virginia's Highway Safety Office Program

Virginia's Highway Safety Office (VAHSO) continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety, thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During **Federal Fiscal Year** 2017-2018, the Virginia Highway Safety Office, the Governor's Highway Safety Representative and the Virginia Secretary of Transportation approved the award of 398 grants totaling \$26,847,320.

Virginia is comprised of 38 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2017 was 8,470,020, and there were 8,234,406 registered vehicles. Virginia has 74,553.93 roadway miles, of which 63,400.10 are secondary roads (85.0%), 10,034.76 are primary roads (13.5%), and 1,119.07 are interstate roads (1.5%).

The combined number of active licensed drivers in Virginia is 6,087,245. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which include private, institutional, and collegiate departments. It also includes 7 state police divisions within 48 areas of the state with 1,427 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

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

VAHSO Highway Safety Office Staff

The VAHSO is comprised of headquarters staff members and field personnel.

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

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

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

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

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

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

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

Highway Safety Traffic Records Supervisor: Supervises staff responsible for managing statewide traffic crash data; supervises day-to-day duties of FARS analysts in the collection and submission of fatality data; provides analysis and data pertaining to traffic records and highway safety studies and countermeasure programs; develops performance measures for the Highway Safety Plan (HSP) and the annual Highway Safety Evaluation Plan; and provides and updates traffic crash data on the agency web site.

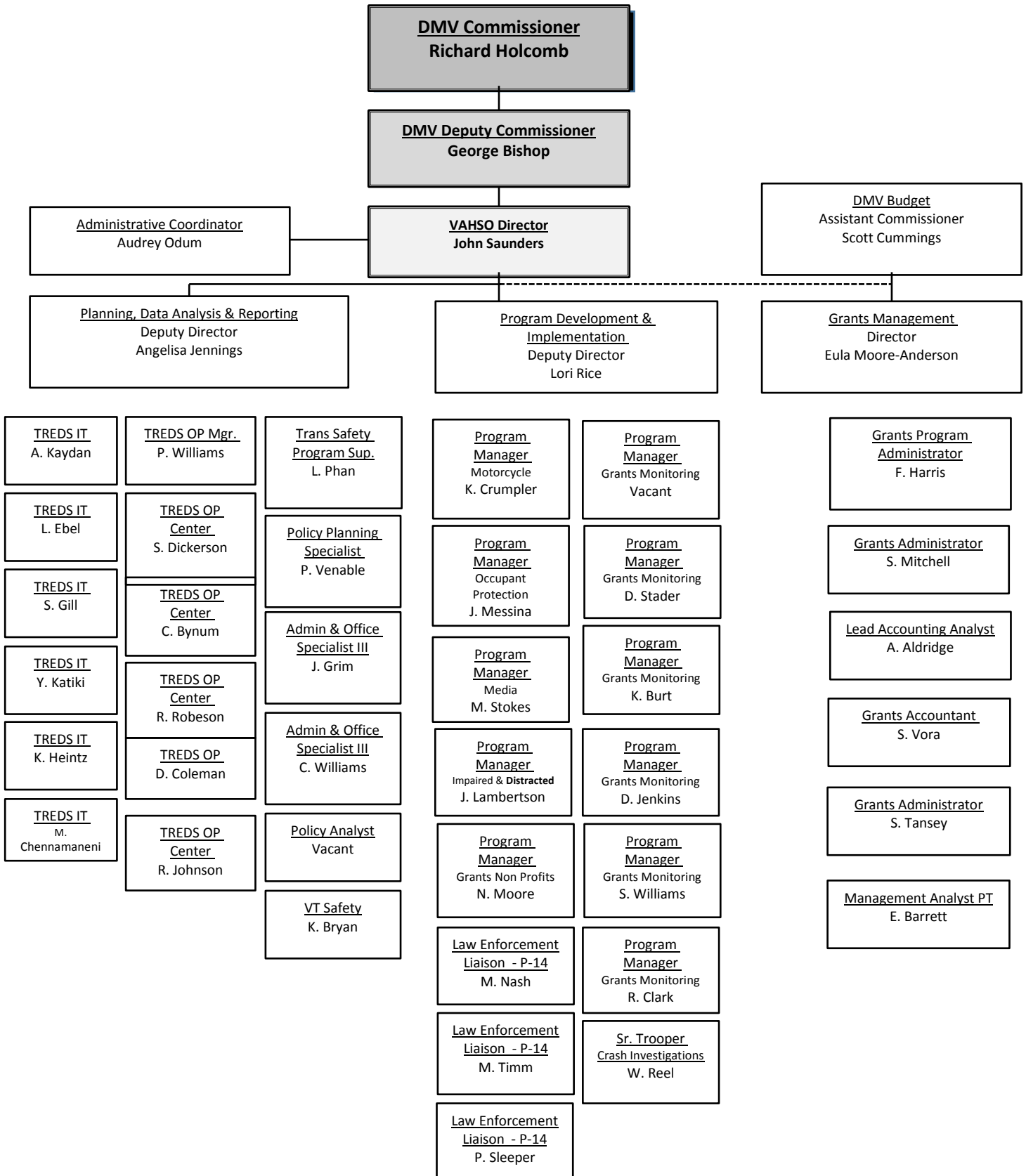
Office Manager (TREDS Operations Center): Supervises staff responsible for conducting quality assurance of the state's electronic police crash reports as well as related DMV business processes.

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

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

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

**Department of Motor Vehicles
Virginia Highway Safety Office
October 2018**



Traffic Safety Partners

Enforcement

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

Non-Profits

- Drive Safe Hampton Roads
- Drive Smart Virginia
- Metropolitan Washington Council of Government
- Mid-Atlantic Foundation for Safety (AAA)
- Mothers Against Drunk Driving
- Motorcycle Safety League of VA
- Northern Virginia Regional Commission (NVRC)
- Substance Abuse Free Environment, Inc. (SAFE)
- University of Richmond
- Virginia Association of Campus Law Enforcement Administrators
- Automotive Coalition of Traffic Safety, Inc.
- Prevention Council of Roanoke County
- Metropolitan Richmond Sports Backers, Inc.
- Richmond Ambulance Authority
- Virginia Association of Chiefs of Police
- Virginia State Police Association
- Virginia Trucking Association
- Washington Regional Alcohol Program
- Virginia Association for Health, Physical Education, Recreation, and Dance

State Agencies

- Commission on Alcohol Safety Action Program
- Commonwealth's Attorneys' Services Council
- Department of Aging and Rehabilitative Services
- Department of Alcoholic Beverage Control
- Department of Criminal Justice Services
- Department of Education
- Department of Forensic Science
- Department of Emergency Medical Services
- Department of Health
- Eastern Virginia Medical School
- Office of the Chief Medical Examiner
- Old Dominion University
- Supreme Court of Virginia
- Virginia Commonwealth University
- Virginia Department of State Police
- Virginia Department of Transportation
- Virginia Polytechnic Institute and State University
- University of Virginia – The Rector & Visitors

Traffic Safety Plans and Assessments

Impaired (Alcohol/Drug) Assessment – Being Planned
Crash Investigation & Reconstruction Program Plan
Occupant Protection Program Assessment
Occupant Protection Strategic Plan
Motorcycle Safety Program Assessment
Strategic Plan for Traffic Records and Information Systems
Traffic Records Program Assessment
Virginia Annual Report
Virginia Highway Safety Plan
Virginia Strategic Highway Safety Plan

Coordinated Data Collection and Information for SHSP Development

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

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

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

DMV and VDOT agreed to the following identical FY2018 HSP measures and targets for the HSP, HSIP and SHSP: **Fatalities – 709; Fatalities/VMT - 0.83 and Serious Injuries – 7,570.**

Virginia's final SHSP was completed in May 2017.

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

Seat Belt Use in Virginia Survey (Summary of Findings)

This report documents procedures to produce the 2018 seat belt use rate for Virginia. The procedures were developed as a result of the federally-mandated “re-design” based on the final rule for 23 CFR Part 1340: Uniform Criteria for State Observational Surveys of Seat Belt Use. The rule was published in the *Federal Register* Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Virginia’s plan was approved by the National Highway Traffic Safety Administration in February 2017 after working closely with federal personnel to ensure compliance with the law. This plan replaced the last approved plan which applied 2012 – 2016.

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

- (1) The 2018 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2017, was **84.1%**.
- (2) The 95% confidence interval for the seat belt use rate was between 83.2% and 85.1%.
- (3) The error rate was 0.49%, well below the maximum 2.5% allowed by code.
- (4) The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 8.1%, below the maximum 10% allowed by Code.
- (5) These results were based on a weighted survey design sample of 16,720 vehicles providing driver and/or passenger belt use observations.

Note: On November 13, 2018, Virginia received NHTSA’s approval that the 2018 seat belt use certification met NHTSA’s requirements.

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

This report summarizes the work completed in 2018, the ninth year Virginia carried out the survey. Virginia's Highway Safety Office (VAHSO) added two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey).

The 2018 survey was deployed by telephone to licensed drivers in Virginia. Overall, two samples were targeted. First, a sample of 1,001 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 (261 of the 1,001 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 final sample for analysis a total of 561 participants. This latter augment sample was used to make comparisons to the full sample, or the average Virginia driver.

Overall, key *statewide* findings included:

Seat-Belt Use

- The majority of respondents reported always wearing seat belts while driving (91.3%) or riding as passengers (90.4%).
- About 1 in 3 (33.4%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- More than half of the respondents (54.2%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- A little less than 1 in 5 respondents (17.9%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 12.9% *had* driven within two hours after drinking alcohol in the past 60 days (defined as at least one drive within 2 hours).
- Most believed the chances of arrest after drinking and driving were at least “likely.”
- Less than half (44.9%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (25.1%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- More than half (52.9%) of participants reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); slightly less than half (47.1%) reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (58.8%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”

- Nearly one-third (32.5%) recalled law enforcement activity targeting speeding in the past 30 days.

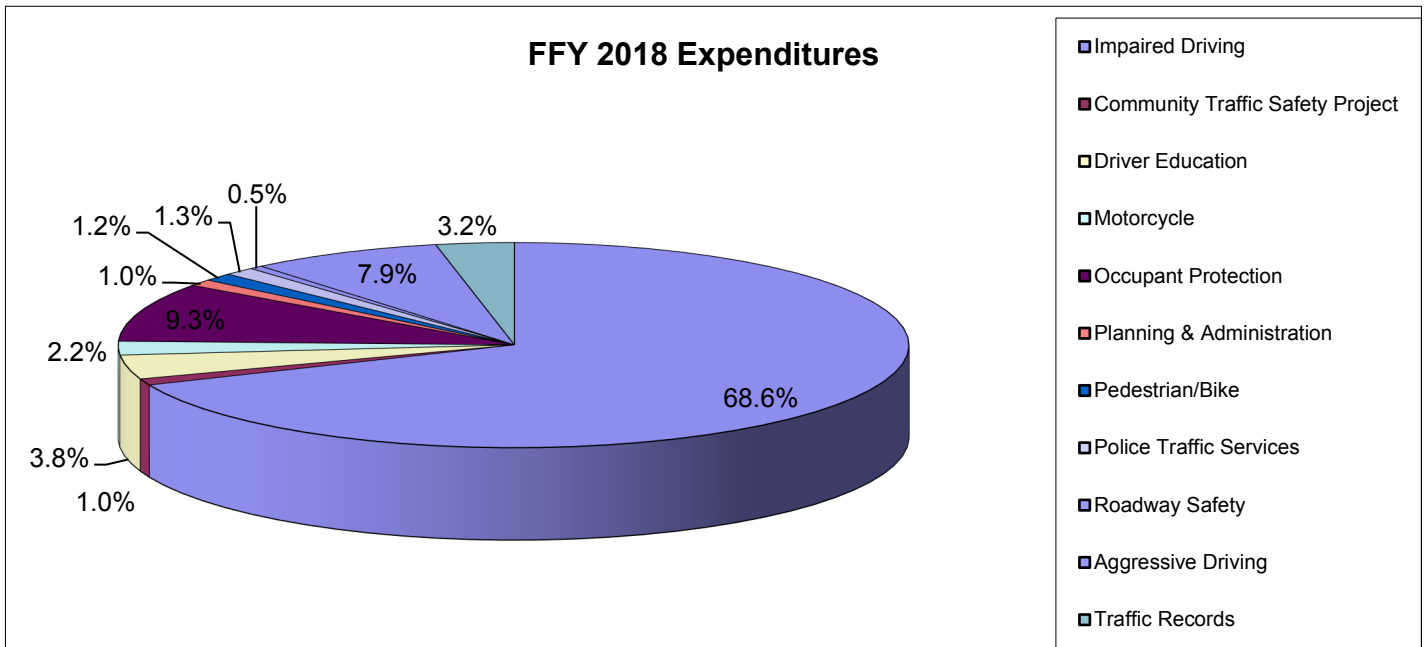
Distracted Driving

- More than half of the respondents (59.2%) “seldom” or “never” talk on mobile phones while driving; 1.2% reported not owning a mobile phone.
- A significant majority (70.1%) said they “never” text while driving.

Virginias' Financial Summary – Expenditures*

FFY 2018 FINANCIAL SUMMARY - EXPENDITURES

Program Area	Program						Total Expenditures	% of Total
	402 MAP 21	402 FAST Act	405 MAP 21	405 FAST Act	410	154		
Impaired Driving	-	553,986	2,501,628	526,757	219,844	11,651,941	15,454,156	68.6%
Community Traffic Safety Project	-	227,212	-	-	-	-	227,212	1.0%
Driver Education	-	854,931	-	-	-	-	854,931	3.8%
Motorcycle	-	321,973	166,334	-	-	-	488,308	2.2%
Occupant Protection	-	689,635	310,639	1,096,292	-	-	2,096,565	9.3%
Planning & Administration	3,069	226,067	-	-	-	-	229,136	1.0%
Pedestrian/Bike	-	277,911	-	-	-	-	277,911	1.2%
Police Traffic Services	112,591	173,524	-	-	-	-	286,115	1.3%
Roadway Safety	-	123,074	-	-	-	-	123,074	0.5%
Aggressive Driving	947,050	825,151	-	-	-	-	1,772,201	7.9%
Traffic Records	-	407,005	278,886	32,836	-	-	718,727	3.2%
TOTAL							\$22,528,335	100.00%



Section 154 Transfer Funds – Hazard Elimination

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

Total expended in FFY 2018 = \$9,372,216

Legislation

During the 2017 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws were enacted and became effective July 1, 2017:

Highway Safety Bills

HB 1494: Driver's license; examination of drivers believed incompetent. (Knight) (Chapter 120)

Amends Va. Code § 46.2-204

Requires the DMV Medical Advisory Board to provide guidance and recommendations to the Department regarding any case of a person determined to be incompetent pursuant to an examination by a physician, nurse practitioner, or physician assistant and whose driver's license has been revoked if such person appeals the decision on the basis of medical evidence in the case.

HB 1504 and SB 1229: Driver's license or learner's permit; issuance, minimum standards for vision tests. (Fowler and Dunnavant) (Chapters 121 and 279)

Amends Va. Code § 46.2-311

Increases the minimum visual acuity an applicant must possess for issuance of a driver's license or learner's permit from a field of 100 degrees of horizontal vision in one or both eyes to a field of 110 degrees of horizontal vision in one or both eyes.

HB 1514 and SB 1024: Doctor of medicine, etc.; reporting disabilities of drivers to DMV, not subject to civil liability (Fowler and Dunnavant) (Chapters 712 and 720)

Amends Va. Code § 32.1-127.1:03, adds § 54.1-2400.9, and repeals § 54.1-2966.1

Provides that any doctor of medicine, osteopathy, chiropractic, or podiatry or any nurse practitioner, physician assistant, optometrist, physical therapist, or clinical psychologist who reports to the Department of Motor Vehicles the existence, or probable existence, of a mental or physical disability or infirmity of any person licensed to operate a motor vehicle that the reporting individual believes affects such person's ability to operate a motor vehicle safely is not subject to civil liability or deemed to have violated the practitioner-patient privilege unless he has acted in bad faith or with malicious intent.

HB 1763: Special license plates; highway safety. (Greason) (Chapter 272)

§ 1 Bill

Authorizes the issuance of special license plates for supporters of highway safety, including awareness of distracted driving. The bill exempts the plate from the requirement to obtain 450 prepaid applications prior to issuance and from the provision that prohibits issuance of additional plates in the series if, after five or more years after issuance, the plate has fewer than 200 active sets of plates. The plate is subject to a one-time only fee of \$10 at the time the plates are issued, in addition to the prescribed cost of state license plates.

HB 2201: Failure to drive on right side of highways or observe traffic lanes; increases penalties. (O'Quinn) (Chapter 795)

Amends Va. Code §§ 46.2-802 and 46.2-804

Sets the fine for failing to drive on the right side of highways or failing to observe traffic lanes at \$100. Under current law, any such failure is punishable by a fine of no more than \$250.

HB 2269 and SB 1250: Motor vehicle safety inspection; Superintendent shall provide information upon written request. (Villanueva and Carrico) (Chapters 322 and 332)

Amends Va. Code § 46.2-1163

Authorizes the Superintendent of State Police to provide, upon request, verification of the inspection status of a vehicle and to charge a reasonable fee for providing such information. Fees shall not be charged to government or other public entities.

HB 2327: Driving under influence of alcohol; implied consent, refusal of blood or breath tests. (Collins)(Chapter 623)

Amends Va. Code §§ 8.01-44.5, 15.2-1627, 16.1-228, 16.1-241, 16.1-278.8, 16.1-278.9, 16.1-309, 18.2-268.3, 18.2-268.4, 18.2-268.7, 18.2-268.9, 18.2-269, 18.2-272, 19.2-52, 19.2-73, 29.1-738.3, 46.2-341.26:2, 46.2-341.26:3, 46.2-341.26:4, 46.2-341.26:7, 46.2-341.26:9, 46.2-341.27, 46.2-391.2, 46.2-391.4, and 46.2-2099.49

Eliminates the criminal penalties for refusing to submit to a blood test to determine the alcohol or drug content of a defendant's blood upon arrest for a DUI-related offense under the law on implied consent. The bill also increases to a Class 1 misdemeanor the criminal penalty for refusing to submit to a breath test under the law on implied consent for an offense committed within 10 years of a prior offense of refusal or of another DUI-related offense. The bill also extends to blood tests performed by the Department of Forensic Science pursuant to a search warrant the rebuttable presumption that a person is intoxicated based on the person's blood alcohol level demonstrated by such tests. The bill also provides that an application for a search warrant to perform a blood test on a person suspected of committing a DUI-related offense shall be given priority over other matters pending before the judge or magistrate. Finally, the bill establishes a rebuttable presumption applicable in a civil case for punitive damages for injuries caused by an intoxicated driver that a person who has consumed alcohol knew or should have known that his ability to drive was or would be impaired by such consumption. This bill is in response to the U.S. Supreme Court decision in *Birchfield v. North Dakota*, 136 S. Ct. 2160 (2016). The bill contains an emergency clause.

SB 817 Restricted driver's license; purposes. (Surovell) (Chapter 701)

Amends Va. Code § 18.2-271.1

Adds travel to and from a job interview to the list of purposes for the issuance of a restricted driver's license. The bill provides that a person issued a restricted driver's license for this purpose is required to maintain on his person written proof from the prospective employer of the date, time, and location of the job interview.

Driving Trends

In 2017 as compared to 2016 there were:

404,132 fewer licensed drivers	6.2% decrease
113,190 more registered vehicles	1.4% increase
1,150 fewer crashes	0.9% decrease
79 more total fatalities	10.4% increase
1,986 fewer total injuries	3.0% decrease

Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2008	135,282	825	69,130	5,475,069	7,503,924	7,769,089	82,278	1.00	1.34
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.23
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.09
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.18
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,737	0.96	1.23
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,767	0.92	1.23
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	80,985	0.86	1.18
2015	125,800	753	65,029	6,003,526	8,005,505	8,382,993	82,625	0.91	1.22
2016	128,525	760	67,294	6,491,377	8,121,216	8,411,808	84,278	0.90	1.25
2017	127,375	839	65,306	6,087,245	8,234,406	8,470,020	84,278	0.98	1.25

* Fatality rate per 100 million miles

Performance Report on Core Measures Targets

Below is a list of the quantifiable and measurable highway safety performance measures based on highway safety problems identified by the VAHSO. Virginia will continue to conduct street-level analysis to develop and implement data-driven approaches to address specific program areas.

Data: January 1 – November 30: 2015 vs. 2018

- Virginia's fatalities were 689 for 2015 and 737 for 2018 or a 7% increase from 2015. Virginia is not on track to meet its target of 6% reduction for 2018.

Top contributing factors to overall fatalities include failure to maintain control of the vehicle, running off the road and speed. These accounted for 41% of the fatalities. Nearly one fourth of the fatalities occurred in the or late night between 6pm and 3am. Speed and unrestrained fatalities also played parts in the increase, with 41% being speed-related and 51% of the fatalities were unrestrained.

- Virginia's serious injuries were 7,430 for 2015 and 6,569 for 2018 or a 12% decrease from 2015. Virginia is on track to meet its target of 6% reduction for 2018.

Virginia's serious injuries accounted for 12% of total injuries. Top driver actions contributing to serious injuries include failure to maintain control of the vehicle, running off the road, did not have the right-of-way and following to close. These accounted for one third of serious injuries.

- Virginia's fatalities per 100M VMT were 0.91 for 2015. The number of fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.

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

- Virginia's rural fatalities per 100M VMT were 1.46 for 2015. The number of rural fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.

Contributing factors were alcohol (17%) and speed (39%)

- Virginia's urban fatalities per 100M VMT were 0.45 for 2015. The number of urban fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.

Contributing factors were alcohol (29%) and speed (43%)

- Virginia's unrestrained passenger vehicle occupant fatalities were 277 for 2015 and 254 for 2018 or an 8% decrease. Virginia is on track to meet its target of 7% reduction for 2018. Of the unrestrained fatalities for 2018, 36% were either totally (31%) or partially (5%) ejected.

- Virginia's impaired driving fatalities were 208 in 2015. The number of impaired driving fatalities cannot be compared for 2015 vs. 2018 because 2018 data is not available from NHTSA/FARS at this time. Virginia's target is 194 for 2018.

- Virginia's speed-related fatalities were 299 for 2015 and 305 for 2018 or a 2% increase. Virginia is not on track to meet its target of 4% reduction for 2018.

A major factor impacting speed-related fatalities was drivers failing to maintain control of the vehicle, running off the road due to speed (52%). Alcohol was also a factor in 26% of the fatalities.

- Virginia's motorcycle fatalities were 67 for 2015 and 83 for 2018 or a 24% increase. Virginia is not on track to meet its target of 10% reduction for 2018.

The top motorcyclist's actions contributing to the increase in fatalities were failure to maintain control of the vehicle resulting in the vehicle running off the road and hitting fixed objects. Speed is also a key contributing factor. These actions accounted for over one half (53%) of the fatalities.

- Virginia's unhelmeted motorcyclist fatalities were 3 for 2015 and 0 for 2018. Virginia is on track to meet its target 0 for 2018.

- Virginia's young drivers age 20 and younger involved in fatal crashes were 72 for 2015 and 87 for 2018 or a 21% increase. Virginia is not on track to meet its target of 5% reduction for 2018.

Contributing factors to the young drivers age 20 or younger involved in fatal crashes were failure to maintain control of the vehicle resulting in the vehicle running off the road and hitting fixed objects. Speed is also a key contributing factor. These actions accounted for 48% of the fatal crashes. Young drivers were also not restrained 33% of the time.

- Virginia's pedestrian fatalities were 64 for 2015 and 103 for 2018 or a 61% increase. Virginia is not on track to meet its target of 9% reduction for 2018.

Top contributing factor to the increase in pedestrian fatalities is pedestrians crossing not at an intersection. Other factors include pedestrians drinking and not wearing reflective clothing.

- Virginia's bicycle fatalities were 13 for 2015 and 12 for 2018 or an 8% decrease. Virginia is not on track to meet its target of 33% reduction for 2018.

Contributing factors to the bicyclist fatalities were did not have the right-of-way and driving without lights. Only two of the bicyclist fatalities were wearing helmets. In addition, the bicyclist was at fault 67% of the time.

- Virginia's seat belt usage rate was 80.9 for 2015 and 84.1 for 2018. Virginia met the target of 84.0. Virginia will continue to focus its seat belt usage efforts on increasing community and law enforcement involvement throughout the Commonwealth. All initiatives will be implemented to make a positive impact on altering driving behavior to continue increasing overall seat belt usage.

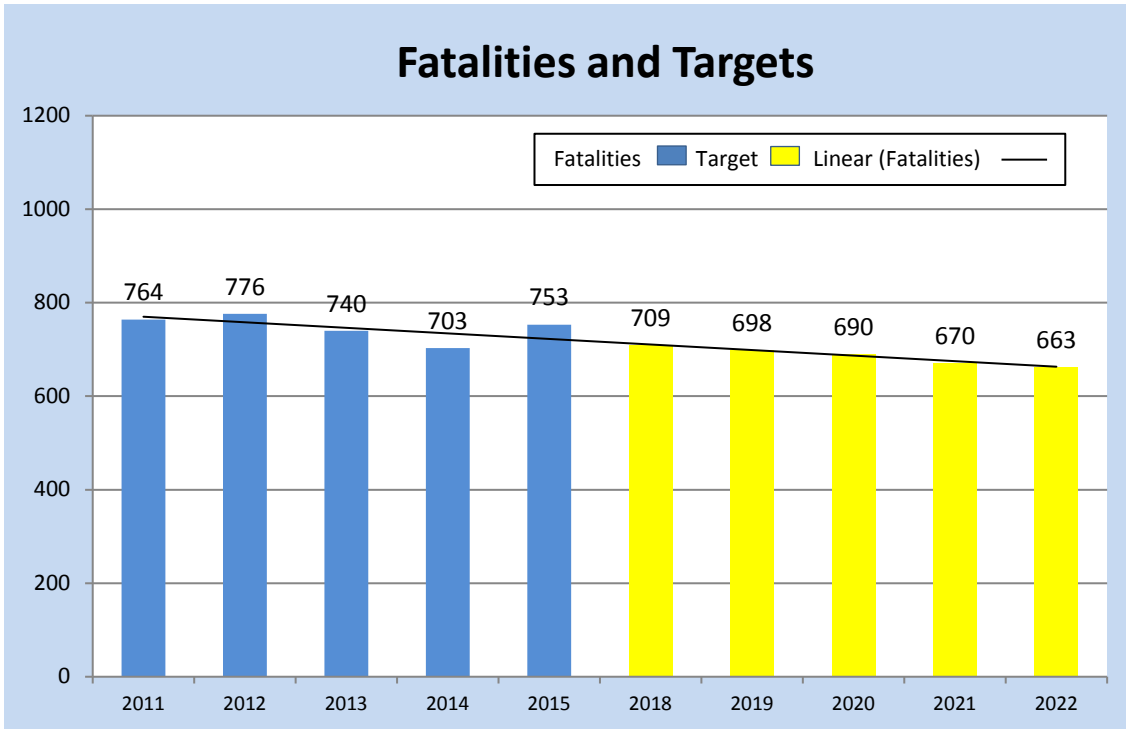
Core Outcome Performance Measures

Measure (C-1 Fatalities): Decrease traffic **fatalities** 6% from the 2015 calendar base year of 753 to 709 by December 31, 2018.

Fatalities	Baseline Data								2018 Target
	2011	2012	2013	2014	2015	2016	2017	709	
	764	776	740	703	753	760	839		

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s fatalities were 689 for 2015 and 737 for 2018 or a 7% increase from 2015. Virginia is not on track to meet its target of 6% reduction for 2018.



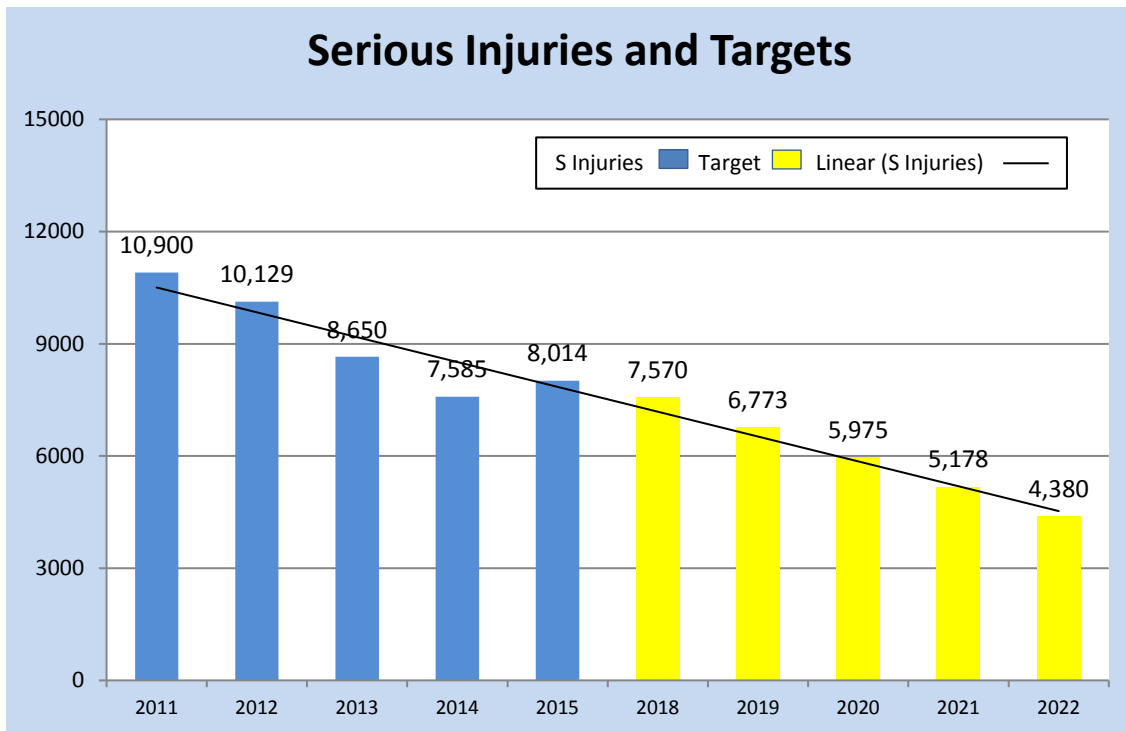
Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia selected a 5-year rolling average (6% reduction) in fatalities as a more achievable target than the annual or 3-year rolling average.

Measure (C-2 Serious Injuries): Decrease **serious injuries** in traffic crashes 6% from the 2015 calendar base year of 8,014 to 7,570 by December 31, 2018.

Serious Injuries	Baseline Data								2018 Target
	2011	2012	2013	2014	2015	2016	2017	7,570	
	10,900	10,129	8,650	7,585	8,014	8,084	7,624		

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s serious injuries were 7,430 for 2015 and 6,569 for 2018 or a 12% decrease from 2015. Virginia is on track to meet its target of 6% reduction for 2018.



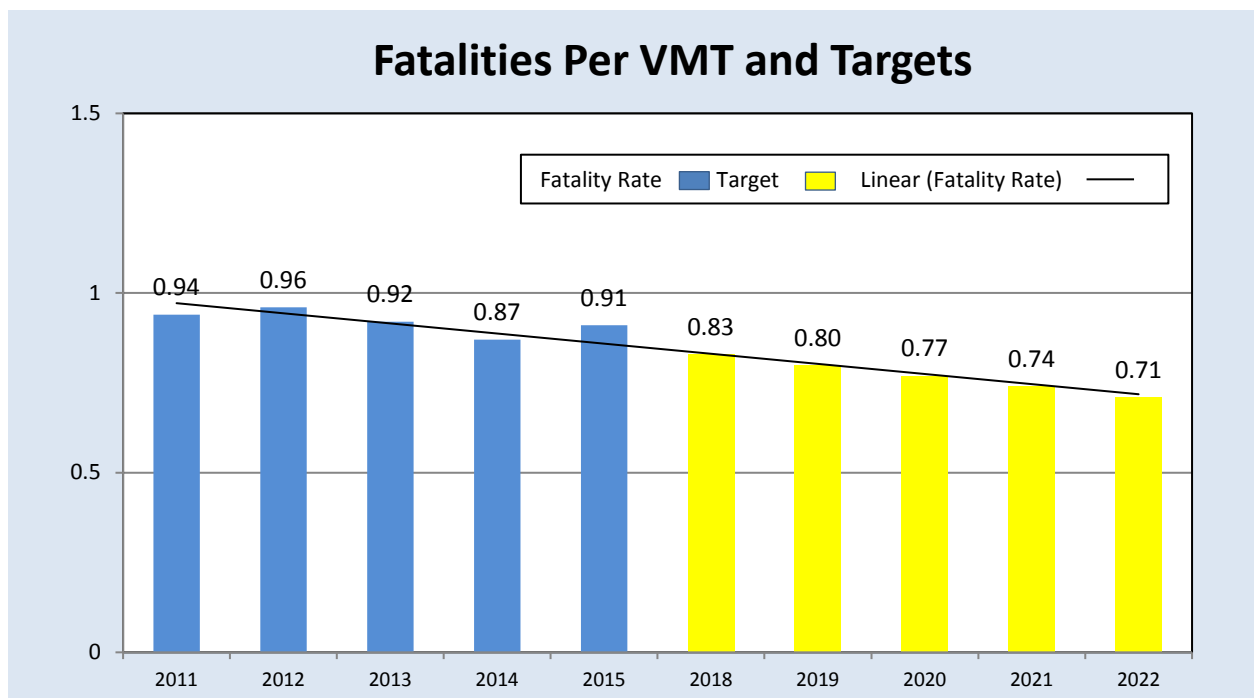
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year rolling averages. Virginia selected 5-year rolling average (6% reduction) in serious injuries as a more achievable target than the annual or 3-year rolling average.

Measure (C-3a): Decrease **fatalities per 100M VMT** 9% from the 2015 calendar base year of 0.91 to 0.83 by year December 31, 2018.

Fatalities (per 100M VMT)	Baseline Data							2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	0.94	0.96	0.92	0.87	0.91	0.89	0.98	

Performance

Virginia’s fatalities per 100M VMT were 0.91 for 2015. The number of fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.



Justification: Virginia conducted trend analysis based on annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (9% reduction) in fatalities per 100M VMT as a more achievable target than the 3-year rolling average or annual target.

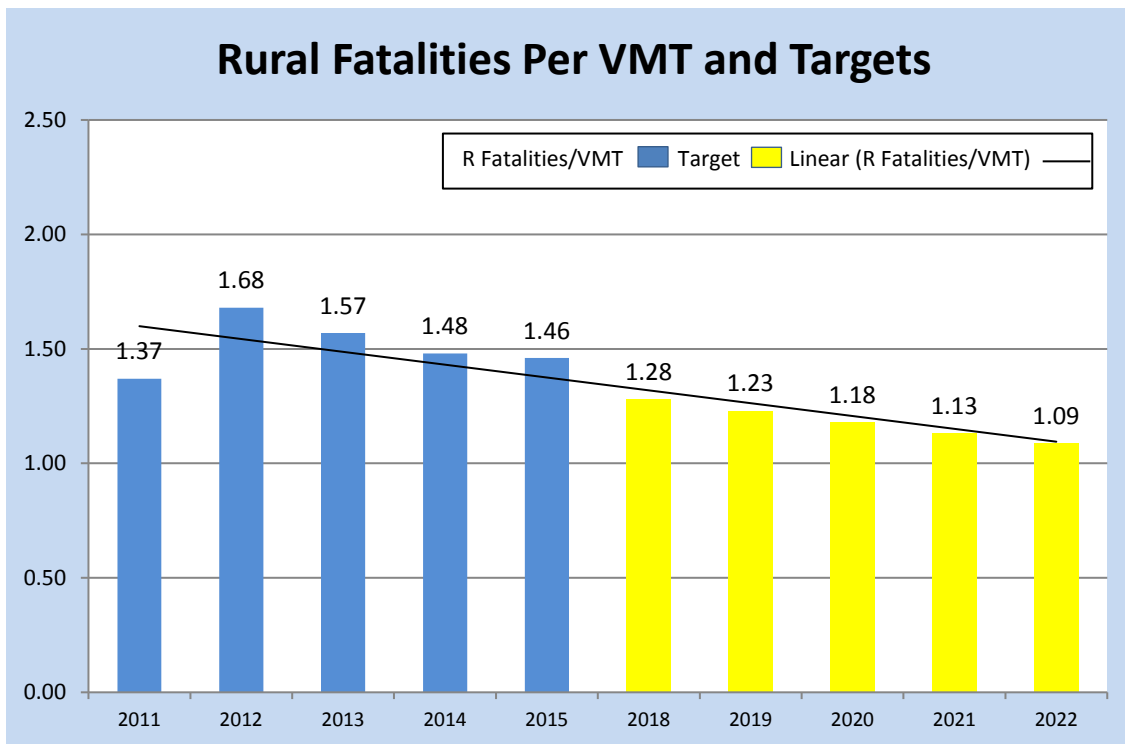
Measure (C-3b): Decrease rural fatalities per 100M VMT 12% from the 2015 calendar base year of 1.46 to 1.28 by December 31, 2018.

Rural Fatalities (per 100M VMT)	Baseline Data						2018 Target
	2011	2012	2013	2014	2015	2016	
	1.37	1.68	1.57	1.48	1.46	1.95	1.28

Note: 2017 data is not available

Performance

Virginia’s rural fatalities per 100M VMT were 1.46 for 2015. The number of rural fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (12% reduction) in rural fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling average.

Measure (C-3c): Decrease **urban fatalities per 100M VMT** 7% from the 2015 estimated calendar base year of 0.45 to 0.42 by December 31, 2018.

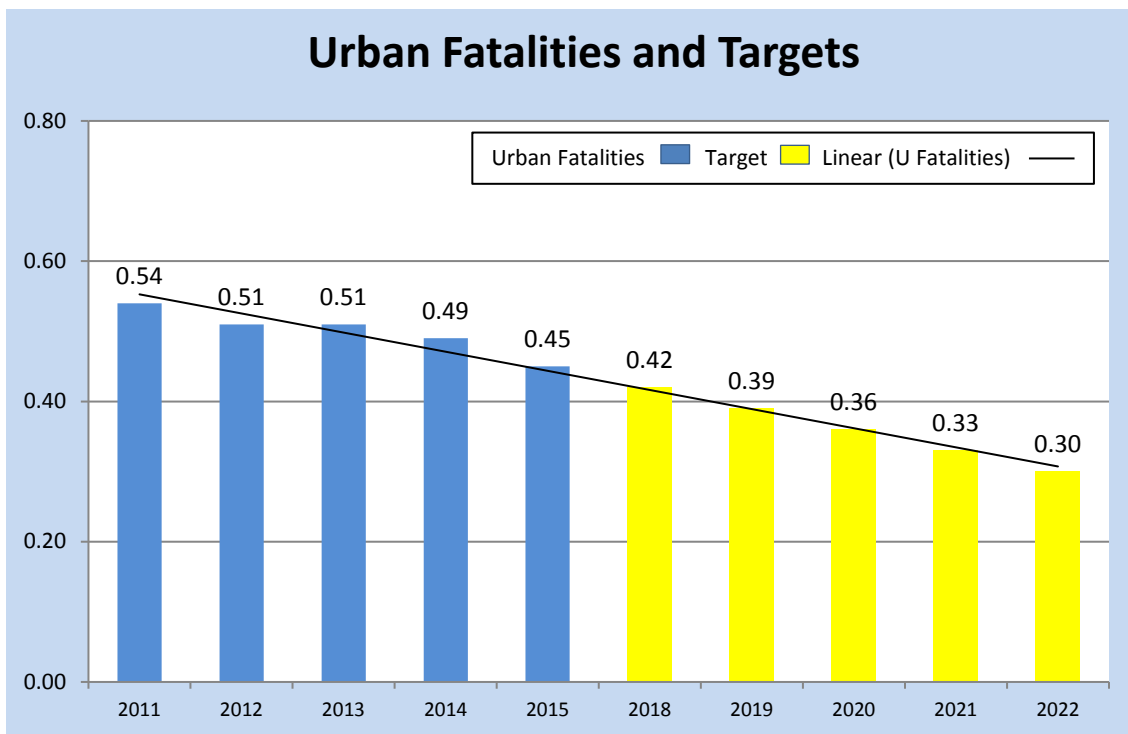
Urban Fatalities (per 100M VMT)	Baseline Data						2018 Target
	2011	2012	2013	2014	2015	2016	
		0.54	0.51	0.51	0.49	0.45	0.47

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

2017 data is not available

Performance

Virginia’s urban fatalities per 100M VMT were 0.45 for 2015. The number of urban fatalities per VMT cannot be compared for 2015 vs. 2018 because VMT data is not available for 2018 at this time.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year linear (7% reduction) for urban fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling averages.

Occupant Protection

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



Overview of Programs, Projects and Activities Funded

While Virginia’s seat belt law is secondary, our occupant protection program’s primary purpose is to reduce fatalities and injuries to unrestrained motor vehicle occupants through increased use of safety restraints. The program focused on using enforcement and education to increase the public’s awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use. Approximately \$689,635 in Section 402 funds and \$1,406,931 in Section 405b funds was expended on various occupant protection activities and child safety seats.

Measure: (C-4) Decrease **unrestrained** passenger vehicle occupant fatalities in all seating positions 7% from the 2015 calendar base year of 301 to 280 by December 31, 2018.

Unrestrained Passenger Vehicle Occupant	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	301	297	300	250	301	287	307	280

Note: 2015 calendar base year data was used to calculate the 2018 target.

Occupant Protection (OP) is a key focus area in the Virginia Highway Safety Office’s Highway Safety Plan and Occupant Protection Plan (OPP). These plans include recommendations from the March 2016 OP assessment. Additionally, innovative strategies and funding assist efforts to increase overall seat belt use – particularly at night, on rural roadways, and among pickup truck and work van drivers – and decrease unrestrained fatalities during the most critical time periods and locations.

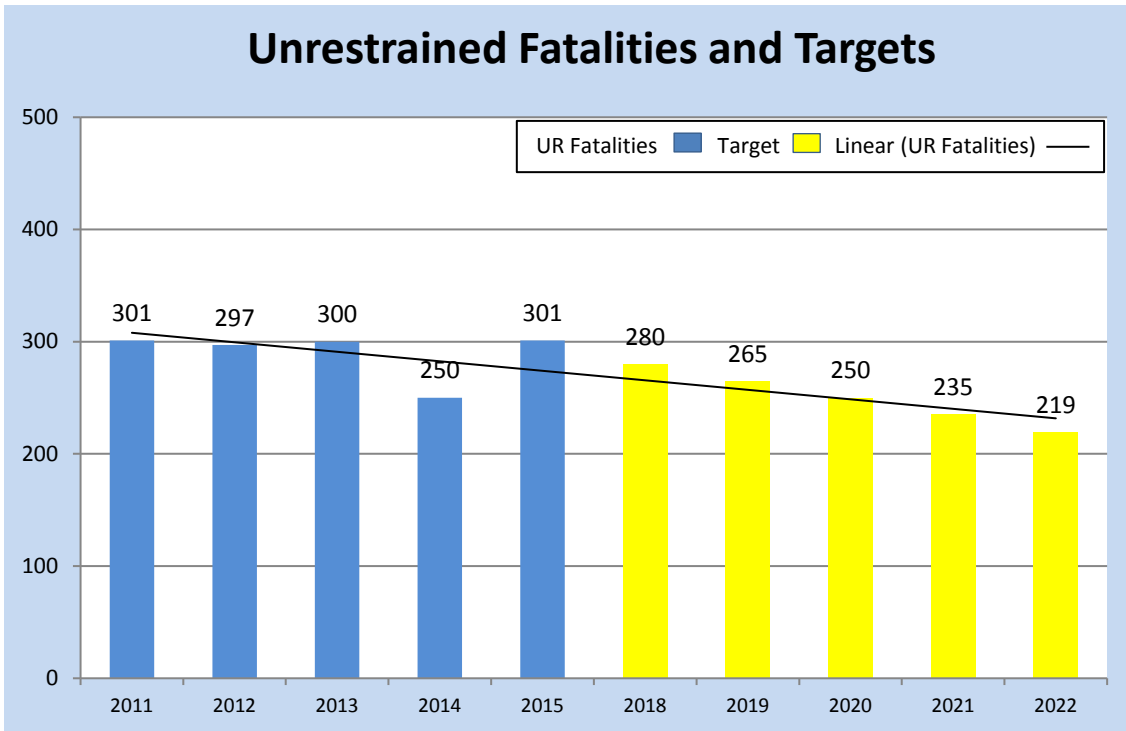
Programs that address OP include: statewide traffic enforcement, enforcement training, two Click It or Ticket mobilizations, child passenger safety education and programs, public information campaigns and OP program evaluation.

Specific examples approved for the FY2018 grant year include:

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

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s unrestrained passenger vehicle occupant fatalities were 277 for 2015 and 254 for 2018 or an 8% decrease. Virginia is on track to meet its target of 7% reduction for 2018.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (7% reduction) in unrestrained passenger vehicle occupant fatalities as a more achievable target than the annual or the 3-year rolling average.

Overall Safety Restraint Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2006	79	69,072	13,96
2007	80	70,306	15,05
2008	81	72,107	16,86
2009	82	72,226	17,23
2010	81	68,956	16,57
2011	82	63,420	15,68
2012	80.7*	60,510	15,347
2013	79.7	61,437	14,359
2014	77.2	50,927	13,581
2015	80.9	44,022	10,757
2016	79.0	39,718	9,317
2017	85.3	36,891	8,683
2018	84.1	**	**

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

**Data not available.

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

Strategies and Accomplishments

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

Following the FY 2018 Click It or Ticket Mobilization, Old Dominion University's Research Foundation conducted an observational survey of safety belt use throughout the Commonwealth based upon methodology pre-approved by NHTSA. This survey was the basis for the state's 2018 seat belt use rate of 84.1%. Old Dominion University conducts surveys throughout the year. LELs conducted independent seat belt surveys throughout the year in various location in the commonwealth.

During the May 2018 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use. LELs conducted independent seat belt surveys throughout the year in various location in the commonwealth.

2. Implement a grant to Old Dominion University's Research Foundation. The project title is "Occupant Protection in Virginia: Working to Expand Effective Programs". This grant identifies successful OP programs throughout the commonwealth for use statewide.

Implemented a grant to Old Dominion University's Research Foundation. The project title is "Occupant Protection in Virginia: Working to Expand Effective Programs". This grant identifies successful OP programs throughout the commonwealth for use statewide.

3. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization. The enforcement mobilization will have particular emphasis on high risk locations for two weeks in May /June 2018 and two week in November 2018 (CTW Chapter 2-2.1, 3.1)

A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two-week period during May 2018 and a two-week mobilization during November 2018. May 2018 enforcement resulted in 2,049 safety belt violations and 415 child restraint violations.

4. Cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by July 2018 (CTW Chapter 2-2.1, 3.1)

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

5. Conduct pre-and-post mobilization observational surveys of safety belt use by July 2018 (CTW Chapter 2-2.1, 3.1)

During the May 2018 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use. LELs conducted independent seat belt surveys throughout the year in various location in the Commonwealth.

6. Conduct a minimum of 50 occupant protection selective enforcement activities. (CTW Chapter 2-2.3) (There are 48 Local OP grants and over 100 VSP OP Projects)

Thirty-nine local law enforcement agencies, in addition to the Virginia State Police were issued an Occupant Protection Selective Enforcement grant for the 2017-2018 grant year. In addition to the two Click It or Ticket Mobilizations, agencies with OP grants are encouraged to focus on Occupant Protection violations and education throughout the year. The Virginia State Police conducted approximately 207 OP projects.

7. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2)

Law enforcement agencies were strongly encouraged and/or required to combine both seat belt enforcement with speed and DUI enforcement during grant-funded selective enforcement activities during nighttime hours throughout the grant year. During grant funded selective enforcement, 9,921 citations were issued for violations of the safety belt (8,433) and child restraint laws (1488).

8. Conduct a minimum of six, one-day law enforcement Traffic Occupant Protection Strategies (TOPS) and Below 100 safety training workshops in conjunction with the Virginia Association of Chiefs of Police by September 2018. (CTW Chapter 3.1, 3.2)

Law Enforcement Liaisons (LELs) implemented statewide training of the Below 100 safety-training workshop. There were approximately 3 trainings throughout Virginia with approximately 50 attendees. LELs also conducted a TOPS (Traffic Occupant Protection Strategies) safety-training workshop to 25 attendees. In addition, they provided instructional assistance with 5 Child Passenger Safety Technician Certification Courses.

9. Conduct at least 100 outreach events and activities with Virginia’s low-income population with information through Virginia’s Child Passenger Safety and Education Campaign by September 2018. (CTW Chapter 2, 3.1, 3.2)

Virginia conducted 101 activities to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.

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

	Location	Estimated Number of Participants
1	Fauquier County	15-20
2	Waynesboro	15-20
3	New River Valley	15-20
4	Dinwiddie	15-20
5	Winchester	15-20

Five, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 73 new certified child passenger safety technicians. Other groups offered an additional 15 certification classes in Virginia, resulting in an additional 174 certified technicians. One CPS Special Needs Training class was conducted with 13 students successfully completing. Three Refresher Trainings were conducted with 48 students successfully completing. A total of 146 of 151 participants for all classes successfully completed the course, which is a 96.69% passing rate: 36 % of attendees were law enforcement, 35% were attended by fire and emergency medical services, 10% of attendees were from health services and 22% were civilians. Certification courses were conducted in Dinwiddie and Lexington in an effort to reach high needs areas. Courses not conducted were due to participant level and/or instructor availability.

11. Continue the number of safety seats inspected at 12,000; 9,000 safety seats will be inspected through safety seat check stations and 3,000 safety seats will be inspected at one-day check events (CTW Chapter 2, 7.2)

The number of safety seats inspected through safety seat check stations was 6,432. During this grant year, the number of operational safety seat check stations ranged from 66 to 73 throughout the Commonwealth. A total 39 telephonic technical assistance consultations have been conducted and 6 site visits conducted. Additionally, 658 safety seats were inspected at one-day check events. This reduction was due to a position vacancy in the agency that oversees the program.

12. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible. (CTW Chapter 2, 6.2)

The Low Income Safety Seat Distribution and Education Program distributed approximately 8,952 safety seats to indigent children. The program conducted 22 site visits to distribution sites and 42 annual training sessions for 262 program staff. Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program. Seat distribution is higher than reflected in this

report. Statewide locations are provided through the Virginia Department of Health Website at <http://www.vdh.virginia.gov/child-passenger-safety/low-income-safety-seat-program/> for interested parents and caregivers.

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

Outreach through non-profit organizations included DRIVE SMART Virginia's OP public education and awareness campaign through social media and the workplace, Drive Safe Hampton Roads' Get it Together High School Seat Belt Challenge in 25 area high schools, Virginia Department of Health's Low Income Safety Seat Distribution, YOVASO "Save Your Tail Gate, Buckle Up" campaign. The Highway Safety Office conducted presentations to an area high school driver's education program reaching approximately 600 10th graders.

High Visibility Enforcement and Media Campaigns

Click It or Ticket



DMV's VAHSO continued its partnership with the National Highway Traffic Safety Administration (NHTSA) for the Click It or Ticket (CIOT) campaigns that are designed to increase seat belt use among the highest unbelted population: 18 to 34-year-old males. As prescribed by NHTSA, and in conjunction with the CIOT campaigns operated across the nation, high visibility enforcement mobilizations supported by paid media campaigns were conducted May 21 through June 3, 2018, and another mini-mobilization was conducted November 19 through November 30, 2018.

During the May 2018 CIOT campaign, almost 300 law enforcement agencies participated and reported pre- and post-seat belt survey rates to the highway safety office.

Officers worked 217,273 regular hours and 7,113 overtime hours. They wrote 51,099 citations including 2,049 seat belt violations; 415 child restraint citations and 14,847 speeding citations. Officers banded together and worked an additional 5,606 regular hours and 1,392 overtime hours during the May CIOT Route 60 Blitz and Route 460/58 Blitz campaigns. There were 2,571 citations, including 247 seat belt tickets.

More than \$325,000 in paid advertising generated more than \$650,000 worth of paid and no-charge spots statewide during the May 2018 Click It or Ticket campaign from May 15 through June 2, 2018, to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, NHTSA's video called "Second Chance" featuring a Latino pick-up truck driver was aired across urban Virginia, while NHTSA's "Friendly Cop" spot aired across the rural areas of the Commonwealth. The spots ran on broadcast, cable and satellite television, and streamed on Hulu, Roku and individual network sites. A similar Click It or Ticket radio spot aired on traditional, Hispanic and Pandora radio stations. Furthermore, digital banner ads leading users to the video spots were placed on strategic online sites. The combination of paid and no-charge spots enabled the campaign to reach at least 54% of men ages 18 to 34 an average of six times in southwest Virginia, for example, and more than 84% of men ages 18 to 34 an average of seven times in Hampton Roads.

Click It or Ticket-November Mini-mobilization

The November 2017 Click It or Ticket Mobilization campaign surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The paid advertising frequency increased from Thursday to Saturday during both weeks of the schedule, and the primary target was men ages 18 to 34. NHTSA's video called "Second Chance" featuring a Latino pick-up truck driver was aired across urban Virginia, while NHTSA's "Friendly Cop" spot aired across the rural areas of the Commonwealth. Cable television advertising received the majority of the budget with 60% airing during prime time, and 30% during late night. Almost \$200,000 in paid advertising funds generated more than \$390,000 worth of paid and no charge spots during the mobilization.

May 2018 Click It or Ticket Outreach and Earned Media Activities

Event Date/ Time	Location/ City/attendees	Sponsor	Activity
3/19 to 5/4/2018	Statewide	YOVASO	Students attending 51 high and middle schools participated in the Arrive Alive peer-to-peer campaign, a competition between schools to establish safe driving behaviors, and promote seat belts and passenger safety, among teens and youth during the high-risk warm weather months.
May	Statewide law enforcement	Drive Smart Virginia	Click It or Ticket materials were available for downloading and/or shipping from Drive Smart's website and online store
May	Statewide law enforcement	VACP	Click It or Ticket materials and seat belt surveys were available on the Smart, Safe and Sober website for law enforcement
May	Statewide	DMV	Click It or Ticket messages via VaDMV social media channels: Facebook, Twitter, Instagram, YouTube
5/15 to 6/2/2018	Statewide	DMV	The NHTSA-produced Click It or Ticket 30-second video aired almost 13,000 times on cable and satellite TV, and in 32 rural-area movie theaters, combined with almost a million digital impressions
5/21/2018	Richmond	DMV, AAA Mid-Atlantic, Va State Police	A joint news conference focusing on the Click It or Ticket campaign, along with summer gas price predictions, was held on an interstate overpass with a seat belt convincer

2018 May Click It or Ticket

For the May 2018 Click It or Ticket mobilization, an aggressive paid advertising campaign was implemented using two, 30-second video advertisements through cable and satellite television, movie theaters and digital. The \$328,000 spent on paid advertising was doubled through a one-to-one bonus spot match for all TV and movie theater ads. Plus, the target audience of men ages 18 to 34 received an estimated 910,000 digital impressions during the 18-day campaign from May 15 to June 2018. High risk areas received additional paid advertising impact including southwest, south-central and the Shenandoah areas of Virginia.

2017 Thanksgiving Click It or Ticket

More than \$200,000 in paid advertising was spent during the days leading up to, during and after the Thanksgiving holiday, one of the busiest travel times on Virginia's roads. Frequency increased from Thursday through Saturday during both weeks of the schedule to coincide with law enforcement efforts. The \$200,000 spent on paid advertising was doubled through a one-to-one bonus spot match for all TV and movie theater ads. The primary target was men ages 18 to 34 with additional emphasis on pickup drivers and high risk counties. To reach this target audience, NHTSA's 30-second video called Second Chance featuring a pickup truck driver was used exclusively in a high impact television spot scheduling of 60% prime, 30% late night and 10% weekend sports rotation on cable, satellite and broadcast television.

May 2018 Click It or Ticket Citation Results

Citation Type	Citations Written
Total Adult DUI/DUID Arrests:	608
Total Safety Belts Citations:	2,049
Total Child Restraint Citations:	415
Total Juveniles Cited for Underaged Drinking Violations:	14
Total Juveniles Arrested for Zero Tolerance(DUI):	1
Total Stolen Vehicles Recovered:	27
Total Felony Arrests:	1,781
Total Weapons Seized:	43
Total Fugitives Apprehended:	122
Total Suspended / Revoked Licenses:	3,563
Total Reckless Driving Citations:	3,852
Total Uninsured Motorists:	160
Total Speeding Citations:	14,847
Total Drug Arrests:	766
Total Open Container Citations:	55
Total No Operators License:	720
Total Other Arrests, Citations and Warnings:	22,076
Total Arrests, Citations and Warnings:	51,099
Total Regular Hours Worked:	217,273
Total Overtime Hours Worked:	7,113

Occupant Protection Program



Occupant Protection and Occupant Protection for Children Program Committee

The committee's strategic plan has three main goals: educate the public on the importance of using safety belts; conduct high visibility safety belt enforcement campaigns; and Improve child occupant protection through education, outreach and enforcement.

Occupant Protection for Children

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

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

Low Income Program

The Low Income Safety Seat Distribution and Education Program (LISSDEP) is managed by the Virginia Department of Health (VDH). Income guidelines dictate eligibility for families to receive these seats. Parents/caregivers are required to attend a one-hour training session on basic installation and correct use of safety seats. The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The VAHSO augments these funds to support training for the distribution sites and creation and maintenance of safety seat check stations statewide. The program conducted 22 site visits to distribution sites and 42 annual training sessions for 262 program staff. Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program.

Child Passenger Safety Education

Through The Virginia Department of Health, the number of operational Safety Seat Check Station (SSCS) ranged from 66 to 73 throughout the Commonwealth. A total 39 telephonic technical assistance consultations have been conducted and 6 site visits conducted. A total of 1 new Safety Seat Check Station (SSCS) opened in a high risk and low seat belt use area of the Commonwealth, with 6 new check stations in the agreement process. SSCS provided safety seat inspection services throughout Virginia and inspected 6,432 safety seats. These check stations are staffed with Safe Kids Certified Child Passenger Safety Technicians to assist parents and caregivers with proper installation of their child safety seat. In addition to these year-round check stations, 30 safety seat check events were held in high risk areas across the Commonwealth: zero during the May 2018, 1 Click It or Ticket Campaign, 7 in low seat belt use/at risk areas 4 in areas without a Safety Seat Check Station, 2 Hispanic community targeted events, and 1 safety seat check events targeting the special needs population. During this grant year, 658 safety seats were inspected through one-day safety seat check events. Sites have been provided extensive technical assistance in the reporting of inspections throughout the network.

During the year, a total of 8,952 safety seats have been distributed. Total number of restraints could not be captured due to the implementation process of the newly revised on-line reporting system merging with the older version. Seat distribution is higher than reflected in this report based on projections.

Through the First Ride, Safe Ride Program (FRSR), a health care provider-focused project that promotes the safe transportation of newborns starting with the first ride home, health care providers are provided with free and accurate resources for patient distribution, as well as guidelines, a website and a listserv. With this level of support, hospitals are able to improve related hospital policies, offer consistent and accurate child passenger safety education to parents and inform parents of local resources for future use. During this grant year, 42 hospitals received First Ride Safe Ride trainings. During this grant year, 1,558 First Ride Safe Ride patient and provider handbooks have been distributed to health care providers for patient distribution.

A total of 50,069 pieces of educational materials were distributed throughout the Commonwealth, with the Virginia Department of Health website for child passenger safety reporting more than 175,927 Child Passenger Safety Program web hits (Virginia-laws and general/ 59,936; Child-passenger-safety/ 27,487; Low-income-safety-seat program/6,423; Safety-seat-checks/ 4,434; Resources/ 853; First-ride-safe-ride/ 743; Child-passenger-safety/lissdep-largemap/ 501;Pregnancy-and-seatbelts/ 394; Child-passenger safety/virginia-laws/information: 295.

The Commonwealth also provides a toll-free phone number for Virginia residents to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 1,794 technical assistance calls were received on the toll-free line.

Child Safety Seat Emergency Identification Sticker

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

will know to look for the main sticker – located on another part of the seat that's not visible – containing ID and medical information. The two-part design allows the child's personal information to be protected from view. The stickers are available at various locations in Richmond, and are being distributed to the Commonwealth's safety seat check station sites. The stickers continue to be distributed to hospitals, VDH fitting stations, VDH low income seat program, fire and police departments, hospitals, Children's Museum of Richmond, daycare facilities and DMV Customer Service Centers. In addition, the VAHSO receives numerous email and phone requests from the public for these stickers.

Child Passenger Safety Law Card

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

The Virginia child restraint laws are provided as a quick reference guide for enforcement activities. The card has been used by police, fire and other safety advocates at conferences, safety fairs and seat check events to keep parents and caregivers informed.

Child Passenger Safety Training

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

Five, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 73 new certified child passenger safety technicians. (Other groups offered an additional 15 certification classes in Virginia, resulting in an additional 174 certified technicians.) One CPS Special Needs Training class was conducted with 13 students successfully completing. Three Refresher Trainings were conducted with 48 students successfully completing. A total of 146 of 151 participants for all classes successfully completed the course, which is a 96.69% passing rate: 36% of attendees were law enforcement, 35% were attended by fire and emergency medical services, 10 % of attendees were from health services and 22% were civilians. A total of 304 of 306 participants for all classes successfully completed the course, which is a 99.35% passing rate: 59.91% of attendees were law enforcement, 24.34% were attended by fire and emergency medical services, 9.8% of attendees were from health services and 9.8% were civilians.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police (VACP)



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

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

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

YOVASO continued to work to fulfill its mission of establishing and supporting peer-to-peer prevention and education programs in high schools and middle schools throughout the Commonwealth. YOVASO held the “Save Your Tail Gate, Buckle Up & Slow Down” campaign promoting seat belt use. The seat belt use rate increased by 8.2% at participating schools. Nearly 15,000 students pledged to always buckle up and to encourage others to do the same by signing the banner or participating in a pledge activity. Through the campaign 21,437 students were impacted and 70,256 educational materials were distributed. The “Arrive Alive” campaign also promoted seat belt use. During this campaign, 189 educational and call-to-action activities were held at the participating schools. A total of 14,617 students were impacted by the campaign with 49,083 educational materials being distributed.

In addition to these two campaigns, YOVASO conducted peer-to-peer leadership trainings, a Halloween safe driving campaign, a holiday safe driving campaign, the annual Summer Leadership retreat for high schools, and a middle school retreat. YOVASO currently has 106 active peer-to-peer teen safe driving programs in schools and youth groups throughout the Commonwealth. A total of 300 students received leadership training through YOVASO to prepare them to lead successful peer-to-peer safe driving programs in schools and communities, and to organize safe driving initiatives that target the key driving concerns for their individual schools.

Drive Safe Hampton Roads – Occupant Protection

Drive Safe Hampton Roads (DSHR) conducted the “Get It Together High School Seat Belt Challenge”. During the 2017-18 school year, 29 area high schools completed this regional seat belt challenge focused on increasing seat belt use by our youth. The final seat belt check increased belt use as much as 25.4% from the start of the Challenge. Some schools showed seat belt use as high as 99.4% at the end of the Challenge. This year, the program included over 45,000 students representing the cities of Chesapeake, Hampton, Isle of Wight, James City County, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and York County. In addition, DSHR conducted the “Old, Used, Borrowed and Abused Child Safety Seat Round-Up”. This campaign works to educate parents and caregivers on the potential dangers of using second-hand child safety seats through a bounty program. In the past 29 years, over 17,250 safety seats have been collected and destroyed. For FFY18, 321 seats were collected and recycled in an effort to prevent serious injuries to babies and small children.

Impaired Driving

(Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

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

Measure: (C-5) Decrease **alcohol impaired** driving fatalities 7% from the 2015 calendar base year of 208 to 194 by December 31, 2018.

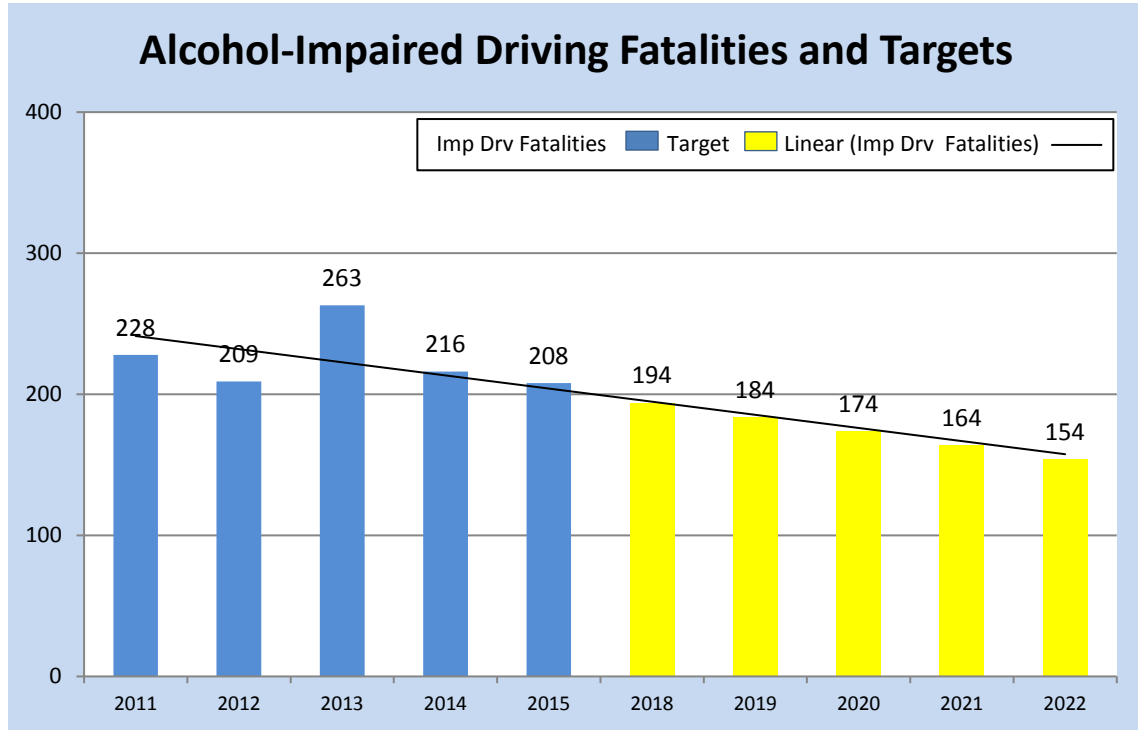
Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	228	209	263	214	208	220	N/A	194

Note: 2015 calendar base year data was used to calculate the 2018 target.

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

Performance

Virginia's impaired driving fatalities were 208 for 2015. The number of impaired driving fatalities cannot be compared for 2015 vs. 2018 because 2018 data is not available from NHTSA/FARS at this time. Virginia's target is 194 for 2018.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (7% reduction) in alcohol impaired driving fatalities as a more achievable target than annual or 3-year rolling average.

Strategies and Accomplishments

1. Implement 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.

Washington Regional Alcohol Program

The Checkpoint Strikeforce DUI prevention campaign's main focus is a paid media plan targeting 21- to 34-year-old men, and secondarily targeting slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on broadcast and cable TV, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Program (WRAP) facilitated the creative products and the paid media plan for Virginia. Almost \$800,000 in paid media was purchased through WRAP from Labor Day through New Year's during the same time law enforcement officers were conducting increased anti-DUI checkpoints and saturation patrols. New creative under the title "Act Like It" was served up to audiences in 2018, telling them that if they are old enough to drink alcohol, they better "act like it" by planning ahead for a sober ride home.

2. Conduct a minimum of 100 DUI Checkpoints and Low Manpower Checkpoints (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3).

During the fiscal year, law enforcement agencies across Virginia participated in High Visibility Enforcement (HVE) operations focused on removing impaired drivers from our roadways. In addition to deploying saturation patrols, agencies implemented 1,895 impaired driving checkpoints.

3. Continue to implement at least 3 locally based law enforcement DUI Task Force projects (CTW, Chapter 1 Section(s) 2.1, 2.2, 2.3).

The VAHSO worked closely with three jurisdictions, Roanoke, Suffolk, and Fairfax, to continue a localized DUI Taskforce in each area that is comprised of officers who are fully dedicated to DUI selective enforcement. The Roanoke taskforce is multi-agency with officers from the Roanoke County, Roanoke City, Salem and Vinton police departments. The Fairfax and Suffolk are single agency teams with officers from each respective county police department. Over their second year, the teams yielded 898 DUI arrests, 93 DUID arrests, almost 3000 speed citations and 230 seatbelt citations. Each team has been in implementation since early FY2017 and each has a certified DRE.

4. Continue to expand the Standardized Field Sobriety Test (SFST) instructor database. Assist remaining law enforcement academies with the certification of at least one Senior SFST Instructor for their academy. Ensure any SFST pending instructors needing to have their apprenticeships completed from the FY15 are completed. Assess each academy and identify additional program support needed (CTW, Chapter 1, Section(s) 2.3).

Department of Criminal Justice Services

The Virginia Department of Criminal Justice Services (DCJS) was responsible for management and oversight of Standardized Field Sobriety Testing (SFST)

Basic and Instructor trainings. Participants learned to recognize impaired driving behaviors and improved their knowledge, attitudes and skills in detecting the impaired driver and articulating their observations. The SFST Training Program for FY18 began on October 1, 2017, and concluded on December 31, 2017, with a transfer of the program to the DMV Highway Safety Office. During that time they assisted with two SFST Instructor Schools held by Virginia State Police and the Northern Virginia Criminal Justice Training Academy. The third Instructor School at Skyline Regional Criminal Justice Academy was canceled due to lack of enrollment. There were a total of 239 SFST Instructors, which included 40 Seniors, who were all current with their instructorships as of December 28, 2017. There were 477 basic academy recruits who completed all entry level mandated training and will join the public safety community in making Virginia Roads that much safer.

5. Conduct 6 youth peer to peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances. (CTW Chapter 1, Section(s) 6-5, 7.3)

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

YOVASO supported peer-to-peer prevention and education programs in over 100 high schools, middle schools and youth groups throughout the Commonwealth. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues. YOVASO also participated in school and college events providing an interactive display and reached over 13,000 participants.

6. Conduct Advanced DUI training for law enforcement and prosecutors to inform them of the latest trends, recent changes to legislation, best practices, and refresh their skills. (CTW, Chapter 1, Section(s) 1, 2, 3)

Commonwealth Attorney's Services Council

The CASC conducted significant training via the ADVANCED DUI PROGRAM. This program provided critically needed training in an area of highway safety where annually considerable changes in the statutes and case law can have a major impact. This training also addressed the worst type of DUI cases- those involving the serious injury or death of innocent citizens. This program was presented at 2 locations in 2018, Williamsburg and Staunton. The new, very well received section involving sitting judges entitled "View From the Bench" was offered at both sites.

7. Conduct annual law enforcement DUI conference to inform attendees of the latest trends in DUI enforcement, provide updates on legislation and new laws, and share best practices, amongst other DUI related information. (CTW, Chapter 1, Section(s) 1, 2, 3)

Drive Safe Hampton Roads

The Mid-Atlantic DUI Conference was held April 9-11, 2018 in Virginia Beach, VA. There were approximately 250 attendees including officers, prosecutors, magistrates and other partners. The conference provided a forum for participants across the state to receive valuable information on legislation, current impaired driving issues and successful programs that affect traffic safety in Virginia.

8. Continue to implement peer focused education and messaging amongst youth and college-aged individuals related to the dangers underage drinking and impaired driving. (CTW, Chapter 1, Section(s) 6.5)

Virginia Association of Campus Law Enforcement Administrators

The college campuses of Virginia Commonwealth University, Ferrum College, Germanna Community College, Longwood University, Mary Baldwin University, Northern Virginia Community College, Roanoke College, Southside Virginia Community College and Christopher Newport participated this grant cycle in utilizing BuzzKill campaign materials for the Back to School time period of August and September 2018. VACLEA provided these campuses with guidance on educational strategies and messages, banners, yard signs, posters, and information cards, and promotional materials, as an in-kind match to the grant.

The BuzzKill PartySAFEVA social media (Twitter and Facebook) campaign was launched to reach Virginia college students with Facebook and Twitter posts and boosted advertising of the BuzzKill Alcohol Under 21 - The Party's Over - Don't Wreck Your Degree campaign messages. The campaign involved continuing the PartySAFEVA handle from last grant year with a dual emphasis on first year students (to discourage underage drinking) and on upperclassman - to discourage social hosting/providing alcohol to younger students. The Twitter handle connected with both the university and campus police pages of campuses that were involved in the BuzzKill campaign.

9. Conduct training for VASAP program case managers and staff on DWI offender monitoring, ignition interlock and offender recidivism. (CTW, Chapter 1, Section(s) 4.1, 4.3, 4.4)

Commission on VASAP

The Commission on VASAP is the sole state agency mandated to provide DUI education and probation monitoring to Virginia DUI offenders. A key component of the success of their program is providing essential training to their personnel.

Two VASAP and DMV trainings were conducted with a total of 317 participants. The training focused primarily on ignition interlock, restricted licenses, ASAP monitoring and processes. Attendees consisted of general district court clerks, circuit court clerks, Commonwealth Attorneys, representatives from the Office of the Executive Secretary, ASAP case managers and staff, DMV representatives and commission staff. Additionally, an annual Training Conference was held August 19-20th. There were 200 participants and the focus of this year's conference was on Ignition Interlock Case Management and Case Management Supervision.

10. Conduct alcohol screening and brief intervention for patients in trauma hospital. (CTW, Chapter 1, Section 5.1)

A grant was awarded to the University of Virginia; however, they were unable to get the program started. They did not submit an application for FY19.

11. Conduct a statewide judiciary conference training judges on DUI and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.4).

Department of Motor Vehicles

The Judicial Transportation Safety Conference was held August 8-9, 2018 in Norfolk, VA. Approximately 100 General District Court (GDC) and Juvenile and Domestic Relations Court (JDRC) judges attended. The conference provided a forum for GDC and JDRC judges across the state to receive valuable information on legislation, current issues and successful programs that affect traffic safety in Virginia. The conference this year included a presentation by Chuck Matson on the differences between driving under the influence of alcohol as compared to driving under the influence of marijuana. There was also an update on case law that affects impaired driving arrests.

12. Conduct a minimum of 40 trainings on breath alcohol test equipment (CTW, Chapter 1, Section(s) 2.3)

Department of Forensic Science

The Department of Forensic Science (DFS) conducted breath alcohol training to license breath test operators for law enforcement agencies across the Commonwealth. The breath alcohol trainings conducted resulted in 757 law enforcement officers trained. One Police Instructor Retraining course was conducted with 22 law enforcement officers retrained to assist with breath alcohol instruction. During this grant year, DFS developed and implemented an E-Learning platform for recertification of active breath alcohol operators. The course was launched in August and at the end of the fiscal year, 180 operators were rec-certified online. Continuing education was provided for Breath Alcohol Section staff as well as the DFS Toxicology Program Manager. DFS contracted to expand report capabilities to access breath alcohol testing data.

13. Coordinate with the Judicial Outreach Liaison to work with the Virginia Supreme Court to assist with information dissemination and to establish a point of contact between the Highway Safety Office and the judiciary. (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.4)

Supreme Court of Virginia

The Supreme Court of Virginia completed its third year with the Judicial Outreach Liaison (JOL) program. Over the year, Retired Judge Wilkens continued to build the JOL program and become familiar with the successes and concerns of the judicial system in Virginia as it relates to highway safety. He continues to attend various highway safety stakeholder meetings and visits operating DUI Courts in the Commonwealth. In addition to those meetings, Judge Wilkens worked closely with the Highway Safety Office to help develop the curriculum for the Judicial Conference. He has worked closely with the State DRE Coordinator to learn more about the program in order to educate judges on the program and the severity of the drugged driving problem in Virginia. The JOL has participated as a presenter at various judges trainings across Virginia. He prepares and emails a quarterly newsletter to judges providing them with the latest and greatest of highway safety subject matter.

14. Conduct 3,600 Alcohol Compliance Checks, to be completed by the Virginia Department of Alcoholic Beverage Control (ABC) (CTW, Chapter 1, Section 6.3).

Department of Alcoholic Beverage Control

The Department of Alcoholic Beverage Control conducted a total of 3,184 successful alcohol compliance checks throughout the state focusing on access to age restricted products such as alcohol. These checks resulted in 324 sales to underage buyers which is an overall compliance rate of 90% in our licensed retail stores. This rate is slightly below last year's rate of 91%.

15. Conduct at least two major sports related outreach efforts to high risk populations. (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.5, 5.2).

Drive Smart Virginia

2018 marked the third partnership with Richmond Raceway and the second for Martinsville Speedway. Due to the success of the signage and collaterals that were created in the prior year, much of the artwork was used again for 2018. All pieces have an educational message and the subtitle for the project is "Choose a sober driver and buckle up." Videos and animated graphics were created for use in social media and onsite. Over 5,000 pledges were signed during the races.

16. Create a Driver Alcohol Detection System for Safety (DADSS) pilot project plan to include deployment and consumer awareness and acceptance. (CTW, Chapter 5)

Automotive Coalition for Traffic Safety

Recognizing the potential of this technology to save lives by preventing drunk driving, Virginia became the first state to use NHTSA highway safety grant funds to partner with the DADSS Program through the Department of Motor Vehicles. The partnership – Driven to Protect – is another example of the technological innovation happening in Virginia and the ongoing leadership the state is showing in the fight against drunk driving. In 2018, Driven to Protect in Virginia took another leap forward by announcing the first state partnership with a private company to conduct in-vehicle, on-road test trials of the DADSS technology. James River Transportation, a transportation leader in the Richmond area for 90 years with an equally impressive history of using technology to advance safety, has agreed to support the Program. Technology integrators have installed prototypes of the breath-based sensors into four vehicles in the James River Transportation commercial fleet. The data and feedback collected from the prototype sensors, as well as from the drivers themselves, will be invaluable in finalizing the technology as it is prepared for widespread commercialization. Through Driven to Protect, Virginia continues to put the health and safety of its residents first by educating the next generation about responsible driving behavior and by advancing technology that can prevent additional drunk driving crashes, injuries and deaths on its roads.

17. Develop a coordinated program for the deployment of Mobile Alcohol Testing Units to support law enforcement activities and to provide additional educational outreach regarding the consequences of DUI (CTW, Chapter 1, Section(s) 2.1,2.2, 2.3).

Discussions continue with the Department of Forensic Science on the feasibility of a mobile unit program and how best to approach the initiative. No formal grants were written for this strategy in FY18.

18. Develop DUI Institute (Advanced) Training for law enforcement, to include at least 2 courses the first year. (CTW, Chapter 1, Section 2)

It was decided that a DUI Institute will not be developed due to the very similar training implemented by the Commonwealth Attorney’s Services Council each year. In addition to their Advanced DUI training, the Highway Safety Office is holding ARIDE courses regionally in Virginia, as well.

Section 410 Impaired Driving Incentive Grant

For years, Virginia has had an average alcohol-related fatality rate of 0.28 per 100M VMT. Virginia qualified for funding under the Low Fatality Rate criteria (less than 0.30 per 100 million VMT). This funding was used to support overtime enforcement of DUI laws, to provide education and training for law enforcement personnel, etc. Virginia expended approximately \$219,844 of its Section 410 funds, \$553,986 of its Section 402 funds and \$3,028,385 of its Section 405d funds on alcohol selective enforcement and alcohol-related education, programs and training.

Section 154 Transfer Funds

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

Virginia expended approximately \$11,651,941 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and DUI Task Forces throughout the state.

Note: VAHSO is working on expending outstanding older and high balance funding. (410, 154HE)

DUI/DUID Convictions							
Category	2011	2012	2013	2014	2015	2016	2017
Under age 21	1,382	1,563	1,412	1,089	1,006	652	439
Adults	26,742	27,121	25,903	23,896	19,762	19,273	18,262
Unknown	38	35	18	0	0	0	0
Total	28,162	28,719	27,333	24,985	20,768	19,925	18,701

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

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

Other Impaired Driving Related Programs

Mothers Against Drunk Driving

MADD works across the Commonwealth to educate people about the dangers of impaired driving and underage drinking. Both the Eat, Drink, and Be Driven, and the Don't Blow it campaigns used traditional and social media to raise awareness about the impact on impaired driving to both victims and offenders. Eleven law enforcement awards ceremonies were held across Virginia, recognizing the outstanding work of 300 officers. Eleven e-newsletters went out to over 9,000 people who have demonstrated an interest in being part of the solution to drunk and drugged driving. Through this educated group MADD is better able to spread traffic safety messages in communities across the state.

Drive Safe Hampton Roads - Alcohol

Drive Safe Hampton Roads focused on increasing awareness of using an alternative mode of transportation, like a designated driver, instead of partaking in the deadly behavior of drinking and driving. This included distributing 1500 Don't Drink & Drive holiday bags through the ABC stores and on military bases. They used the "Intoxiclock Program" for public outreach at 9 community events reaching 240 people. At the events, attendees were educated about how quickly one can become intoxicated based on type of drink consumed, time and other factors.

Speed

(Core Outcome Measure C-6)



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

Overview of Programs, Projects and Activities Funded

Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,772,201 of its NHTSA 402 funds on speed-selective enforcement and equipment.

Measure: (C-6) Decrease **speed-related** fatalities 4% from the 2015 calendar base year of 326 to 313 by December 31, 2018.

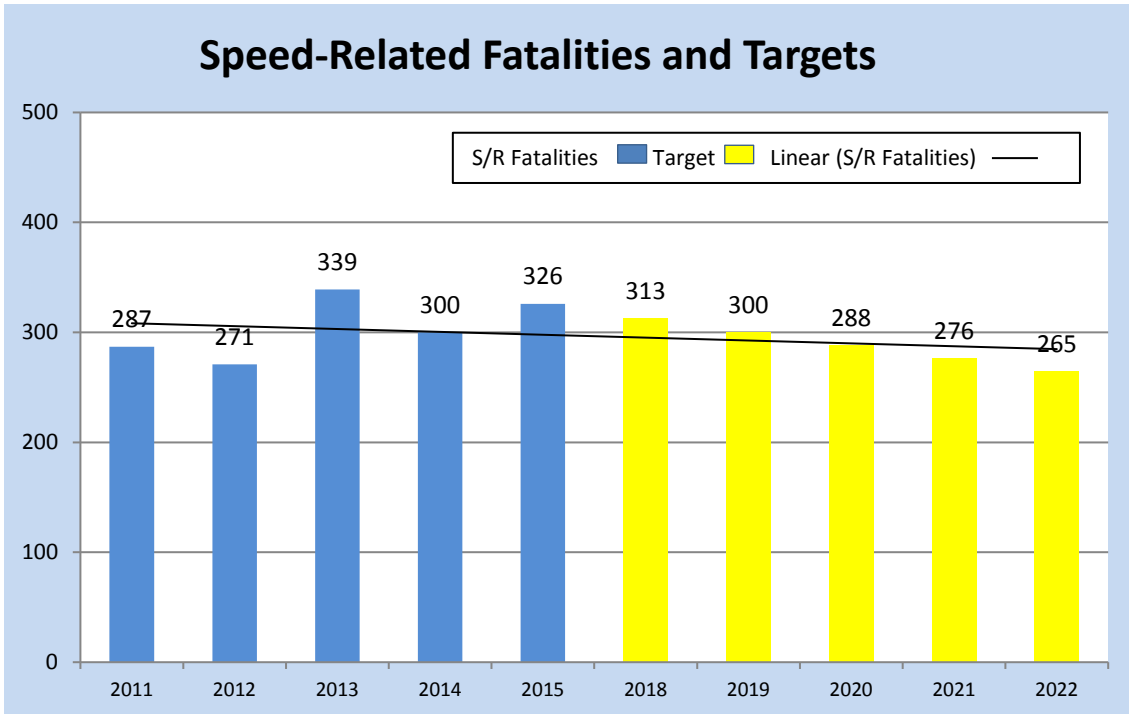
Speed Related Fatalities (FARS)	Baseline Data							2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	287	271	339	300	326	316	318	313

Note: 2015 calendar base year data was used to calculate the 2018 target.

Due to a methodology change in mid-year 2013 in how NHTSA/FARS interprets speed-related fatalities, Virginia's speed-related fatalities in FARS experienced a major decrease compared to prior years. In 2011, FARS recorded 271 speed-related fatalities in Virginia compared to just 95 in 2013 and 86 in 2014 (preliminary) from 2008-2012, FARS reported an average of 273 speed-related fatalities under the former methodology. Because of the drastic reduction under the new methodology, Virginia does not believe this represents an accurate count of speed-related fatalities in 2015. Therefore, we used 2015 state data to calculate our speed-related fatality targets.

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia's speed-related fatalities were 299 for 2015 and 305 for 2018 or a 2% increase. Virginia is not on track to meet its target of 4% reduction for 2018.



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected percent change (4% reduction) in speed-related fatalities as a more achievable target than the 3-year or 5-year rolling average.

Strategies and Accomplishments

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

The VAHSO worked with and supported the VSP and Operation Air, Land and Speed enforcement campaigns. VSP conducted phases 51 and 52 of the Air, Land and Speed operation during the 2018 grant period. These Phases involved Interstates 64, 81, 85 and 95. During the two phases 3,084 summonses were issued. There were no fatalities during these phases on the highways involved in the high visibility initiative.

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

Operations were geared toward identification and apprehension of motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. There were 127 speed-selective enforcement projects funded for local law enforcement agencies across the Commonwealth. These sustained high visibility efforts were mainly focused on primary and secondary roads.

In addition, impaired drivers and violations of the seat belt laws are often identified when law enforcement officers stop drivers for speeding, so speeding citations written during other types of selective enforcement efforts reinforced the perceived risk of consequences for failure to obey speed limits. During all grant funded selective enforcement activities this year, 81,901 speed-related citations were written by Virginia law enforcement officers.

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

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

Operation Air, Land, and Speed Results

Phase 51: August 25, 2018

Operation Air, Land, and Speed Results - 2018				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	320	273	121	714
Reckless	68	133	42	243
DUI	1	0	0	1
Safety belt	14	27	6	47
Drug/felonies	6	6	0	12
Other Citations	199	405	84	688
TOTAL – All Citations	608	844	253	1,705

Highway Fatalities – 0

Note: Division 3 had 20 man-hours committed due to Lockn' Music Festival

Phase 52: September 22, 2018

Operation Air, Land, and Speed Results - 2018				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	274	195	156	625
Reckless	36	81	24	141
DUI	1	0	0	1
Safety belt	37	23	21	81
Drug/felonies	0	5	2	7
Other Citations	225	216	183	524
TOTAL – All Citations	573	520	386	1,379

Highway Fatalities - 0

Motorcycle Safety

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

Overview of Programs, Projects and Activities Funded

The Commonwealth of Virginia continues its primary objectives to promote motorcycle safety and increase the number of properly licensed and trained riders.



The Virginia Rider Training Program (VRTP) offers motorcycle rider training courses that convey the knowledge and skills needed to pass the motorcycle operator license tests. Classes are designed for both beginning riders and experienced riders, and are taught by certified motorcycle safety instructors. Classes provide the opportunity to learn new techniques and practice skills in a controlled, safe environment. Classes are offered at a variety of locations throughout the state.

Virginia has successfully managed to maintain its quality of instruction while accommodating the increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the chart below, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 12,000 students were trained during the grant year. Approximately \$321,973 in 402 funds and \$166,334 of 405f funds was expended on motorcycle safety, education, training, awareness and paid media activities. Specifically under paid media, more than \$61,000 in paid advertising was spent on airing a video for a week in early spring that encourages motorists to give motorcyclists a “second look.” Also, to increase the awareness of the dangers of speeding to motorcyclists, \$88,000 in paid media spots featuring a video that encourages safe speeds and training reached more than 65% of the target audience.

Measure (C-7): Decrease **motorcyclist** fatalities 10% from the 2015 calendar base year of 79 to 71 by December 31, 2018.

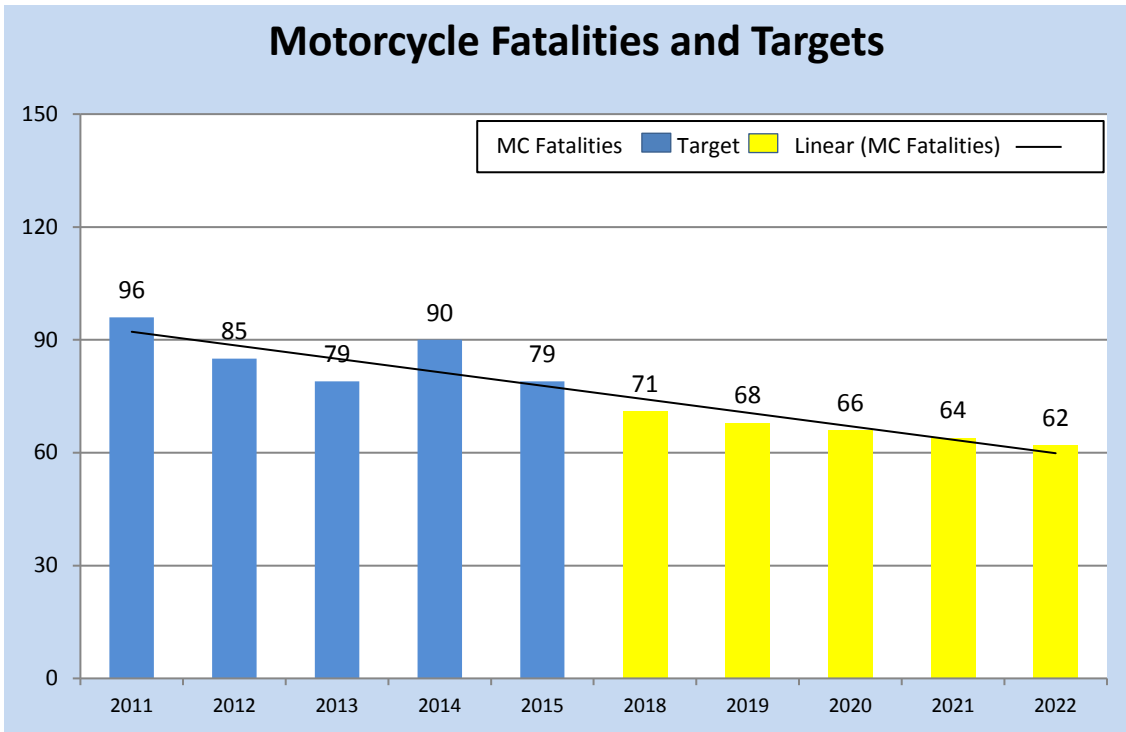
Motorcyclist Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	71
	96	85	79	90	79	72	108	

Note: 2015 calendar base year data was used to calculate the 2018 target.

On average, nearly 13,600 students attended the motorcycle training courses during calendar years 2012-2016. Nearly 12,900 or 95% of the total students passed the course. Three (3) percent (1,980) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist was at fault in the crash 49% of the time with the top driver’s actions of fail to maintain control of motorcycle, following too close and speed.

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s motorcycle fatalities were 67 for 2015 and 83 for 2018 or a 24% increase. Virginia is not on track to meet its target of 10% reduction for 2018.



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

Measure: (C-8) Decrease **unhelmeted motorcyclist fatalities** from the 2015 calendar base year of 3 to 0 by December 31, 2018.

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	1	5	3	1	3	4	1	0

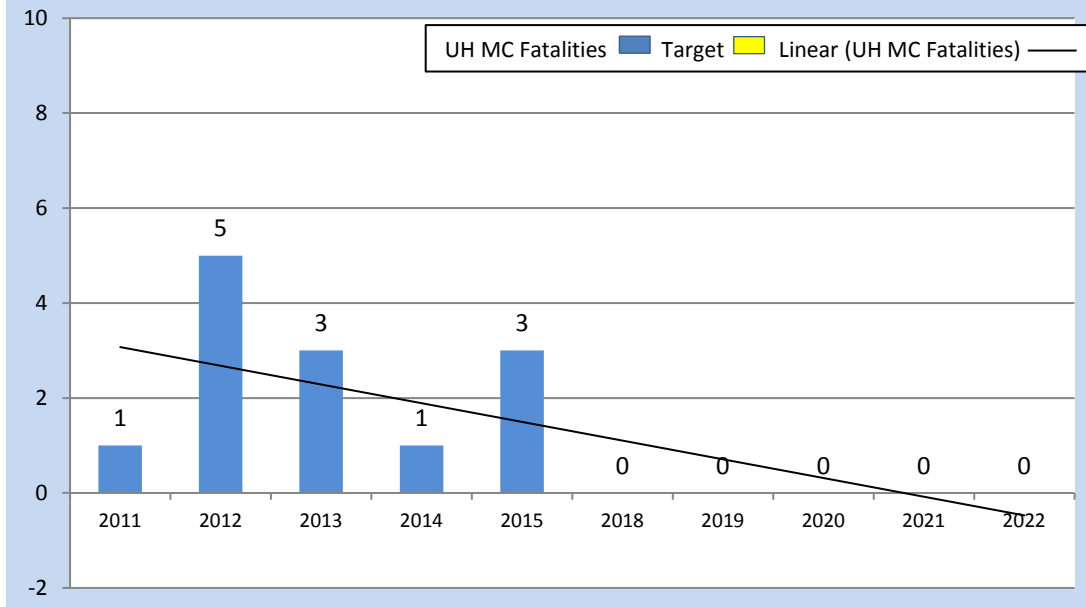
Note: 2015 calendar base year data was used to calculate the 2018 target. 2017 is preliminary FARS data.

2016 data is final, 2017 data is preliminary

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s unhelmeted motorcyclist fatalities was 3 for 2015 and 0 for 2018. Virginia is on track to meet its target of 0 for 2018.

Unhelmeted Motorcycle Fatalities and Targets



Justification: Virginia selected a target as 0 unhelmeted motorcyclist fatalities for fiscal year 2018.

Strategies and Accomplishments

1. Conduct a speed-focused media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions. (CTW, Chapter 5, Section(s) 4.1, 4.2)
Speed PSAs ran during the spring of 2018 (See Paid Media Plan section for more details.)
2. Conduct a motorist awareness media campaign on the misperception of motorcycle speed. (CTW, Chapter 5, Section(s) 4.1, 4.2)
PSAs ran during the spring of 2018 on the "Take a second look" (See Paid Media Plan section for more details.)
3. Conduct Basic Rider Training courses throughout the Commonwealth through partnerships with Virginia Licensed Community Colleges, Motorcycle Dealers and Motorcycle Training Sites. (CTW, Chapter 5, Section(s) 3.1, 3.2)
Conducted over 1115 Basic Rider training classes across the Commonwealth.
4. Conduct 30, 3-Wheeled Vehicle training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)
Conducted 76 3-wheeled (sidecar/trike) training courses.
5. Conduct 1 Advanced Rider Training course (CTW, Chapter 5, Section(s) 3.1, 3.2)
Conducted 12 Total Control Advanced Rider Clinics.

6. Conduct a minimum of 200 quality assurance monitoring checks of training sites and instructors (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)

On-site monitoring and evaluations of over 645 training facilities/instructors were conducted.

7. Conduct a minimum of 9 motorcycle safety driver education awareness events (CTW, Chapter 5, Section(s) 3.1., 3.2, 4.1, 4.2)

Conducted 2 motorcycle safety driver education awareness events. Instead of sending instructors into high schools to conduct education events, the motorcycle safety driver education awareness curriculum materials were sent to the Department of Education, which distributed them to all driver education teachers to include in their instructional program. With no face to face instruction through the grant staff, the Skid Bike was also not utilized as anticipated.

8. Conduct 30 Instructor Professional Development Workshops (CTW, Chapter 5, Section (s) 3.1, 3.2, 4.1, 4.2)

Conducted 39 Professional Development Workshops for instructors to maintain skills and update knowledge.

9. Participate in one Motorcycle Crash Investigation Course and 2 events with the SKIDBIKE. (CTW, Chapter 5, Section(s) 3.1., 3.2)

No Motorcycle Crash Investigation Courses were offered in the Commonwealth this year, so no participation was possible. No events with the SKIDBIKE were conducted. (See #7 above.)

Motorcycle Crashes and Injuries

Year	2010	2011	2012	2013	2014	2015	2016	2017
Crashes	2,207	2,288	2,416	2,079	2,005	2,061	1,919	2,119
Injuries	1,981	2,036	2,149	1,828	1,778	1,776	1,680	1,794

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2012	384,292
2013	389,517
2014	406,831
2015	414,930
2016	421,309
2017	423,088

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 \$295,872 of Section 154AL funds and approximately \$552,409 of Section 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 5% from the 2015 calendar base year of 74 to 70 by December 31, 2018.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	90	97	89	76	74	89	78	70

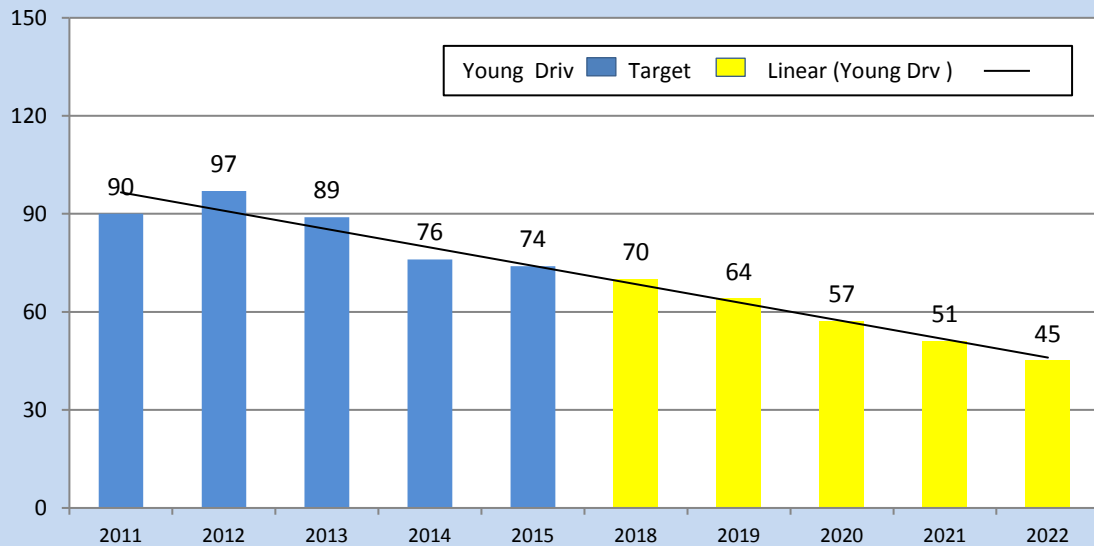
Note: 2015 calendar base year data was used to calculate the 2018 target.

Virginia will also continue to address its teen driver fatalities (15 to 19 year olds.) In 2017, 29 drivers and 10 passengers ages 15-19 died on Virginia roads; 5% and 8% respectively of all drivers and passengers killed. Of the 29 drivers killed 66% were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) decreased 36% in 2017 as compared to 2016 (29 vs. 45). Speed was a factor in 49% (27) of the fatal crashes. Two of the teen drivers had been drinking. Failure to maintain control of the vehicle (running off the road) and speed were the top driver's action accounting for 83% of the fatalities. Frederick County, Hanover County and Henry County were the top jurisdictions for teen driver fatalities.

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia's young drivers (age 20 and younger) involved in fatal crashes were 72 for 2015 and 87 for 2018 or a 21% increase. Virginia is not on track to meet its target of 5% reduction for 2018.

Drivers Age 20 and Younger Involved in Fatal Crashes and Targets



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

Strategies and Accomplishments

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

Department of Education (DOE) revised the 45-hour Parent Teen guide and distributed 112,000 guides to teen drivers and their parents. The Department of Motor Vehicles printed and distributed 60,500 45-hour Parent Teen guides to customers. This totaled 172,500 Guides distributed. The anticipated total of 195,000 was not reached in distribution because school districts and Customer Service Centers did not request as many copies as expected.

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

Drive Safe Hampton Roads distributed the brochure: *Teen Driving Rules in Virginia, A Parent's Quick Reference Guide* at a variety of safety events in the Tidewater area and at the Virginia Highway Safety Summit.

3. Conduct at least 6 educational campaigns/events to focus on topics such as seat belt use, impaired driving, Zero tolerance laws, distracted driving, and other highway safety issues for the driver 20 and younger. (CTW Chapter 1 Section 6.5, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1)

YOVASO sponsored 4 statewide safe driving campaigns that impacted students in middle schools and high schools across the state. These included Save Your Tailgate, Buckle Up, Slow Down campaign, a Halloween campaign, a Holiday campaign and a spring Arrive Alive campaign. Educational materials were distributed and over 1,250 educational and awareness activities were offered. During FY 2018, YOVASO has 102 member schools and youth groups. YOVASO campaigns are statewide and emphasize seat belt use, avoiding distracted driving, and prevention of drinking and driving as well as speeding. YOVASO held a leadership retreat in the summer with 152 attendees, including 104 students from 33 schools.

Drive Safe Hampton Roads: The “Get It Together High School Seat Belt Challenge”: Of the 32 schools participating this school year, twenty-nine schools completed the GIT program. The award structure changed this year. Schools were awarded a Gold, Silver or Bronze award based on the number of activities the school conducted, their final seat belt use rate and whether or not that created a seat belt PSA. Five schools won Gold medals, Seventeen schools won Silver medals, five schools won bronze medals and two schools received certificates of participation because they failed to turn in their paperwork. Seven schools ended with a final seat belt use rate above 98% and 15 schools above 92%.

4. Continuation of other alcohol impaired driving reduction activities such as the YOVASO program.

In addition to YOVASO campaigns, the Virginia Association of Health, Physical Education, Recreation & Dance (VAHPERD) focused on preventing underage drinking and driving messaging through their Choose Your Vibe - Arrive Alive - My Vibe social media campaign engaging both youth and their parents. The campaign also highlighted some considerations for rising college freshmen; which is important since a high percentage of entering freshmen drink prior to college.

The Virginia Association of Chiefs of Police & Foundation also worked to provide alcohol prevention and underage drinking messaging to college students through social media efforts and signage through their Buzzkill campaign, while partnering with campus law enforcement agencies.

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

VAHPERD secured engagement of 6 schools in developing and submitting youth led anti-drinking and driving videos and/or heavily profiling underage drinking and impaired driving prevention initiatives throughout their school. The underage drinking and impaired driving programming at two school grant sites, for example, reached 3190 students. Over the course of the year, the active engagement of

the youth audience with the Twitter campaign was reflected in the 852 re-tweets, 1515 likes, and 1037 followers that the campaign garnered; individuals saw the tweets a total of 703,300 times. The audience actively engaged with the Facebook campaign as reflected in 14,703 likes and 821 reactions, comments and shares; the content on the page was seen 4,878,175 times, and reached 4,407,433 individuals. The Instagram campaign was actively followed by 388 young people, secured 3127 likes, was seen 38,902 times, and reached 14,135 individuals.

Pedestrian Safety Program Area

(Core Outcome Measure C-10)



Overview of Programs, Projects and Activities Funded

The goal of this program area is to reduce pedestrian fatalities and injuries through improving roadway behaviors. Through this program, pedestrians were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the pedestrian projects were conducted in conjunction with bicycle safety projects. Virginia spent approximately \$277,911 of its Section 402 funds on pedestrian and bicycle safety.

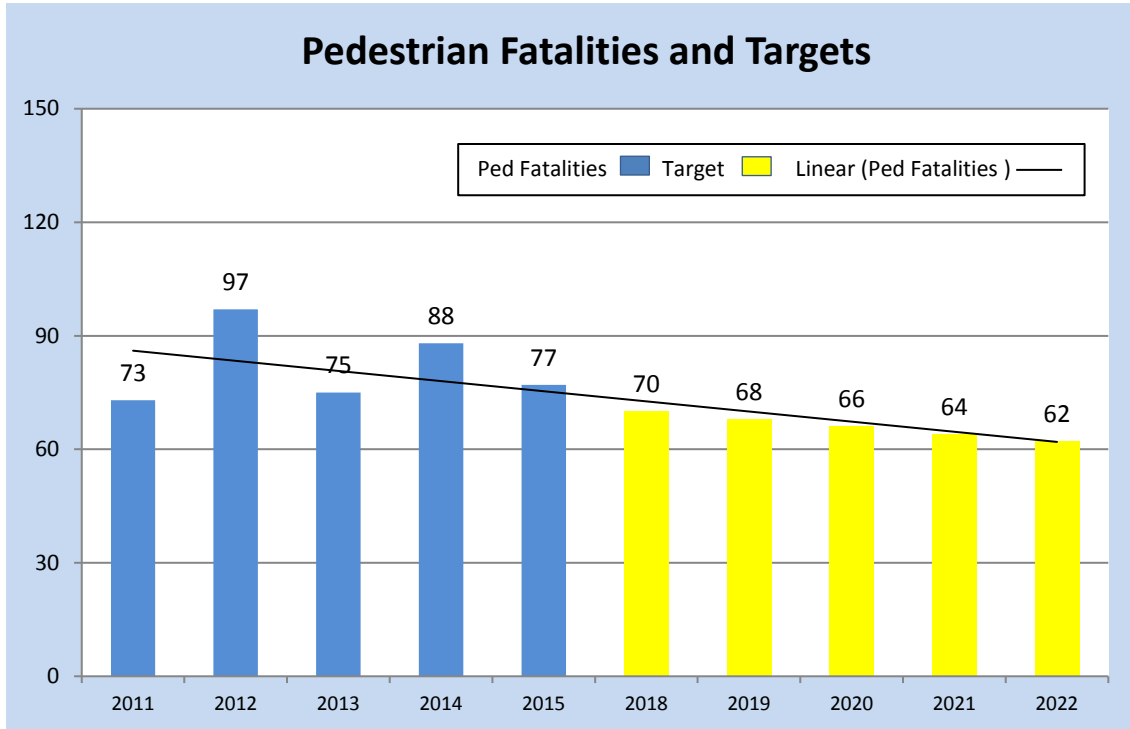
Measure (C-10): Reduce **pedestrian fatalities** 9% from the 2015 calendar base year of 77 to 70 by December 31, 2018.

Pedestrian Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	73	97	75	88	77	122	113	70

Note: 2015 calendar base year data was used to calculate the 2018 target.

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia's pedestrian fatalities were 64 for 2015 and 103 for 2018 or a 61% increase. Virginia is not on track to meet its target of 9% reduction for 2018.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Virginia selected the 5 year rolling average (9% reduction) in pedestrian fatalities as a more achievable target than the actual number or 3-year rolling average.

Strategies and Accomplishments

1. Continue to develop countermeasures and implement strategies to address fatalities and serious injuries of pedestrian crashes occurring throughout the Commonwealth of Virginia through the Pedestrian Safety Task Force.

The “Pedestrian Safety Task Force” met quarterly throughout 2018 and received presentations from federal, state, local and non-profit agency representatives. Stakeholders strategized to reduce victimization and serious injury. A media “tool kit” was developed and sent to the top 10 jurisdictions in the Commonwealth experiencing pedestrian fatalities for 3 consecutive years. Launching and posting the “tool Kit” on www.dmvnow.com makes the products accessible for jurisdictions or agencies use to create awareness in an effort to reduce victimization of pedestrian crashes.

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

The Northern Virginia Region had 4 (Arlington County Police, Arlington County Sheriff Office, Fairfax County Police and Prince William County Police) selective enforcement activities which when combined issued a reported 5201 citations in the following areas: 769 alcohol, 3934 speed, 321 Occupant Protection, 177 pedestrian and, bicycle violations using 13532 grant funded hours.

3. Partner with sub-grantees to conduct safety campaigns throughout 2018:

- Partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4, 4.5).
- Combining bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4).

The Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program has worked to raise public awareness and added law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, was conducted with a combined launch of messaging through media and street-level outreach events along with increased enforcement "waves," to targeted drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia.

In addition, four other localities conducted pedestrian and bicycle focused selective enforcement activities: Richmond City, Harrisburg City, Roanoke City and Salem City. During these efforts, more than 290 grant funded hours were utilized and resulted in issuing 383 summons to include alcohol, speed, OP, pedestrian and bicycle violations and other violations.

4. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles. (CTW, Chapter 8, Section 4.5).

- Support and maintain a bicycle and pedestrian safety website.
- Distribute approximately 18,000 "Sharing the Roads in Virginia" pocket guides (English and Spanish) to Virginians containing thorough information about the Commonwealth's pedestrian and bicycling laws.

Northern Virginia Regional Commission (NVRC) grant project updated the 'Sharing the Roads in Virginia' guidebook in the English and Spanish languages. The review process to keep the guidebook current is ongoing in order to keep up with legislative changes that affect travel lane markings and rules of the road for both pedestrians and bicyclist. The guidebooks are available for order through (WWW.SHAREVAROADS.ORG) and more than 26,000 distributed throughout the state during the 2018 grant year.

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

Bicycle Safety Program Area

(Core Outcome Measure C-11)

The goal of this program area is to reduce bicycle fatalities and injuries through improving roadway behaviors. Through this program bicyclists were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians. To improve efficiency and impact, several of the bicycle projects were conducted in conjunction with pedestrian safety projects. Virginia spent approximately \$277,911 of its Section 402 funds on pedestrian and bicycle safety.

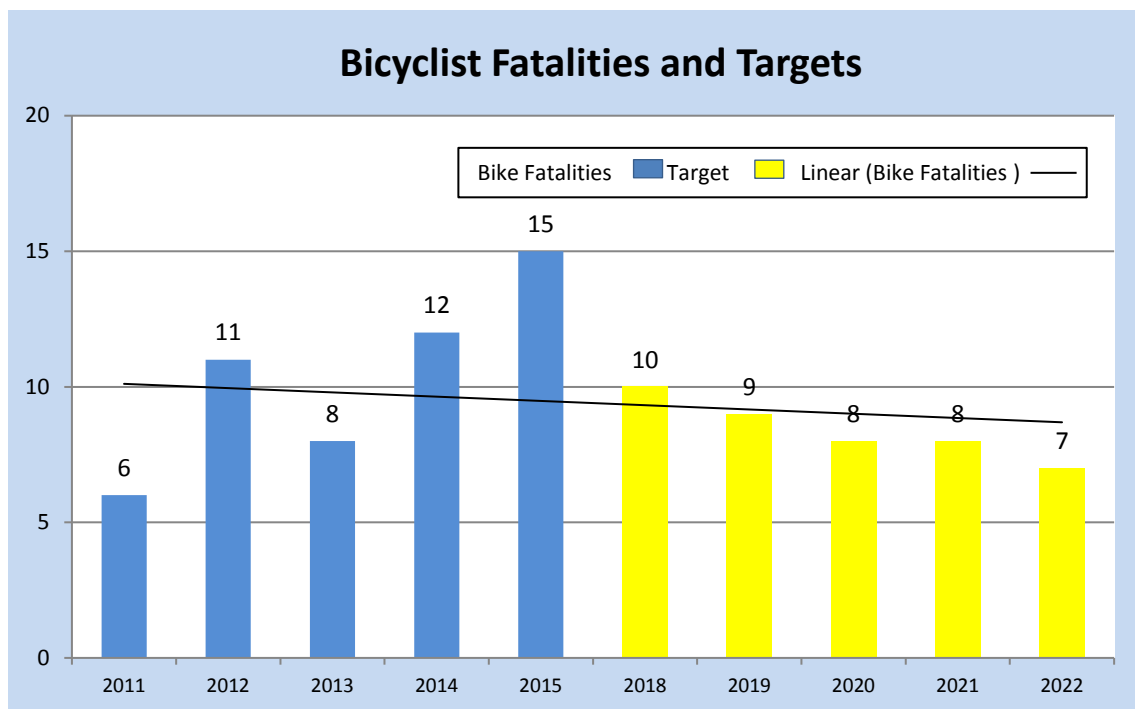
Measure: (C-11): Reduce **bicyclist fatalities** 33% from the 2015 calendar base year of 15 to 10 by December 31, 2018.

Bicycle Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	10
	6	11	8	12	15	10	12	

Note: 2015 calendar base year data was used to calculate the 2018 target.

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia's bicycle fatalities were 13 for 2015 and 12 for 2018 or an 8% decrease. Virginia is not on track to meet its target of 33% reduction for 2018.



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

Strategies and Accomplishments

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 9, Section(s) 3.3).

The Northern Virginia Region had 4 (Arlington County Police, Arlington County Sheriff Office, Fairfax County Police and Prince William County) selective enforcement activities which when combined issued a reported 5201 citations in the following areas: 769 alcohol, 3934 speed, 321 Occupant Protection and 177 pedestrian and, bicycle violations using 13532 grant funded hours.

2. Partner with sub-grantees to conduct safety campaigns throughout 2017:
 - Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 9, Section(s) 1.3, 2.2, 3.2, 3.3, 4.1, 4.2)
 - Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 9, Section(s) 1.3, 2.2, 3.2, 4.1, 4.2, 4.3, 4.4)

The Metropolitan Washington Council of Governments' (MWCOC) Street Smart program continues to work to raise public awareness and add law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, was conducted in conjunction with increased law enforcement "waves," and targeted drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia through media relations and street-level outreach events.

Northern Virginia Regional Commission (NVRC) has trained 9 community members to teach bicycle and pedestrian transportation safety throughout Fairfax and surrounding jurisdictions in northern Virginia.

Apply to become a transportation safety leader and League of American Bicyclists League Certified Instructor (LCI)! Local bicycling and pedestrian transportation partners are looking for people to teach with **Washington Area Bicycling Association (WABA)** and other community groups to encourage walking and cycling, while making our roads safer for ALL users. WABA, a leader in LCI training and outreach on safe bicycling, has taught hundreds how to ride and ride more confidently. In addition, participants learn key strategies for educating community members on pedestrian and bicycling safety. Training includes an extra day of pedestrian safety, taught by Arlington County staff. This training is a \$500 value, in return for your commitment to hold two pedestrian and bicycling safety outreach events and to support bicycle and pedestrian safety in the community. This seminar was an intensive, fun and engaging course taught by experts!

In addition, three other localities conducted pedestrian and bicycle focused selective enforcement activities: Richmond City, Harrisburg City, Roanoke City and Salem City. During these efforts, more than 290 grant funded hours were utilized and resulted in issuing 383 summons to include alcohol, speed, OP, pedestrian and bicycle violations and other violations.

3. Support creation and distribution of web-based and printer materials to increase awareness and understanding of sharing the roadway for all users, including pedestrian and bicycles. (CTW, Chapter 9, Section(s), 1.3, 2.2, 3.2, 4.1, 4.2)
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The Virginia Department of Transportation (VDOT) distributes an “Active Transportation Newsletter”. The Statewide Bicycle and Pedestrian Program email newsletter is shared with advocates to promote Virginia’s [Statewide Bicycling and Pedestrian Program webpage](#) , which includes maps, laws and safety tips, information on places to travel, and much more!

4. Conduct bicycle safety training events and create bicycle awareness messaging. (CTW, Chapter 9, Section(s) 1.3, 2.2, 3.2, 4.1, 4.2)

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

Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Week to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit distributes brochures to promote the “Share the Road” message as well as “See and be Seen” brochures.

DMV’s, Virginia Highway Safety Office continues to disseminate programmatic/safety messages to all stakeholders to promote “Ped/Bike Awareness Month”. Permanent and variable message boards are used to promote awareness of the campaign in Virginia Beach, VA and the Commonwealth.

Seat Belt Use Rate – Observed Seat Belt Use Survey

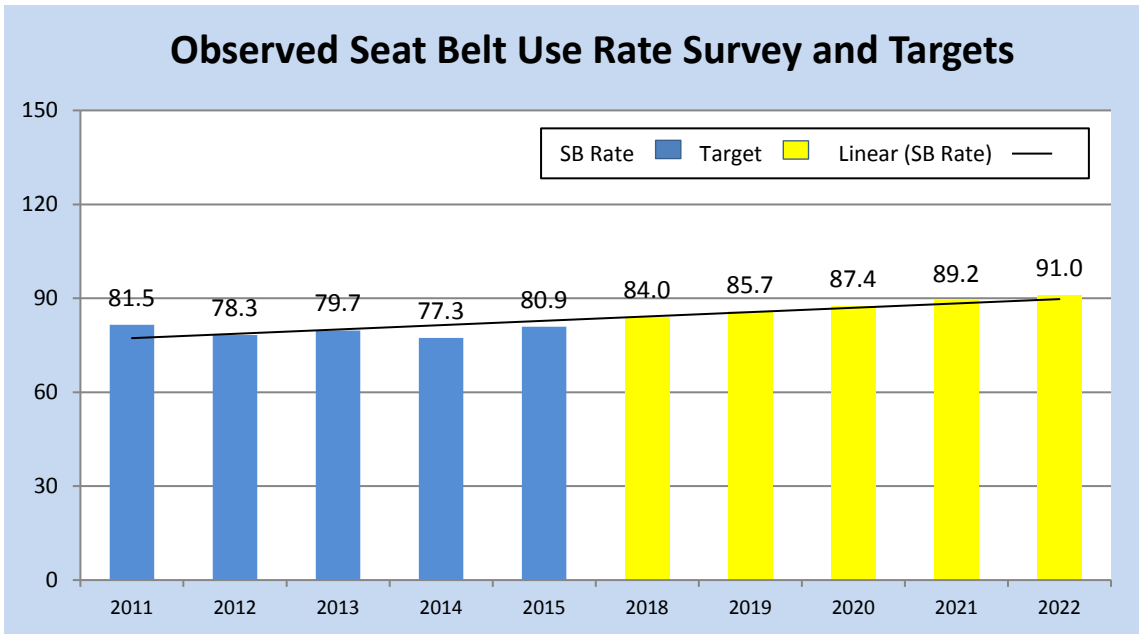
(Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 4% from the 2015 calendar base year of 80.9% to 84.0% by year 2018.

Observed Seat Belt Use Rate Survey	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	81.5	78.3	79.7	77.3	80.9	79.0	85.3	84.0

Performance

Virginia’s seat belt usage rate was 80.9 for 2015 and 84.1 for 2018. Virginia met the target of 84.0.



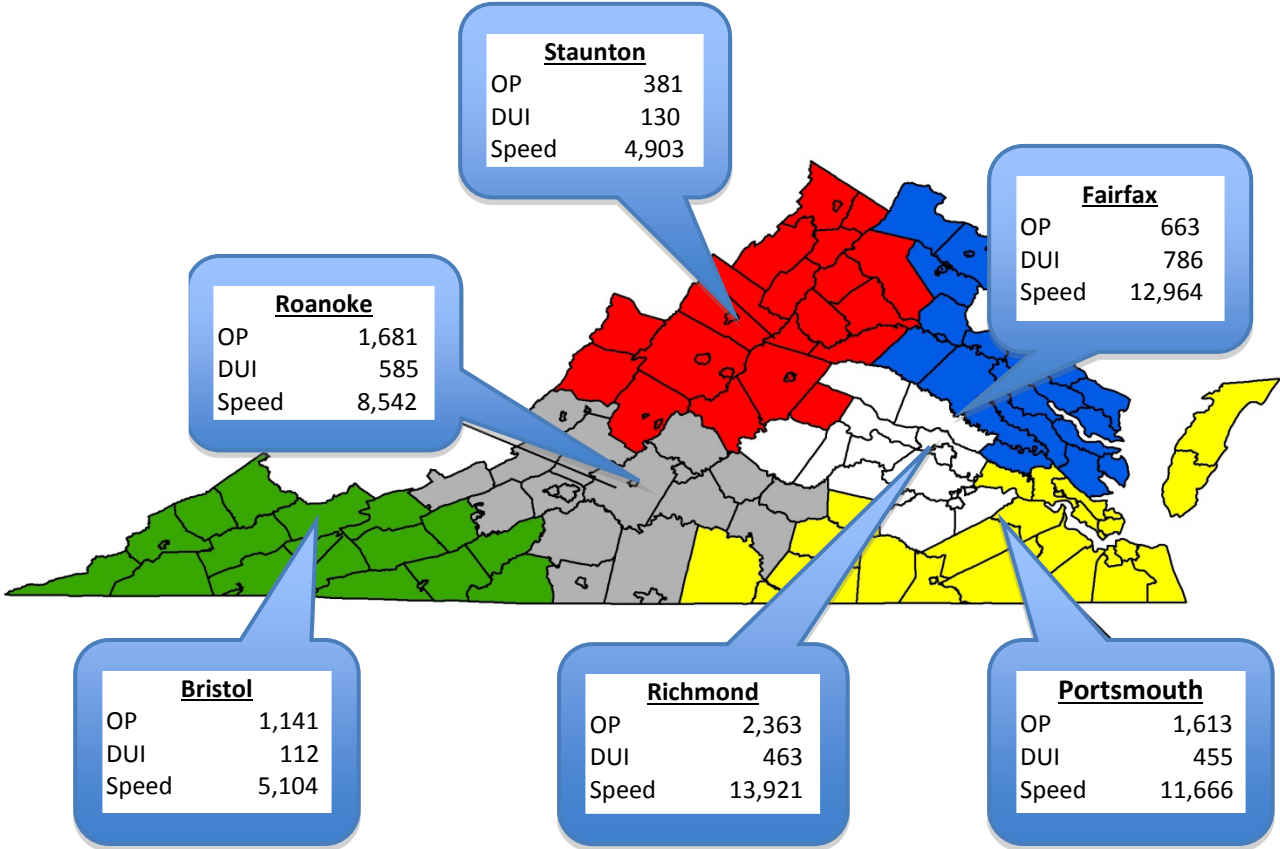
Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year rolling averages. Virginia selected the percent change (4% increase) in seat belt use rate as a more achievable target than the annual or 3-year or 5 year rolling average.

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

Core Activity Performance Measures Virginia Grant Funded Citation Efforts

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

Virginia Highway Safety Office Regions



Region Totals

OP (A-1)	7,842
DUI (A-2)	2,531
Speed (A-3)	57,100

State Police	
OP	1560
DUI	228
Speed	10094

Region + SP	
OP	9402
DUI	2759
Speed	67,194

Traffic Records

Projects and Activities Funded

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

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

Virginia expended approximately \$407,005 of its Section 402 funds and \$311,722 in Section 405d funds on TREDS and other traffic records activities.

Measure:

Continue to enhance the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDS by December 31, 2018.

Strategies and Accomplishments:

1. Increase 2017 street level crash location data from 0 to 125,000
122,513 (preliminary)
2. Increase electronic submission of crash reports by law enforcement from 96 % to 98 %
(TR Assessment recommendation)
Electronic submissions now stand at 99.9%
3. Integrate 2 additional ignition interlock vendors to TREDS to electronically capture vendor interlock information (TR Assessment recommendation)
Both Draeger and Smart Start vendors were integrated to TREDS
4. Implement a minimum of 5 new crash business rules in TREDS to enhance at least one of the six characteristics of the core database (accuracy, timeliness, uniformity, integration, completeness and accessibility) (TR Assessment recommendation)

13 business rules were identified and approved for implementation. Due to vendor issues, they were not implemented. Will continue with the process to finalize SOW in the next few months

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

Project is still underway. Required an additional step of an interconnectivity security agreement between both agencies which is still under review.

6. Develop three new driver system performance measures (TR Assessment recommendation) – only two measures were identified at this time.

State to State (S2S) driver system performance measure (accuracy and completeness)

Increase issuance of Real ID “One Driver, One License (uniformity)

7. Develop three new vehicle system performance measures (TR Assessment recommendation) – only one measure could be identified at this time

Automated vehicle system to crash database alert of the addition or removal of Ignition Interlock from vehicle (integration)

8. Create reporting in TRENDS for VASAP and DMV/VAHSO management staff to make better program decisions.

Planning for development of different type of reports based on VASAP and DMV/VAHSO needs.

Note: See more accomplishments on next page.

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

TREDS Enhancements

Enhanced Jurisdiction Crash Maps by adding a Help function that provides assistance when using the map.

In adherence with new security measures, the password reset policy was enhanced to require entry of a personal identification number (PIN) in addition to a security question/answer.

A new user validation process was implemented requiring users to validate their email address prior to the TREDS System Administrator approving the request. After email validation and approval, the user receives an automated email with a temporary password, allowing them access to the TREDS website.

Completed the initial development on a new relational database that will provide enhanced reporting and analysis as well as allow for the transfer of data to external parties in a standardized format.

Enhanced the Annual Crash Facts publication by updating the format and adding new content. New sections include crashes involving distracted driving, cell phones and texting.

Communicated and completed the roll-out of a new process that will disable TREDS users that are inactive for six months.

Training

Trained approximately 30 law enforcement personnel in an effort to improve the accuracy of data sent to TREDS.

Improved the user experience when referencing the Police Crash Report Training Manual by creating a new template and clarifying content where needed. Also updated general information relating to parked vehicles, trailer/vehicles in tow, and crashes involving hit and run drivers. In addition, the crash, driver, passenger and pedestrian information was updated to assist law enforcement with completing crash reports more accurately.

Enhanced the TREDS Help menu with additional knowledge articles to improve communication channels with law enforcement and to address frequently asked questions. In addition, documentation was updated to address the new procedures for requesting user access, creating a personal identification number (PIN) and selecting a security question.

Law Enforcement Enhancements

Enhanced the TREDS Department Administrator and Virginia State Police Administrator roles, expanding their capabilities to request TREDS user access for law enforcement personnel.

The Department Administrator Request Form was updated to improve the process when a user requests this role in TREDS.

Added functionality to allow the DMV System Support Group (SSG) to support select functions for TREDS users.

Fatal Crashes Involving Distracted Drivers

Implemented a new procedure when collecting information on the police crash report when unknown if a driver was distracted in a fatal crash. Previously, when unknown if a driver was distracted, law enforcement typically selected 'Other' in the Type of Driver Distraction field because there is no selection for 'Unknown'. When marking 'Other', the crash was counted as a distracted driving crash which was incorrect when unknown if the driver was distracted.

The new procedure instructed law enforcement to select 'N/A' (Not Applicable) if unknown whether or not the driver was distracted; therefore, the crash would not be counted as a distracted driving crash. The new procedure was posted on the TREDIS login page, sent to Department Administrators in all law enforcement agencies and provided to trainers in agencies that were incorrectly recording 'Other' in Type of Driver Distraction.

TREDIS Operations Center

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

FARS

Enhanced the electronic data transfer to send data as soon as it is supervisor approved. The FARS data elements were also updated to send drug codes rather than drug values and to send all non-zero value drugs.

Virginia Alcohol Safety Action Program

Incorporated CSS Alerts into the VASAP system and introduced functionality to allow ASAP locations to transfer the alerts to a different ASAP office when a case was transferred prior to the alert being posted.

Virginia Department of Transportation

Enhanced the VDOT Property Damage Report by adding search filters for street name and mile marker in addition to adding a link which allows the user to access the PDF copy of the crash from the Property Damage Report. These changes were implemented to improve the timeliness in searching for specific reports where VDOT property was involved.

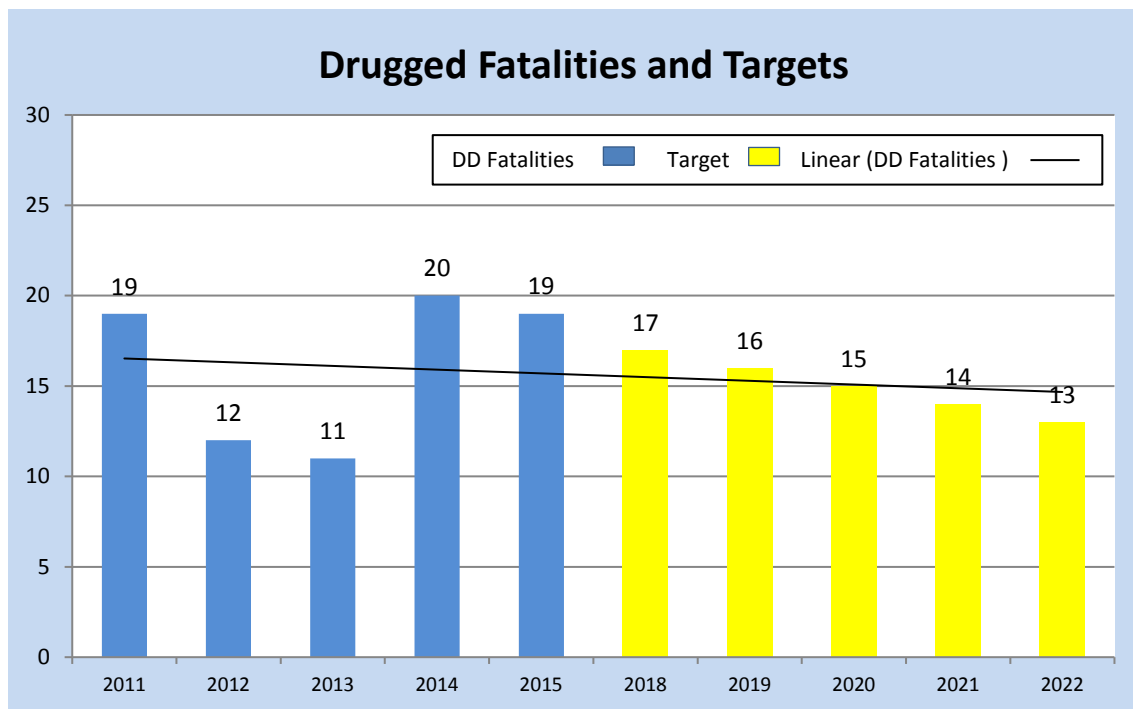
Drugged Driver Fatalities

Measure: Reduce drugged driving **fatalities** 11% from the 2015 calendar base year of 19 to 17 by December 31, 2018.

Drugged Driver Fatalities (FARS)	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	17
	19	12	11	20	19	23	59	

Performance

Virginia’s drugged driver fatalities were 19 for 2015. The number of drugged driver fatalities cannot be compared for 2015 vs. 2018 because drugged driver data is not available for 2018 at this time. Virginia expended approximately \$314,807 in Section 405d funds towards these activities.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (11% reduction) in drugged driving fatalities as a more achievable target than the annual or 3-year or 5-year rolling average.

Drug- Impaired Driving Strategies and Accomplishments

1. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 4 courses per year, 1 per quarter (**CTW, Chapter 1, Section(s) 7.1, 7.3**)

Department of Motor Vehicles

There were four ARIDE courses were held in Richmond, Virginia Beach, Middletown and Wytheville which reached 85 participants. Although the majority of participants were law enforcement officers, a few prosecutors and toxicologist audited the courses as well. There continues to be an overwhelming response to participate in ARIDE and very positive feedback from those that have attended. There are plans to hold 8 courses next year in Virginia.

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

Department of Motor Vehicles

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

The VAHSO worked closely with bordering States, West Virginia and Maryland, to assist us with training Virginia officers as DREs. In 2018, we were able to send seven officers to DRE training who represent the following jurisdictions: Salem, Amherst, Newport News, York, Loudon, Virginia Beach and Arlington. This year four of our DREs attended the DRE Instructor Certification program and Course Manager training to become Virginia's first certified DRE Instructors since rebuilding of the program.

The DRE Program is also established in the following counties/areas in Virginia: Accomack, Northampton, Virginia Beach, Chesapeake, Suffolk, Henrico, Richmond, Spotsylvania, Fairfax, Charlottesville, Fluvanna, Botetourt, Roanoke, Roanoke City, Montgomery, Wythe, Buchanan, and Dickenson. In these areas in 2017, there were a total of 132 DRE enforcement evaluations completed. Of those evaluations, cannabis and CNS depressants were opined most and there were 56 poly-drug cases.

In addition to training officers, educational sessions have been provided to judges and Commonwealth Attorneys at various conferences across Virginia. The presentations provide an overview and history of the DRE program, discuss the training officers receive, and also review the battery of tests performed during an evaluation. The Commonwealth Attorney's Services Council continued its Rolling Stoned: DRE for Prosecutors training which was held in June.

Commonwealth Attorney's Services Council

This year the DUID TRAINING PROGRAM was presented at five locations across the state stretching from Wytheville to Fredericksburg to Newport News. The DUID program is a one-day program designed to address the growing and extremely complicated sub-set of DUI offenses that involve drug impairment, entailing illegal drugs as well as the very challenging type of cases involving prescription drugs. While these offenses are more complex than many types of felony offenses faced by highly experienced investigators, the young officers out on patrol must deal with these offenses almost nightly. The new DRE for Prosecutors Training Program was conducted in June. It is anticipated that this training program will be conducted again in 2019 and ultimately expanded as Virginia's DRE Program continues to grow and spread throughout the Commonwealth. In time, this program should be combined with the DUID Training Program as more law enforcement agencies obtain DREs.

3. Conduct a statewide training session for Virginia drug court staff. **(CTW, Chapter 1, Section(s) 3.1, 4.4)**

Supreme Court of Virginia

This year's DUI Drug Treatment Training Conference was attended by 45 judges, 22 Commonwealth Attorneys, an equal number defense attorneys, and 4 Statewide Advisory Committee members along with others. U.S. Senator Warner provided opening remarks via teleconference which was well received. This year's training presented the need for better drug & alcohol testing. This will be reviewed more closely by individual programs and monitored as we review data for annual reports on effectiveness and efficiency of drug treatment courts and specialty dockets.

4. Conduct 6 youth peer to peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances. **(CTW Chapter 1, Section(s) 6-5, 7.3)**

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

YOVASO supported peer-to-peer prevention and education programs in over 100 high schools, middle schools and youth groups throughout the Commonwealth. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues. YOVASO also participated in school and college events providing an interactive display and reached over 13,000 participants.

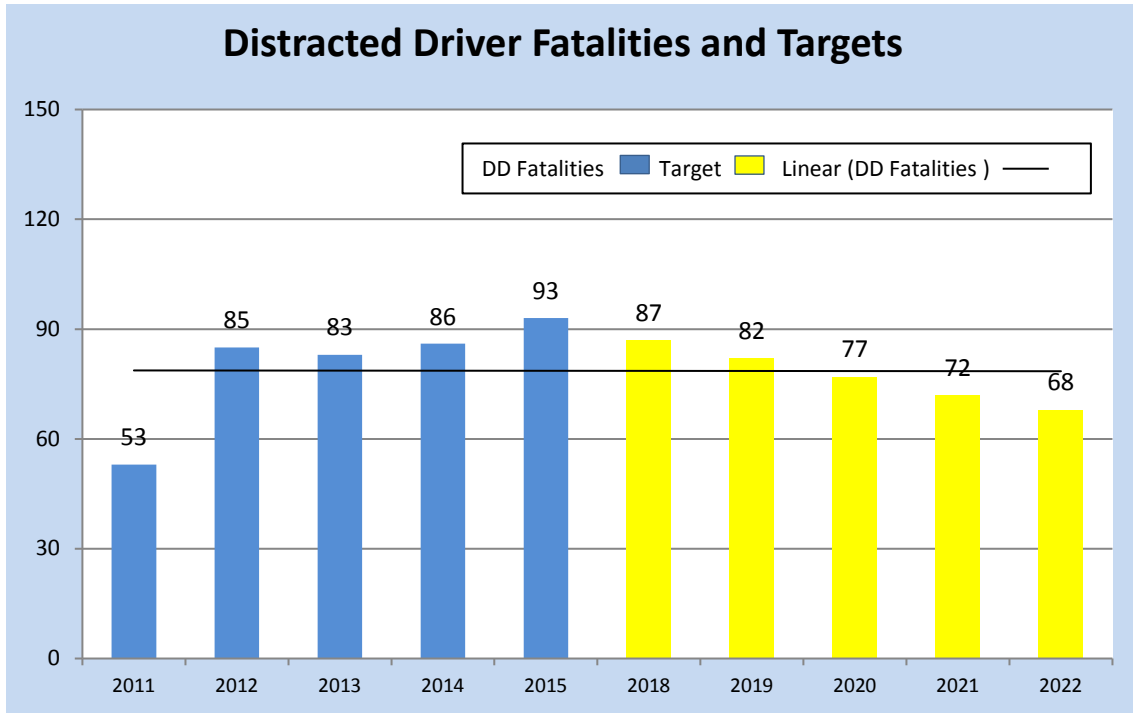
Distracted Driver Fatalities

Measure: Reduce distracted driver **fatalities** 6% from the 2015 calendar base year of 93 to 87 by December 31, 2018.

Distracted Driver Fatalities	Baseline Data						Preliminary	2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	53	85	83	86	93	111	117	87

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s distracted driver fatalities were 89 for 2015 and 60 for 2018 or a 33% decrease. Virginia is on track to meet its target of 6% reduction for 2018. Approximately \$20,000 in Section 402 funds were expended toward sending law enforcement and teachers to the DriveSmart VA Distracted Driving Summit.



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

Strategies and Accomplishments

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

Drive Smart Virginia

In partnership with the Department of Education and DMV, DRIVE SMART Virginia was provided names of deserving teachers and law enforcement officers who would benefit from attending the Distracted Driving Summit, but likely would be unable to afford the expense. DRIVE SMART Virginia contacted these individuals and offered them scholarships to attend. There were 28 officers and 10 teachers who utilized these scholarships and are now able to apply the knowledge acquired at the Summit in their communities across the commonwealth.

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

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

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Note: There were no grant funded selective enforcement efforts for Distracted Driving on FY2017. We do not get reports for regular time DD enforcement.

Drowsy Driver Fatalities

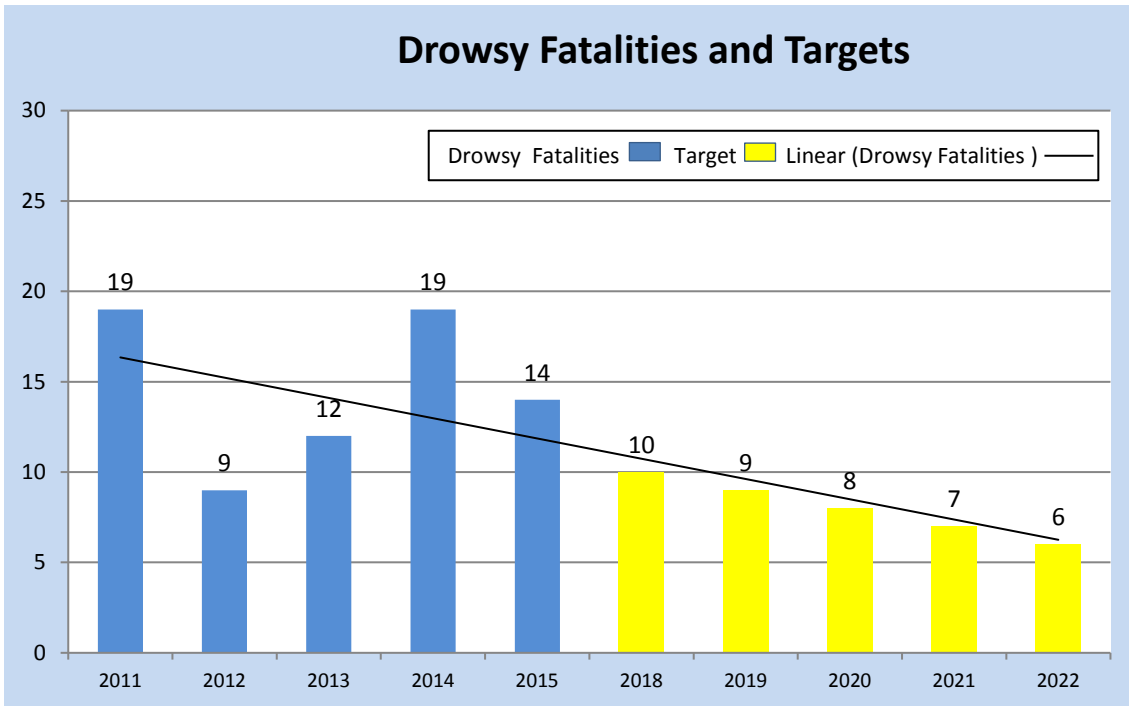
Measure: Reduce drowsy driving fatalities 29% from the 2015 calendar base year of 14 to 10 by December 31, 2018.

Drowsy Driving Fatalities	Baseline Data							2018 Target
	2011	2012	2013	2014	2015	2016	2017	
	19	9	12	19	14	10	12	10

Note: Drowsy Driver - apparently asleep/fatigued

Performance - Data comparison January 1 – November 30: 2015 vs. 2018

Virginia’s drowsy driving fatalities were 13 for 2015 and 18 for 2018 or a 38% increase. Virginia is not on track to meet its target of 29% reduction for 2018.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (29% reduction) in drowsy driving fatalities as a more achievable target than the annual number or 3-year or 5 year rolling average.

Strategies and Accomplishments

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

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

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

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

Driver Education (DE)

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

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

Approximately \$854,931 of Section 402 funds was expended to support these activities.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2018.

Strategies and Accomplishments

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

Virginia Trucking Association (VTA) Coordinator developed and conducted three safety breaks throughout Virginia at different Safety Rest Areas along the interstates, reaching approximately 800 drivers (trucks and general motoring public). In addition, VTA held a safety break event at local 3 day event that had approximately 2,000 attendees. Participants were provided safety educational and awareness materials on sharing the road, seat belts, aggressive driving, distracted driving and the move over law. The safety breaks allowed for an opportunity to network with representatives from the FMCSA, VSP and volunteers from member trucking companies. In addition to the safety breaks and truck stop events VTA conducted ten *No Zone* presentations at local high schools reaching approximately 4,300 students. The VTA also sent out media releases for all major holidays and disseminated the safety information to all members to share with their employees

Virginia Department of Aging and Rehabilitative Services' Grand Driver Program is an educational resource designed to provide Virginians with information about staying safe and mobile on the road as they age. Grand Driver conducted 195 older driver assessments through four comprehensive driver assessment centers. Through health fairs, expos, and presentations 9995 people were reached this grant year. A total of 378 participants were Car Fitted at 6 CarFit events and 69 volunteers were trained as technicians (64) or coordinators (5). The CarFit events were conducted to educate seniors about the changes they need to make to their vehicle and their driving habits to remain safe as they age. A new TV commercial aired on 8 stations in 945 spots, making 4,830,355 impressions. The GrandDriver website was updated with current news & events. During FY2017 there were 21,105 web-sessions with 41,347 page views, and 15,577 new visitors. In addition to the web presence and television spots and online ads ran with an estimated 4,371,088 impressions.

Community Traffic Safety Programs (CP)

Virginia will continue to provide highway safety information, maintain and build new partnerships and attend trainings locally, statewide and nationally. For activities related to community traffic safety, approximately \$227,212 in Section 402 funds was expended.

Measure: Develop, lead, attend and evaluate a minimum of 5 education and awareness events by December 31, 2018.

Strategies and Accomplishments

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

VAHSO Traffic Records program area updated the highway safety webpage with new interactive report, map modules and heat map profiles. Other update includes Virginia's Highway Safety Plan on www.DMVnow.com.

2. Partner with a minimum of 10 highway safety stakeholders on VAHSO safety initiatives.

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

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

VAHSO staff participated in and held various trainings and meetings. These included several Stakeholder Meetings, Traffic Records, Managing NHTSA Grant Funds, grantee workshops, Drive Smart Distracted Driving Conference, GHSA, NHTSA regional meetings, etc.

Police Traffic Services (PT)

Overview of Programs, Projects and Activities Funded

Virginia conducted training, education and outreach efforts to raise awareness on issues involving transportation safety. Approximately \$286,115 in Section 402 funds was expended for these activities.

Measure: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2018.

Strategies and Accomplishments

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

Three Law Enforcement Liaisons (LEL) continued to work across the Commonwealth. All three LELs attended training to improve knowledge and skills. They work regionally and assist across areas to train law enforcement officers, provide technical assistance to agencies, and engage and motivate law enforcement agencies to increase participation in highway safety campaigns. The LELs actively engaged in training, staff meetings and building relationships with law enforcement agencies.

2. Partner with safety advocates to provide additional law enforcement training. (i.e., Below 100 training and (Wear This...Not This").

In partnering with the Virginia Association of Chiefs of Police, law enforcement throughout the Commonwealth received education and training on the benefits of wearing their seat belts through the "Wear This, Not This Campaign" and Below 100 classes.

Roadway Safety (RS)

Overview of Programs, Projects and Activities Funded

Roadway safety is included in Virginia's public information awareness and education campaigns, in the work of our new Crash Investigation and Reconstruction Program, and in our driver initiatives through various enforcement trainings. Virginia spent approximately \$123,074 of its Section 402 funds on roadway safety activities. Virginia conducted multi-jurisdictional training events, presentations, community awareness and enforcement opportunities to reduce crashes, injuries and fatalities.

Measure: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2018.

Strategies and Accomplishments

1. Conduct two, two week (80 hours) courses on "Fundamentals of Crash Investigation and Reconstruction" for law enforcement officers.
2. Conduct three, two week (80 hours) courses in "Advanced Crash Investigation" for law enforcement officers.
3. Conduct three Crash Data Retrieval (CDR) Technician Classes for law enforcement officers.
4. Contract for six specialty Crash Investigation and Reconstruction classes for law enforcement officers based on need. Some classes will add to officers' ability to reconstruct DUI related crashes.
5. Provide technical assistance to law enforcement and prosecutors in the area of crash reconstruction.
6. Train 50 traffic engineer and technicians in the southeastern region of the state to extend their knowledge and expertise on specialized safety related on-site traffic engineering techniques and issues.

Crash Investigation & Reconstruction Program (Strategies 1-5)

The Crash Investigation & Reconstruction Program Committee, comprised from law enforcement in each region across the state, as well as VACP, DCJS and the VAHSO, met throughout the year. The Committee addressed methods to improve consistency and quality of courses to be offered, made recommendations for training and equipment purchases, and continued building the program to meet our goals outlined in the strategic plan. In order to ensure that a consistent level of training was maintained across the state, the VAHSO provided the following courses to agencies across the Commonwealth of Virginia:

- 2 *Fundamentals of Crash Investigation* courses taught to 28 students,
- 1 *Advanced Crash Investigation & Reconstruction* course taught to 20 students,
- 1 *Crash Data Retrieval* courses taught to 15 students,
- 3 *Specialty Crash Investigation* courses taught to 58 students, including
 - Human Factors in Traffic Crash Reconstruction
 - Pedestrian/Bicycle Crash Investigation
 - Commercial Vehicle Crash Investigation - Level 1.

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

Virginia State Police (VSP) provides a Virginia State Trooper on loan to the VAHSO. In the past two grant years, that Trooper taught Fundamentals and Advanced Crash Investigation & Reconstruction courses for the VAHSO, as well as Crash Data Retrieval courses. However, when that trooper left VSP, the agreement between DMV, VAHSO and the VSP changed, and the Trooper on loan will no longer provide instruction. This resulted in the need to quickly develop Fundamentals instructors among the law enforcement partners and, for this grant year at least, to use specialty course funds to offer the Advanced course. This resulted in the offering of only 1 Crash Data Retrieval course, 1 Advanced course and only 3 Specialty courses this grant year.

A new Trooper joined the VAHSO in March and provided technical assistance statewide and enhanced his expertise by attending several specialized reconstruction related courses, conferences and workshops. He and one Law Enforcement Liaison have taken newly offered courses in the use of drones for crash investigation.

Regional Training on Traffic Engineering (Strategy 6)

Regional Training of the following five workshops were presented at the City of Virginia Beach Advanced Technology Center for Traffic & Transportation Engineers from the localities in Hampton Roads:

- The Safe Transportation for Every Pedestrian (STEP)
- Low-Cost Safety Improvements
- Road Safety 365: Safety Workshop for Local Governments
- Speed Management and Traffic Calming Class
- 2-day workshop on Public Works Maintenance and Safety Training
The Safety Effect of Roadway Design, Signs, Markings, Signals, Roadside Safety Workshop, and Designing Pedestrian Facilities Workshop.

A total of 144 Traffic Engineers & Technicians from State & City agencies in Hampton Roads were trained this year through this grant project. The workshops were well attended with positive feedback. These training workshops provided training to improve pedestrian, bicycle, & traffic safety and reduce crashes in Hampton Roads.

Additional Traffic Safety Programs

VAHSO staff works closely with community based programs and activities to govern, coordinate, and develop traffic safety efforts within the designated regions statewide. Staff assists in defining highway safety problems unique to individual communities, counties, and districts. These programs utilize existing local networks for safety activities, address all traffic safety related problems rather than a single issue, seek long term solutions, and assist localities in developing highway safety plans that will address the problems of that specific area of the state. In addition, some program managers/project monitors oversee programs that encompass a statewide effort. Approximately \$19,720 of Virginia's Section 405d funds were expended on the transportation safety conference.

2018 Governor's Transportation Safety Awards Program

On May 23, 2018, 13 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the Department of Motor Vehicles / VAHSO. This awards program recognizes individuals and organizations that have made extraordinary contributions to transportation safety in Virginia. The awards recognize exemplary accomplishments in the public, private and nonprofit sectors by individuals, state and local governments, federal agencies, the military, and businesses and organizations that promote transportation safety.

2018 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held August 8 - 9, 2018 in Norfolk, VA. Approximately 70 General District Court and Juvenile and Domestic Relations Court judges attended. The conference provided a forum for judges from across the state to receive valuable information on legislation, current issues and successful programs that impact traffic safety in Virginia. A majority of the conference content related to alcohol impairment while driving. Through instructional interactive exhibits, judges were able to learn about programs that highlighted success within transportation safety programs.

Media Plan

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

Specifically, paid advertising was purchased during strategic times of the grant year under the Occupant Protection Media Grant, Alcohol Media Grant, Motorcycle Safety Media Grant and Motorists' Awareness of Motorcycles Safety Grant. A data-driven, audience-specific approach was taken when purchasing advertising, which was usually bought in conjunction with high visibility enforcement efforts, or times of the year when traffic fatalities specific to the different problem areas increase. In addition, the highway safety office managed paid advertising purchases by many of its sub-grantees. The NHTSA-approved advertising methods included broadcast, cable, satellite and streaming television; radio; digital and social media; movie theaters, billboards, out-of-home media and other approved channels. Advertising supported a variety of specific messages based on data analysis including watching out for motorcycles when making a left turn, adults who are mature enough to drink should plan for a sober ride home, and law enforcement officers issue seat belt tickets to save lives.

The Virginia Highway Safety Office also partnered with the Virginia Department of Motor Vehicles Communications Office to push out safety messaging through the agency's owned media channels including @VADMV's Facebook page, Twitter feed, Instagram and YouTube channel. Specific messages coinciding with Virginia's high visibility enforcement campaigns, such as Click It or Ticket and Checkpoint Strikeforce, were posted. Additionally, a calendar featuring details of all of the Virginia Highway Safety Office's earned, owned and paid media campaigns – complete with links to videos and other creative materials – was distributed to all stakeholders, partners and sub-grantees for the purpose of sharing the safety messages on their owned social media channels.

Click It or Ticket-May Mobilization

More than \$325,000 in paid advertising generated more than \$650,000 worth of paid and no-charge spots statewide during the May 2018 Click It or Ticket campaign from May 15 through June 2, 2018. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, NHTSA's video called "Second Chance" featuring a Latino pick-up truck driver was aired across urban Virginia, while NHTSA's "Friendly Cop" spot aired across the rural areas of the Commonwealth. The spots ran on broadcast, cable and satellite television, and streamed on Hulu, Roku and individual network sites. A similar Click It or Ticket radio spot aired on traditional, Hispanic and Pandora radio stations. Furthermore, digital banner ads leading users to the video spots were placed on strategic online sites. The combination of paid and no-charge spots enabled the campaign to reach at least 54% of men ages 18 to 34 an average of six times in southwest Virginia, for example, and more than 84% of men ages 18 to 34 an average of seven times in Hampton Roads.

Click It or Ticket-November Mobilization

The November 2017 Click It or Ticket Mobilization campaign surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The paid advertising frequency increased from Thursday to Saturday during both weeks of the schedule, and the primary target was men ages 18 to 34. NHTSA's video called "Second Chance" featuring a Latino pick-up truck driver was aired across urban Virginia, while NHTSA's "Friendly Cop" spot aired across the rural areas of the Commonwealth. Cable television advertising received the majority of the budget with 60% airing during prime time, and 30% during late night. Almost \$200,000 in paid advertising funds generated more than \$390,000 worth of paid and no charge spots during the mobilization.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$166,000 in grant funds from Virginia DMV for a public awareness and educational campaign focused on pedestrians and bicyclists in northern Virginia including Alexandria City, Arlington County, Fairfax City, Fairfax County, Falls Church City, Loudoun County, Manassas City, Manassas Park City and Prince William County. The overall campaign includes Washington D.C and parts of Maryland. Two news conferences were held in the spring and fall involving media tours, mobile street teams and enforcement activations. Paid advertising was purchased using billboards, buses, bus stops, gas pump toppers and online social media sites. The 2018 Street Smart annual report shows the campaign cost \$775,000 with \$500,000 paid media added value, and more than \$1 million in donated media. Furthermore, the campaign post survey reports 19% of respondents had an unaided recall of Street Smart's "Shattered Lives" campaign, and 34% had an aided recall of the campaign messaging.

Motorcycle Awareness

The objective of the Motorists Awareness of Motorcycles Campaign was to increase awareness of motorcycles by all other vehicle drivers, and encourage drivers to "look twice" for motorcycles. The primary target was young men because they're involved in the most crashes, injuries and fatalities on Virginia's roads. The secondary target was all motor vehicle drivers. The existing "Take a Second Look" 30-second video aired on cable, broadcast, satellite and streaming television in five regions where motorcycle-related crashes and fatalities are above average. The schedule reached 70% of the target audience at least three times. The \$61,000 in paid media dollars generated more than \$120,000 worth of paid and no-charge spots airing as part of the campaign.

Motorcycle Safety

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding, and the availability of training, to motorcyclists. The primary target was men ages 18 to 34 who tend to ride sport bikes. The secondary target was men ages 35 to 64 who tend to ride cruiser-type motorcycles. Virginia DMV's existing 30-second video revealing the main causes of motorcycle crashes (speeding, running off the road) and encourages training, aired in five regions where motorcycle crashes and fatalities are above average. The spot reached 70% of the target audiences at least three times. Because Daylight Savings Time extended the evening daylight hours and motorcycle riders are cruising later during the day, the spot rotation was 50% prime time and 50% late night. The \$84,000 in paid media dollars generated more than \$165,000 worth of paid and no-charge spots airing as part of the campaign.

DUI Prevention

For the first time, the same creative materials used in WRAP's statewide Checkpoint Strikeforce campaign called "Act Like It" was also used for Virginia DMV's three alcohol paid media campaigns, which put forth a cohesive anti-drunk driving messaging for all Virginians in 2018. The three campaigns occurred during a week surrounding holidays where heavy drinking occurs including St. Patrick's Day, Cinco de Mayo and Fourth of July. The campaigns focused on urban areas within each region that have an above average number of bars and restaurants featuring holiday-type festivities. The Act Like It 30-second spot aired on broadcast, cable, satellite and steaming television with a mix of 50% prime, 40% late night and 10% weekend sports. The campaigns reached 57% of the target audience an average of 3.2 times during the six-day schedules. The \$160,000 in paid advertising funds for each of the three campaigns generated almost \$950,000 total in paid and no-charge spots.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

The Checkpoint Strikeforce DUI prevention campaign's main focus is a paid media plan targeting 21- to 34-year-old men, and secondarily targeting slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on broadcast and cable TV, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Program (WRAP) facilitated the creative products and the paid media plan for Virginia. Almost \$900,000 in paid media was purchased through WRAP from Labor Day through New Year's during the same time law enforcement officers are conducting increased anti-DUI checkpoints and saturation patrols. New creative under the title "Act Like It" was served up to audiences in 2018, telling them that if they are old enough to drink alcohol, they better "act like it" by planning ahead for a sober ride home.

Appendix A

Federal Fiscal Year 2018 Expenditures and Non-Implementation Grants

Appendix B

Evidence-Based Traffic Safety Enforcement

Appendix A - FFY 2018 Virginia Highway Safety Grant Awards and Expenditures

Grant Program	Project Number	Grant ID	Subrecipient	Project Title	Approved Award	Total Paid
154AL-2018	58260	8260	Alleghany County	Selective Enforcement - Alcohol	20,163.00	7,790.14
154AL-2018	58043	8043	Altavista Town	Selective Enforcement - Alcohol	3,500.00	1,820.00
154AL-2018	58364	8364	Amherst County	Selective Enforcement - Alcohol	20,268.00	20,139.41
154AL-2018	58153	8153	Arlington County	Selective Enforcement - Alcohol	32,590.00	26,117.94
154AL-2018	58139	8139	Augusta County	Selective Enforcement - Alcohol	38,200.00	33,264.97
154AL-2018	58405	8405	Automotive Coalition for Traffic Safety, Inc	Virginia DADSS Pilot Deployment Project FY18	5,099,210.00	5,095,143.10
154AL-2018	58362	8362	Big Stone Gap Town	Selective Enforcement - Alcohol	13,100.00	13,001.45
154AL-2018	58235	8235	Blue Ridge Behavioral Healthcare	Roanoke City Drinking & Driving Prevention	37,500.00	34,170.24
154AL-2018	58328	8328	Bristol City	Selective Enforcement - Alcohol	42,416.00	42,084.66
154AL-2018	58254	8254	Broadway Town	Selective Enforcement - Alcohol	3,650.00	2,880.00
154AL-2018	58106	8106	Buena Vista City	Selective Enforcement - Alcohol	9,550.00	2,155.00
154AL-2018	58045	8045	Campbell County	Selective Enforcement - Alcohol	23,694.00	20,906.24
154AL-2018	58417	8417	Campbell County	HIPE Coalition-Campbell Cnty/Lynchburg Media & Community Education Partnership	37,500.00	27,456.32
154AL-2018	58237	8237	Charlotte County	Selective Enforcement - Alcohol	18,300.00	8,696.92
154AL-2018	58359	8359	Chase City Town	Selective Enforcement - Alcohol	8,987.00	8,435.91
154AL-2018	58232	8232	Clarke County	Selective Enforcement - Alcohol	12,850.00	9,477.20
154AL-2018	58353	8353	Colonial Heights City	Selective Enforcement - Alcohol	13,248.00	10,813.48
154AL-2018	58126	8126	Commission on VASAP	Case Management Information System Maintenance Contract	75,000.00	30,238.35
154AL-2018	58334	8334	Culpeper Town	Selective Enforcement - Alcohol	11,645.00	10,301.45
154AL-2018	58380	8380	Danville City	Selective Enforcement - Alcohol	16,437.00	15,534.24
154AL-2018	58245	8245	Dinwiddie County	Selective Enforcement - Alcohol	5,867.00	4,192.18
154AL-2018	58379	8379	Drive Safe Hampton Roads	Surviving the Drive	79,605.00	49,023.33
154AL-2018	58225	8225	Drive Smart of Virginia	"Who's Your Driver" Impaired and OP Outreach Project - AL	646,865.00	612,804.75
154AL-2018	58152	8152	Fairfax County	Selective Enforcement - Alcohol	182,400.00	84,230.26
154AL-2018	58331	8331	Fairfax County	Fairfax DUI Task Force	1,376,940.00	1,006,973.58
154AL-2018	58051	8051	Farmville Town	Selective Enforcement - Alcohol	39,849.00	37,023.26
154AL-2018	58114	8114	Fauquier County	Selective Enforcement - Alcohol	29,557.00	29,557.00
154AL-2018	58259	8259	Fluvanna County	Selective Enforcement - Alcohol	16,750.00	14,179.21
154AL-2018	58103	8103	Franklin County	Selective Enforcement - Alcohol	21,969.00	18,000.00
154AL-2018	58093	8093	Frederick County	Selective Enforcement - Alcohol	26,367.00	18,681.94
154AL-2018	58187	8187	Front Royal Town	Selective Enforcement - Alcohol	12,784.00	11,891.15
154AL-2018	58128	8128	Grayson County	Selective Enforcement - Alcohol	14,600.00	13,118.25
154AL-2018	58018	8018	Greene County	Selective Enforcement - Alcohol	8,762.00	8,012.00
154AL-2018	58014	8014	Halifax County	Selective Enforcement - Alcohol	11,632.00	8,147.40
154AL-2018	58215	8215	Hanover County	Selective Enforcement - Alcohol	76,154.00	71,280.43

154AL-2018	58008	8008	Harrisonburg City	Selective Enforcement - Alcohol	15,175.00	14,870.96
154AL-2018	58009	8009	Haymarket Town	Selective Enforcement - Alcohol	8,100.00	4,053.54
154AL-2018	58021	8021	Henry County	Selective Enforcement - Alcohol	27,951.00	12,991.18
154AL-2018	58005	8005	Herndon Town	Selective Enforcement - Alcohol	35,100.00	33,167.42
154AL-2018	58394	8394	Honaker Town	Selective Enforcement - Alcohol	7,246.00	4,162.50
154AL-2018	58401	8401	Isle of Wight County	Selective Enforcement - Alcohol	27,700.00	14,519.27
154AL-2018	58137	8137	James City County	Selective Enforcement - Alcohol	30,190.00	30,180.00
154AL-2018	58135	8135	Lebanon Town	Selective Enforcement - Alcohol	9,288.00	9,224.25
154AL-2018	58001	8001	Loudoun County	Selective Enforcement - Alcohol	46,566.00	21,680.27
154AL-2018	58419	8419	Louisa Town	Selective Enforcement - Alcohol	8,250.00	5,039.58
154AL-2018	58363	8363	Lunenburg County	Selective Enforcement - Alcohol	19,649.00	15,855.06
154AL-2018	58031	8031	Luray Town	Selective Enforcement - Alcohol	8,550.00	7,678.55
154AL-2018	58240	8240	Lynchburg City	Selective Enforcement - Alcohol	33,100.00	26,942.14
154AL-2018	58420	8420	Marion Town	Selective Enforcement - Alcohol	10,856.00	8,666.52
154AL-2018	58279	8279	Mecklenburg County	Selective Enforcement - Alcohol	21,940.00	21,907.74
154AL-2018	58351	8351	Narrows Town	Selective Enforcement - Alcohol	8,895.00	8,820.42
154AL-2018	58165	8165	Nelson County	Selective Enforcement - Alcohol	11,650.00	10,843.50
154AL-2018	58029	8029	Newport News City	Selective Enforcement - Alcohol	57,924.00	56,655.66
154AL-2018	58087	8087	Norton City	Selective Enforcement - Alcohol	22,300.00	11,521.57
154AL-2018	58169	8169	Page County	Selective Enforcement - Alcohol	9,500.00	3,333.41
154AL-2018	58164	8164	Patrick County	Selective Enforcement - Alcohol	20,374.00	18,239.98
154AL-2018	58039	8039	Pearisburg Town	Selective Enforcement - Alcohol	11,500.00	11,500.00
154AL-2018	58318	8318	Piedmont Community Services	Franklin County Alcohol Prevention Collaborative	37,500.00	28,813.13
154AL-2018	58282	8282	Pittsylvania County	Selective Enforcement - Alcohol	22,940.00	13,000.18
154AL-2018	58002	8002	Portsmouth City	Selective Enforcement - Alcohol	43,461.00	31,372.32
154AL-2018	58410	8410	Prevention Council of Roanoke County	Prevention, Media, and Enforcement Collaboration to Impact Drinking and Driving	37,500.00	37,460.73
154AL-2018	58166	8166	Prince William County	Selective Enforcement - Alcohol	155,860.00	123,485.18
154AL-2018	58020	8020	Pulaski County	Selective Enforcement - Alcohol	18,740.00	17,563.55
154AL-2018	58180	8180	Richmond City	Selective Enforcement - Alcohol	95,900.00	47,454.35
154AL-2018	58119	8119	Richmond County	Selective Enforcement - Alcohol	21,150.00	21,149.44
154AL-2018	58323	8323	Roanoke City	Selective Enforcement - Alcohol	33,688.00	27,712.18
154AL-2018	58392	8392	Roanoke City	Roanoke Valley DUI Task Force - Roanoke City	164,505.00	147,048.45
154AL-2018	58073	8073	Roanoke County	Selective Enforcement - Alcohol	58,800.00	57,359.68
154AL-2018	58095	8095	Roanoke County	Roanoke Valley DUI Task Force - Roanoke County	190,922.00	121,697.78
154AL-2018	58272	8272	Rockbridge County	Selective Enforcement - Alcohol	13,870.00	11,785.00
154AL-2018	58133	8133	Rockingham County	Selective Enforcement - Alcohol	33,004.00	32,307.90
154AL-2018	58396	8396	Rocky Mount Town	Selective Enforcement - Alcohol	12,100.00	11,629.82
154AL-2018	58203	8203	Salem City	Roanoke Valley DUI Task Force - Salem City	74,812.00	66,398.47
154AL-2018	58199	8199	Shenandoah County	Selective Enforcement - Alcohol	21,680.00	20,799.64

154AL-2018	58332	8332	South Boston Town	Selective Enforcement - Alcohol	13,580.00	13,580.00
154AL-2018	58028	8028	Spotsylvania County	Selective Enforcement - Alcohol	116,050.00	96,768.92
154AL-2018	58271	8271	Stafford County	Selective Enforcement - Alcohol	37,200.00	31,825.53
154AL-2018	58341	8341	Stanley Town	Selective Enforcement - Alcohol	3,000.00	2,800.00
154AL-2018	58207	8207	Suffolk City	Selective Enforcement - Alcohol	29,604.00	17,038.55
154AL-2018	58210	8210	Suffolk City	Suffolk DUI Task Force	153,692.00	140,343.57
154AL-2018	58383	8383	Supreme Court of Va	Judicial Outreach Liaison	71,250.00	47,055.31
154AL-2018	58350	8350	Surry County	Selective Enforcement - Alcohol	19,864.00	11,455.08
154AL-2018	58277	8277	The Virginia Association for Health, Physical Education, Recreation and Dance	2018 Underage Drinking Prevention Grant	164,376.39	138,976.88
154AL-2018	58357	8357	VA Association of Chiefs of Police & Foundation Inc	Virginia DUI Prevention & Education	125,960.00	111,523.55
154AL-2018	58181	8181	Vinton Town	Selective Enforcement - Alcohol	16,500.00	9,993.78
154AL-2018	58231	8231	Vinton Town	Roanoke Valley DUI Task Force - Vinton Town	79,560.00	63,114.56
154AL-2018	58116	8116	Virginia Beach City	Selective Enforcement - Alcohol	62,466.00	50,456.11
154AL-2018	58132	8132	Virginia Dept of Criminal Justice Services	SFST Training Program	85,163.00	10,265.69
154AL-2018	58193	8193	Virginia Dept of Motor Vehicles	DUI Data/Analysis/VASAP Projects	101,000.00	0.00
154AL-2018	58361	8361	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordinator-Alcohol Impaired Driving Reduction	88,402.00	81,627.45
154AL-2018	58407	8407	Virginia Dept of Motor Vehicles	Alcohol Paid Media	375,000.00	460,218.14
154AL-2018	58120	8120	Virginia Dept of State Police	Selective Enforcement - Alcohol	790,000.00	533,243.51
154AL-2018	58123	8123	Virginia Dept of State Police	(YOVASO) Youth of Virginia Speak Out Peer-to-Peer Traffic Safety Program - AL	212,309.00	156,895.30
154AL-2018	58089	8089	Washington County	Selective Enforcement - Alcohol	28,800.00	28,800.00
154AL-2018	58424	8424	Waverly Town	Selective Enforcement - Alcohol	7,971.00	5,647.35
154AL-2018	58204	8204	Westmoreland County	Selective Enforcement - Alcohol	39,900.00	36,405.89
154AL-2018	58190	8190	Williamsburg City	Selective Enforcement - Alcohol	17,200.00	11,550.00
154AL-2018	58063	8063	Winchester City	Selective Enforcement - Alcohol	29,988.00	20,705.89
154AL-2018	58270	8270	WRAP	FY 2018 Checkpoint Strikeforce Campaign	1,129,805.00	1,098,737.74
154AL-2018	58079	8079	Wythe County	Selective Enforcement - Alcohol	17,702.00	17,565.50
154AL-2018	58340	8340	Wytheville Town	Selective Enforcement - Alcohol	21,790.00	19,323.00
154 AL Total					13,414,277.39	11,651,941.28
410 SAFETEA-LU						
K8-2018	58083	8083	Blacksburg Town	Selective Enforcement - Alcohol	18,000.00	18,000.00
K8-2018	58397	8397	Caroline County	Selective Enforcement - Alcohol	42,373.00	37,603.50
K8-2018	58033	8033	Chesapeake City	Selective Enforcement - Alcohol	20,792.00	20,123.92
K8-2018	58067	8067	Clintwood Town	Selective Enforcement - Alcohol	14,660.00	14,642.36
K8-2018	58223	8223	Dayton Town	Selective Enforcement - Alcohol	5,692.00	4,031.20

K8-2018	58189	8189	Independence Town	Selective Enforcement - Alcohol	4,550.00	3,159.99
K8-2018	58290	8290	Martinsville City	Selective Enforcement - Alcohol	5,250.00	5,250.00
K8-2018	58206	8206	Mathews County	Selective Enforcement - Alcohol	8,200.00	8,011.55
K8-2018	58276	8276	New Market Town	Selective Enforcement - Alcohol	7,080.00	6,188.29
K8-2018	58355	8355	Pennington Gap Town	Selective Enforcement - Alcohol	17,442.00	17,425.33
K8-2018	58110	8110	Purcellville Town	Selective Enforcement - Alcohol	4,875.00	2,500.11
K8-2018	58150	8150	Richlands Town	Selective Enforcement - Alcohol	9,900.00	9,860.33
K8-2018	58496	8496	Roanoke County	Alcohol Impaired Driving Countermeasures Incentive	46,330.00	32,781.31
K8-2018	58025	8025	Smyth County	Selective Enforcement - Alcohol	5,898.00	4,857.38
K8-2018	58092	8092	Tazewell County	Selective Enforcement - Alcohol	14,400.00	14,400.00
K8-2018	58387	8387	The Rector and Visitors of the University of Virginia	Alcohol and/or Inappropriate Drug Use Screening and Intervention - UVA Trauma	53,782.00	0.00
K8-2018	58306	8306	Warrenton Town	Selective Enforcement - Alcohol	5,000.00	2,431.75
K8-2018	58213	8213	Wise Town	Selective Enforcement - Alcohol	23,740.00	18,576.55
410 K8 Total					307,964.00	219,843.57
MAP 21 405b						
M2HVE-2018	58409	8409	Virginia Dept of Motor Vehicles	Occupant Protection Paid Media	310,639.00	310,638.74
MAP 21 405b M2HVE Total					310,639.00	310,638.74
MAP 21 405c						
M3DA-2018	58202	8202	Virginia Dept of Motor Vehicles	TREDS Projects - Virginia Highway Safety Information System	1,312,850.00	278,886.44
MAP 21 405c M3DA Total					1,312,850.00	278,886.44
MAP 21 405d						
M6OT-2018	58283	8283	Accomack County	Selective Enforcement - Alcohol	21,915.00	20,764.34
M6OT-2018	58368	8368	Albemarle County	Selective Enforcement - Alcohol	20,000.00	14,306.67
M6OT-2018	58384	8384	Alexandria City	Selective Enforcement - Alcohol	30,375.00	29,877.91
M6OT-2018	58105	8105	Appomattox County	Selective Enforcement - Alcohol	14,400.00	6,530.99
M6OT-2018	58013	8013	Bedford County	Selective Enforcement - Alcohol	15,100.00	13,594.27
M6OT-2018	58312	8312	Bedford Town	Selective Enforcement - Alcohol	7,200.00	6,799.20
M6OT-2018	58019	8019	Bluefield Town	Selective Enforcement - Alcohol	11,692.00	9,064.89
M6OT-2018	58065	8065	Botetourt County	Selective Enforcement - Alcohol	10,500.00	9,931.88
M6OT-2018	58335	8335	Buchanan County	Selective Enforcement - Alcohol	16,290.00	14,090.00
M6OT-2018	58388	8388	Buckingham County	Selective Enforcement - Alcohol	27,009.00	25,962.30
M6OT-2018	58243	8243	Chilhowie Town	Selective Enforcement - Alcohol	14,584.00	14,584.00
M6OT-2018	58316	8316	Clarksville Town	Selective Enforcement - Alcohol	4,960.00	4,083.04

M6OT-2018	58057	8057	Coeburn Town	Selective Enforcement - Alcohol	9,500.00	8,083.87
M6OT-2018	58097	8097	Commission on VASAP	Commission on VASAP Training Conference and VASAP & DMV Regional Training	118,075.00	79,943.67
M6OT-2018	58066	8066	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	190,815.00	153,201.18
M6OT-2018	58421	8421	Culpeper County	Selective Enforcement - Alcohol	17,033.00	17,012.58
M6OT-2018	58061	8061	Dickenson County	Selective Enforcement - Alcohol	14,996.00	12,719.78
M6OT-2018	58304	8304	Drive Smart of Virginia	Impaired Driving Education & Outreach	211,469.00	180,917.02
M6OT-2018	58310	8310	Fairfax City	Selective Enforcement - Alcohol	21,600.00	7,005.84
M6OT-2018	58385	8385	Fredericksburg City	Selective Enforcement - Alcohol	2,520.00	2,440.00
M6OT-2018	58348	8348	Galax City	Selective Enforcement - Alcohol	9,502.00	8,092.39
M6OT-2018	58234	8234	Gate City Town	Selective Enforcement - Alcohol	9,100.00	8,364.42
M6OT-2018	58188	8188	Gloucester County	Selective Enforcement - Alcohol	19,840.00	18,840.50
M6OT-2018	58281	8281	Goochland County	Selective Enforcement - Alcohol	14,700.00	14,700.00
M6OT-2018	58308	8308	Henrico County	Selective Enforcement - Alcohol	223,464.00	223,464.00
M6OT-2018	58264	8264	Hillsville Town	Selective Enforcement - Alcohol	6,240.00	6,226.89
M6OT-2018	58284	8284	King and Queen County	Selective Enforcement - Alcohol	10,350.00	10,146.58
M6OT-2018	58074	8074	King George County	Selective Enforcement - Alcohol	4,800.00	3,811.70
M6OT-2018	58349	8349	Lee County	Selective Enforcement - Alcohol	28,188.00	28,175.08
M6OT-2018	58102	8102	Lexington City	Selective Enforcement - Alcohol	8,750.00	4,283.09
M6OT-2018	58175	8175	MADD	MADD Impaired Driving Safety Countermeasures	413,936.00	360,016.26
M6OT-2018	58094	8094	Manassas Park City	Selective Enforcement - Alcohol	14,000.00	8,575.00
M6OT-2018	58197	8197	Montgomery County	Selective Enforcement - Alcohol	12,240.00	11,757.17
M6OT-2018	58209	8209	New Kent County	Selective Enforcement - Alcohol	33,500.00	31,256.08
M6OT-2018	58062	8062	Old Dominion University	Selective Enforcement - Alcohol	4,605.00	4,325.00
M6OT-2018	58072	8072	Petersburg City	Selective Enforcement - Alcohol	80,470.00	65,024.20
M6OT-2018	58248	8248	Poquoson City	Selective Enforcement - Alcohol	5,192.00	2,837.10
M6OT-2018	58041	8041	Powhatan County	Selective Enforcement - Alcohol	25,250.00	25,146.00
M6OT-2018	58048	8048	Prince Edward County	Selective Enforcement - Alcohol	7,990.00	6,130.21
M6OT-2018	58285	8285	Radford City	Selective Enforcement - Alcohol	7,750.00	5,639.50
M6OT-2018	58280	8280	Russell County	Selective Enforcement - Alcohol	9,740.00	5,532.50
M6OT-2018	58077	8077	Saint Paul Town	Selective Enforcement - Alcohol	5,678.00	3,132.96
M6OT-2018	58145	8145	Salem City	Selective Enforcement - Alcohol	7,425.00	7,425.00
M6OT-2018	58354	8354	Saltville Town	Selective Enforcement - Alcohol	9,100.00	7,479.00
M6OT-2018	58342	8342	Supreme Court of Va	DUI/Drug Courts Solutions to Impaired Driving	141,600.00	108,508.60
M6OT-2018	58412	8412	Sussex County	Selective Enforcement - Alcohol	16,700.00	13,389.49
M6OT-2018	58017	8017	Tazewell Town	Selective Enforcement - Alcohol	13,390.00	13,390.00
M6OT-2018	58219	8219	University of Richmond	Selective Enforcement - Alcohol	5,500.00	3,976.10
M6OT-2018	58040	8040	Vienna Town	Selective Enforcement - Alcohol	26,772.00	23,753.34
M6OT-2018	58247	8247	Virginia Commonwealth University	Selective Enforcement - Alcohol	20,300.00	12,089.50

M6OT-2018	58138	8138	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	220,571.00	208,282.14
M6OT-2018	58422	8422	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	99,750.00	95,994.69
M6OT-2018	58186	8186	Virginia Dept of Motor Vehicles	Judicial Transportation Safety Conference	60,000.00	19,719.56
M6OT-2018	58299	8299	Virginia Dept of Motor Vehicles	BAC Data Collection and Submission	420,388.00	232,876.72
M6OT-2018	58398	8398	Virginia Dept of Motor Vehicles	ARIDE Training	30,000.00	18,042.92
M6OT-2018	58413	8413	Virginia Dept of Motor Vehicles	DRE Program	86,000.00	35,054.41
M6OT-2018	58498	8498	Virginia Dept of Motor Vehicles	Forensic Science Toxicological Data Analysis & Submission	84,290.00	72,368.05
M6OT-2018	58370	8370	Virginia Polytechnic Institute	Selective Enforcement - Alcohol	8,010.00	5,053.51
M6OT-2018	58269	8269	WRAP	FY 2018 Public Education & Information and Youth Outreach Programs	169,840.00	138,671.83
MAP 21 405d						
M6OT Total					3,154,954.00	2,501,627.92
MAP 21 405f						
M9MT-2018	58418	8418	Motorcycle Safety League of Va	Motorcycle Curriculum and Three Wheel Training Equipment - 405 Grant	169,050.00	166,334.45
MAP 21 405f						
M9MT Total					169,050.00	166,334.45
MAP 21 402						
PA-2018	58503	8503	Virginia Dept of Motor Vehicles	Planning and Administration	3,069.00	3,068.89
402 PA Total					3,069.00	3,068.89
MAP 21 402						
PT-2018	58382	8382	Virginia Dept of Motor Vehicles	FY 2018 Law Enforcement Liaisons	166,300.00	112,591.27
402 PT Total					166,300.00	112,591.27
SC-2018	58037	8037	Chesterfield County	Selective Enforcement - Speed	81,000.00	81,000.00
SC-2018	58329	8329	Fairfax County	Selective Enforcement - Speed	30,000.00	28,179.25
SC-2018	58082	8082	Hampton City	Selective Enforcement - Speed	50,450.00	42,569.96
SC-2018	58369	8369	Henrico County	Selective Enforcement - Speed	45,000.00	45,000.00
SC-2018	58049	8049	Norfolk City	Selective Enforcement - Speed	30,560.00	30,560.00
SC-2018	58170	8170	Prince William County	Selective Enforcement - Speed	22,500.00	22,500.00
SC-2018	58194	8194	Richmond City	Selective Enforcement - Speed	40,000.00	30,034.95
SC-2018	58075	8075	Roanoke County	Selective Enforcement - Speed	29,250.00	27,580.17
SC-2018	58027	8027	Spotsylvania County	Selective Enforcement - Speed	52,200.00	47,229.98
SC-2018	58121	8121	Virginia Dept of State Police	Selective Enforcement - Speed	622,500.00	470,353.00
SC-2018	58078	8078	Wythe County	Selective Enforcement - Speed	28,000.00	28,000.00

402 SC Total					1,031,460.00	947,049.53
MAP 21 402 Total					1,200,829.00	1,062,709.69
FAST Act 405b						
FM2CSS- 2018	58064	8064	Children's Hospital/King's Daughters	The Child Passenger Safety Program at CHKD	22,550.00	22,486.10
FM2CSS Total					22,550.00	22,486.10
FM2HVE- 2018	58047	8047	Campbell County	Selective Enforcement - Occupant Protection	3,200.00	3,134.02
FM2HVE- 2018	58303	8303	King and Queen County	Selective Enforcement - Occupant Protection	3,000.00	2,175.00
FM2HVE- 2018	58182	8182	Page County	Selective Enforcement - Occupant Protection	5,250.00	571.53
FM2HVE- 2018	58222	8222	Rockbridge County	Selective Enforcement - Occupant Protection	4,200.00	4,200.00
FM2HVE- 2018	58205	8205	Suffolk City	Selective Enforcement - Occupant Protection	3,108.00	2,441.19
FM2HVE- 2018	58023	8023	Tazewell Town	Selective Enforcement - Occupant Protection	2,000.00	2,000.00
FM2HVE- 2018	58117	8117	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	176,000.00	128,471.15
FM2HVE- 2018	58172	8172	Westmoreland County	Selective Enforcement - Occupant Protection	3,000.00	2,999.82
FM2HVE Total					199,758.00	168,326.57
FM2OP-2018	58217	8217	ODU Research Foundation	Virginia Seat Belt and CORE Surveys 2018	162,744.00	132,617.22
FM2OP Total					162,744.00	132,617.22
FM2PE-2018	58233	8233	Drive Smart of Virginia	"Who's Your Driver" Impaired and OP Outreach Project - OP	158,120.00	150,015.94
FM2PE-2018	58300	8300	Drive Smart of Virginia	Occupant Protection Education & Outreach	172,713.00	131,236.27
FM2PE-2018	58059	8059	Eastern VA Medical School	Keeping Children Safe: Progressive Dissemination of a Booster Seat Intervention	100,300.00	89,731.53
FM2PE-2018	58216	8216	ODU Research Foundation	Occupant Protection in Virginia: Working to Expand Effective Programs	133,068.00	88,144.89
FM2PE Total					564,201.00	458,549.30
FM2TR-2018	58088	8088	Virginia Dept of Health	VDH Child Passenger Safety Program	413,926.00	289,589.12
FM2TR-2018	58081	8081	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training	49,635.00	24,723.29
FM2TR Total					463,561.00	314,312.41

FAST Act 405b Total					1,412,814.00	1,096,291.60
FAST Act 405c						
FM3DA-2018	58345	8345	Virginia Dept of Motor Vehicles	S2S Verification System	60,000.00	32,835.69
FAST Act 405c FM3DA Total					60,000.00	32,835.69
FAST ACT 405d Flex						
FDL*AL-2018	58486	8486	Alleghany County	Speed Measurement Devices from FY2018 154AL Grants	6,918.00	6,747.00
FDL*AL-2018	58451	8451	Augusta County	Speed Measurement Devices from FY2018 154AL Grants	3,400.00	3,288.00
FDL*AL-2018	58452	8452	Buena Vista City	Speed Measurement Devices from FY2018 154AL Grants	1,700.00	1,645.00
FDL*AL-2018	58457	8457	Front Royal Town	Speed Measurement Devices from FY2018 154AL Grants	1,895.00	1,895.00
FDL*AL-2018	58467	8467	Grayson County	Speed Measurement Devices from FY2018 154AL Grants	3,300.00	3,290.00
FDL*AL-2018	58443	8443	Halifax County	Speed Measurement Devices from FY2018 154AL Grants	3,288.00	3,288.00
FDL*AL-2018	58430	8430	Haymarket Town	Speed Measurement Devices from FY2018 154AL Grants	2,500.00	2,074.00
FDL*AL-2018	58468	8468	Honaker Town	Speed Measurement Devices from FY2018 154AL Grants	1,646.00	1,646.00
FDL*AL-2018	58477	8477	Isle of Wight County	Speed Measurement Devices from FY2018 154AL Grants	2,175.00	2,074.00
FDL*AL-2018	58460	8460	Luray Town	Speed Measurement Devices from FY2018 154AL Grants	1,800.00	1,800.00
FDL*AL-2018	58474	8474	Pulaski County	Speed Measurement Devices from FY2018 154AL Grants	6,150.00	5,657.00
FDL*AL-2018	58434	8434	Richmond County	Speed Measurement Devices from FY2018 154AL Grants	6,600.00	6,600.00
FDL*AL-2018	58462	8462	Rockbridge County	Speed Measurement Devices from FY2018 154AL Grants	3,660.00	3,402.00
FDL*AL-2018	58463	8463	Rockingham County	Speed Measurement Devices from FY2018 154AL Grants	3,694.00	3,694.00
FDL*AL-2018	58435	8435	Spotsylvania County	Speed Measurement Devices from FY2018 154AL Grants	13,200.00	12,444.00
FDL*AL-2018	58427	8427	Virginia Dept of Motor Vehicles	Speed Measurement Devices from FY2018 154AL Grants	311,363.00	265,439.00
FDL*AL-2018	58450	8450	Virginia Dept of State Police	Speed Measurement Devices from FY2018 154AL Grants	187,500.00	187,151.00
FDL*AL-2018	58437	8437	Westmoreland County	Speed Measurement Devices from FY2018 154AL Grants	8,300.00	7,910.00
FDL*AL-2018	58465	8465	Winchester City	Speed Measurement Devices from FY2018 154AL Grants	6,713.00	6,713.00

FAST Act 405d Flex Total					575,802.00	526,757.00
FAST Act 402						
FAL-2018	58375	8375	Berryville Town	Selective Enforcement - Alcohol	5,010.00	5,010.00
FAL-2018	58052	8052	Chesterfield County	Selective Enforcement - Alcohol	172,826.00	162,755.47
FAL-2018	58294	8294	Christiansburg Town	Selective Enforcement - Alcohol	13,600.00	13,562.60
FAL-2018	58115	8115	Commission on VASAP	Virginia Alcohol Safety Action Program (VASAP) Evaluation	100,000.00	49,470.00
FAL-2018	58278	8278	Dublin Town	Selective Enforcement - Alcohol	5,700.00	5,700.00
FAL-2018	58036	8036	Norfolk City	Selective Enforcement - Alcohol	45,810.00	45,810.00
FAL-2018	58273	8273	Prince George County	Selective Enforcement - Alcohol	16,260.00	12,268.19
FAL-2018	58068	8068	Substance Abuse Free Environment, Inc.	SAFE Roadways in Chesterfield Phase III	149,998.00	140,037.52
FAL-2018	58321	8321	West Point Town	Selective Enforcement - Alcohol	3,000.00	0.00
FAL-2018	58296	8296	Wise County	Selective Enforcement - Alcohol	37,600.00	36,548.02
FAL-2018	58360	8360	York County	Selective Enforcement - Alcohol	41,983.00	41,983.00
FAL Total					591,787.00	553,985.80
FCP-2018						
FCP-2018	58256	8256	Commission on VASAP	Commission on VASAP Professional Staff Development	12,352.00	12,352.00
FCP-2018	58381	8381	Supreme Court of Va	Judicial Outreach Liaison-402	23,750.00	9,066.06
FCP-2018	58174	8174	Virginia Dept of Motor Vehicles	VAHSO Travel & Training	55,000.00	34,240.92
FCP-2018	58374	8374	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordination- Drug-Impaired, Distracted & Drowsy	29,466.00	29,203.77
FCP-2018	58425	8425	Virginia Dept of Motor Vehicles	Virginia Highway Safety Summit FY2018	80,000.00	77,639.28
FCP-2018	58426	8426	Virginia Dept of Motor Vehicles	Towards Zero Death Website	75,000.00	65,254.26
FCP Total					275,568.00	227,212.02
FDE-2018						
FDE-2018	58400	8400	Dept for Aging and Rehabilitative Services	Virginia GrandDriver: Full Speed Ahead	312,760.00	303,804.32
FDE-2018	58297	8297	Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	212,319.00	180,728.15
FDE-2018	58255	8255	Prince William County	Partners for Safe Teen Driving	146,242.07	118,960.11
FDE-2018	58395	8395	Virginia Dept of Education	Driver Education	207,000.00	187,629.07
FDE-2018	58320	8320	Virginia Dept of Motor Vehicles	45 hour Parent Teen Guide	46,905.00	35,138.40
FDE-2018	58378	8378	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	19,224.00	17,622.95
FDE Total					944,450.07	854,930.50
FMC-2018	58404	8404	Motorcycle Safety League of Va	Motorcycle & Sidecar/Trike Education - 402	243,000.00	181,322.40

FMC-2018	58275	8275	Richmond Ambulance Authority	Rider Alert	13,200.00	4,879.15
FMC-2018	58403	8403	Virginia Dept of Motor Vehicles	402 Motorcycle Safety Media	80,000.00	75,296.01
FMC-2018	58406	8406	Virginia Dept of Motor Vehicles	2010 Motorists' Awareness of Motorcycles	66,000.00	60,475.77
FMC Total					402,200.00	321,973.33
FOP-2018	58158	8158	Arlington County	Selective Enforcement - Occupant Protection	5,500.00	5,464.85
FOP-2018	58122	8122	Buena Vista City	Selective Enforcement - Occupant Protection	3,500.00	1,400.00
FOP-2018	58161	8161	Chatham Town	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
FOP-2018	58054	8054	Chesapeake City	Selective Enforcement - Occupant Protection	15,300.00	13,499.01
FOP-2018	58333	8333	Christiansburg Town	Selective Enforcement - Occupant Protection	3,400.00	3,400.00
FOP-2018	58416	8416	Danville City	Selective Enforcement - Occupant Protection	4,500.00	4,398.40
FOP-2018	58200	8200	Drive Safe Hampton Roads	Occupant Protection	52,117.00	37,363.17
FOP-2018	58086	8086	Exmore Town	Selective Enforcement - Occupant Protection	900.00	900.00
FOP-2018	58377	8377	Galax City	Selective Enforcement - Occupant Protection	6,610.00	3,290.04
FOP-2018	58192	8192	Gloucester County	Selective Enforcement - Occupant Protection	5,600.00	4,865.00
FOP-2018	58393	8393	Henrico County	Selective Enforcement - Occupant Protection	27,000.00	27,000.00
FOP-2018	58266	8266	Hillsville Town	Selective Enforcement - Occupant Protection	3,900.00	3,887.55
FOP-2018	58372	8372	James City County	Selective Enforcement - Occupant Protection	5,390.00	5,390.00
FOP-2018	58140	8140	Lexington City	Selective Enforcement - Occupant Protection	3,500.00	2,488.80
FOP-2018	58091	8091	Manassas Park City	Selective Enforcement - Occupant Protection	3,000.00	1,935.00
FOP-2018	58211	8211	New Kent County	Selective Enforcement - Occupant Protection	7,000.00	7,000.00
FOP-2018	58071	8071	Old Dominion University	Selective Enforcement - Occupant Protection	3,500.00	3,395.00
FOP-2018	58011	8011	Onancock Town	Selective Enforcement - Occupant Protection	6,372.00	6,372.00
FOP-2018	58305	8305	Pittsylvania County	Selective Enforcement - Occupant Protection	4,050.00	4,050.00
FOP-2018	58003	8003	Portsmouth City	Selective Enforcement - Occupant Protection	15,656.00	15,169.68
FOP-2018	58317	8317	Prince George County	Selective Enforcement - Occupant Protection	5,040.00	4,208.81
FOP-2018	58155	8155	Prince William County	Selective Enforcement - Occupant Protection	23,300.00	23,300.00

FOP-2018	58195	8195	Richmond City	Selective Enforcement - Occupant Protection	10,000.00	8,957.48
FOP-2018	58324	8324	Roanoke City	Selective Enforcement - Occupant Protection	6,400.00	5,783.86
FOP-2018	58076	8076	Roanoke County	Selective Enforcement - Occupant Protection	11,700.00	11,700.00
FOP-2018	58148	8148	Salem City	Selective Enforcement - Occupant Protection	3,300.00	3,296.54
FOP-2018	58338	8338	South Boston Town	Selective Enforcement - Occupant Protection	3,562.00	3,562.00
FOP-2018	58085	8085	South Hill Town	Selective Enforcement - Occupant Protection	11,000.00	6,222.16
FOP-2018	58251	8251	Stafford County	Selective Enforcement - Occupant Protection	5,005.00	5,005.00
FOP-2018	58096	8096	Tazewell County	Selective Enforcement - Occupant Protection	8,125.00	8,125.00
FOP-2018	58104	8104	Virginia Beach City	Selective Enforcement - Occupant Protection	52,000.00	51,300.75
FOP-2018	58504	8504	Virginia Dept of Motor Vehicles	Occupant Protection Paid Media	233,361.00	212,611.29
FOP-2018	58107	8107	Virginia Dept of State Police	(YOVASO) Youth of Virginia Speak Out Peer-to-Peer Traffic Safety Program - OP	235,959.00	173,318.52
FOP-2018	58090	8090	Washington County	Selective Enforcement - Occupant Protection	6,600.00	6,600.00
FOP-2018	58080	8080	Wythe County	Selective Enforcement - Occupant Protection	11,375.00	11,375.00
FOP Total					806,522.00	689,634.91
FPA-2018	58399	8399	Virginia Dept of Motor Vehicles	Planning and Administration	172,105.00	226,066.94
FPA Total					172,105.00	226,066.94
FPS-2018	58157	8157	Arlington County	Selective Enforcement - Pedestrian/Bicycle	7,920.00	7,910.05
FPS-2018	58330	8330	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	6,000.00	1,449.13
FPS-2018	58298	8298	Harrisonburg City	Selective Enforcement - Pedestrian/Bicycle	1,824.00	1,255.99
FPS-2018	58347	8347	Metro Washington Council of Gov	Street Smart Pedestrian and Bicycle Safety Program	175,000.00	175,000.00
FPS-2018	58118	8118	Metropolitan Richmond Sports Backers, Inc.	Working Towards Zero Pedestrian Deaths in the Richmond Region	18,900.00	11,496.98
FPS-2018	58131	8131	Northern Virginia Regional Commission	2018 Share Virginia Roads Bicycle and Pedestrian Safety Activities and Outreach	74,445.00	62,684.23
FPS-2018	58178	8178	Prince William County	Selective Enforcement - Pedestrian/Bicycle	6,750.00	6,750.00
FPS-2018	58198	8198	Richmond City	Selective Enforcement - Pedestrian/Bicycle	6,500.00	6,472.52
FPS-2018	58326	8326	Roanoke City	Selective Enforcement - Pedestrian/Bicycle	3,200.00	2,911.29

FPS-2018	58151	8151	Salem City	Selective Enforcement - Pedestrian/Bicycle	1,980.00	1,980.00
FPS Total					302,519.00	277,910.19
FPT-2018	58358	8358	VA Association of Chiefs of Police & Foundation Inc	Virginia Law Enforcement Training and Resources	214,918.00	173,523.91
FPT Total					214,918.00	173,523.91
FRS-2018	58214	8214	Virginia Beach City	Regional Training in Traffic Engineering	20,000.00	20,000.00
FRS-2018	58056	8056	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program	134,425.00	80,236.22
FRS-2018	58322	8322	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol Funding	47,720.00	22,837.50
FRS Total					202,145.00	123,073.72
FSC-2018	58411	8411	Abingdon Town	Selective Enforcement - Speed	12,450.00	4,447.69
FSC-2018	58309	8309	Albemarle County	Selective Enforcement - Speed	8,734.00	7,577.05
FSC-2018	58263	8263	Alleghany County	Selective Enforcement - Speed	7,500.00	4,150.00
FSC-2018	58044	8044	Altavista Town	Selective Enforcement - Speed	3,500.00	3,395.00
FSC-2018	58129	8129	Amelia County	Selective Enforcement - Speed	17,943.00	17,173.75
FSC-2018	58154	8154	Arlington County	Selective Enforcement - Speed	17,460.00	17,274.16
FSC-2018	58185	8185	Arlington County	Selective Enforcement - Speed	14,500.00	6,732.13
FSC-2018	58167	8167	Ashland Town	Selective Enforcement - Speed	5,760.00	5,718.96
FSC-2018	58156	8156	Augusta County	Selective Enforcement - Speed	8,500.00	8,500.00
FSC-2018	58058	8058	Bedford County	Selective Enforcement - Speed	10,200.00	7,007.78
FSC-2018	58339	8339	Bedford Town	Selective Enforcement - Speed	4,500.00	4,409.59
FSC-2018	58099	8099	Blacksburg Town	Selective Enforcement - Speed	10,800.00	10,721.12
FSC-2018	58111	8111	Blackstone Town	Selective Enforcement - Speed	5,859.00	5,649.72
FSC-2018	58365	8365	Botetourt County	Selective Enforcement - Speed	5,250.00	5,245.94
FSC-2018	58069	8069	Boykins Town	Selective Enforcement - Speed	6,961.00	6,961.00
FSC-2018	58267	8267	Buckingham County	Selective Enforcement - Speed	14,000.00	13,766.55
FSC-2018	58046	8046	Campbell County	Selective Enforcement - Speed	12,800.00	12,701.45
FSC-2018	58226	8226	Charles City County	Selective Enforcement - Speed	13,500.00	13,500.00
FSC-2018	58162	8162	Chatham Town	Selective Enforcement - Speed	3,000.00	3,000.00
FSC-2018	58244	8244	Chincoteague Town	Selective Enforcement - Speed	7,500.00	7,500.00
FSC-2018	58327	8327	Christiansburg Town	Selective Enforcement - Speed	10,880.00	10,880.00
FSC-2018	58249	8249	Clarke County	Selective Enforcement - Speed	5,180.00	4,913.61
FSC-2018	58179	8179	Courtland Town	Selective Enforcement - Speed	3,726.00	3,700.44
FSC-2018	58127	8127	Craig County	Selective Enforcement - Speed	8,750.00	1,612.50
FSC-2018	58144	8144	Crewe Town	Selective Enforcement - Speed	6,132.00	6,051.08
FSC-2018	58337	8337	Culpeper Town	Selective Enforcement - Speed	3,800.00	3,739.03
FSC-2018	58414	8414	Cumberland County	Selective Enforcement - Speed	8,060.00	0.00
FSC-2018	58415	8415	Danville City	Selective Enforcement - Speed	7,800.00	7,759.40
FSC-2018	58134	8134	Dublin Town	Selective Enforcement - Speed	4,500.00	4,500.00

FSC-2018	58224	8224	Essex County	Selective Enforcement - Speed	8,675.00	7,456.50
FSC-2018	58084	8084	Exmore Town	Selective Enforcement - Speed	10,500.00	10,500.00
FSC-2018	58315	8315	Fairfax City	Selective Enforcement - Speed	12,500.00	7,875.02
FSC-2018	58292	8292	Falls Church City	Selective Enforcement - Speed	13,604.00	12,396.36
FSC-2018	58238	8238	Farmville Town	Selective Enforcement - Speed	12,000.00	12,000.00
FSC-2018	58124	8124	Fauquier County	Selective Enforcement - Speed	10,000.00	10,000.00
FSC-2018	58030	8030	Floyd County	Selective Enforcement - Speed	8,400.00	7,721.72
FSC-2018	58141	8141	Franklin County	Selective Enforcement - Speed	10,500.00	10,500.00
FSC-2018	58098	8098	Frederick County	Selective Enforcement - Speed	10,000.00	8,031.66
FSC-2018	58336	8336	Fredericksburg City	Selective Enforcement - Speed	13,825.00	13,680.00
FSC-2018	58250	8250	Front Royal Town	Selective Enforcement - Speed	4,000.00	3,981.48
FSC-2018	58344	8344	Galax City	Selective Enforcement - Speed	5,164.00	4,370.11
FSC-2018	58239	8239	Gate City Town	Selective Enforcement - Speed	3,000.00	3,000.00
FSC-2018	58228	8228	Gloucester County	Selective Enforcement - Speed	6,125.00	5,967.50
FSC-2018	58287	8287	Goochland County	Selective Enforcement - Speed	17,300.00	17,300.00
FSC-2018	58038	8038	Greene County	Selective Enforcement - Speed	4,965.00	4,735.24
FSC-2018	58221	8221	Halifax County	Selective Enforcement - Speed	6,680.00	5,820.42
FSC-2018	58173	8173	Halifax Town	Selective Enforcement - Speed	9,875.00	8,785.05
FSC-2018	58302	8302	Harrisonburg City	Selective Enforcement - Speed	7,600.00	7,600.00
FSC-2018	58010	8010	Haymarket Town	Selective Enforcement - Speed	4,500.00	3,083.81
FSC-2018	58136	8136	Henry County	Selective Enforcement - Speed	12,750.00	7,190.24
FSC-2018	58006	8006	Herndon Town	Selective Enforcement - Speed	14,850.00	14,850.00
FSC-2018	58268	8268	Hillsville Town	Selective Enforcement - Speed	5,850.00	5,844.95
FSC-2018	58176	8176	Hopewell City	Selective Enforcement - Speed	10,101.00	9,185.79
FSC-2018	58371	8371	James City County	Selective Enforcement - Speed	19,250.00	19,250.00
FSC-2018	58295	8295	King and Queen County	Selective Enforcement - Speed	7,500.00	6,892.50
FSC-2018	58070	8070	King George County	Selective Enforcement - Speed	8,000.00	7,227.99
FSC-2018	58293	8293	King William County	Selective Enforcement - Speed	9,990.00	8,985.00
FSC-2018	58015	8015	Loudoun County	Selective Enforcement - Speed	26,920.00	25,800.67
FSC-2018	58423	8423	Louisa County	Selective Enforcement - Speed	7,100.00	2,586.48
FSC-2018	58130	8130	Lynchburg City	Selective Enforcement - Speed	14,000.00	11,723.37
FSC-2018	58376	8376	Madison County	Selective Enforcement - Speed	7,750.00	2,534.88
FSC-2018	58265	8265	Manassas City	Selective Enforcement - Speed	16,000.00	13,472.77
FSC-2018	58100	8100	Manassas Park City	Selective Enforcement - Speed	20,000.00	13,635.00
FSC-2018	58291	8291	Martinsville City	Selective Enforcement - Speed	3,500.00	3,499.90
FSC-2018	58208	8208	Mathews County	Selective Enforcement - Speed	5,760.00	5,448.14
FSC-2018	58034	8034	Montgomery County	Selective Enforcement - Speed	9,180.00	9,047.08
FSC-2018	58352	8352	Narrows Town	Selective Enforcement - Speed	4,500.00	4,500.00
FSC-2018	58212	8212	New Kent County	Selective Enforcement - Speed	13,000.00	13,000.00
FSC-2018	58389	8389	Northampton County	Selective Enforcement - Speed	10,800.00	8,160.00
FSC-2018	58149	8149	Nottoway County	Selective Enforcement - Speed	7,460.00	7,185.59
FSC-2018	58402	8402	Onley Town	Selective Enforcement - Speed	6,000.00	6,000.00
FSC-2018	58367	8367	Orange County	Selective Enforcement - Speed	13,800.00	11,607.88

FSC-2018	58257	8257	Patrick County	Selective Enforcement - Speed	5,400.00	5,370.00
FSC-2018	58060	8060	Pearisburg Town	Selective Enforcement - Speed	7,000.00	7,000.00
FSC-2018	58159	8159	Pembroke Town	Selective Enforcement - Speed	7,500.00	7,500.00
FSC-2018	58301	8301	Pittsylvania County	Selective Enforcement - Speed	9,450.00	5,250.72
FSC-2018	58252	8252	Poquoson City	Selective Enforcement - Speed	6,562.00	4,896.94
FSC-2018	58035	8035	Powhatan County	Selective Enforcement - Speed	19,800.00	19,074.00
FSC-2018	58050	8050	Prince Edward County	Selective Enforcement - Speed	4,736.00	4,061.73
FSC-2018	58319	8319	Prince George County	Selective Enforcement - Speed	5,040.00	4,144.96
FSC-2018	58032	8032	Pulaski County	Selective Enforcement - Speed	5,890.00	4,840.84
FSC-2018	58311	8311	Radford City	Selective Enforcement - Speed	4,050.00	2,889.00
FSC-2018	58196	8196	Rappahannock County	Selective Enforcement - Speed	8,750.00	4,604.81
FSC-2018	58113	8113	Richmond County	Selective Enforcement - Speed	8,250.00	8,250.00
FSC-2018	58325	8325	Roanoke City	Selective Enforcement - Speed	14,784.00	11,332.57
FSC-2018	58227	8227	Rockbridge County	Selective Enforcement - Speed	5,250.00	5,250.00
FSC-2018	58218	8218	Saint Paul Town	Selective Enforcement - Speed	1,830.00	1,079.85
FSC-2018	58147	8147	Salem City	Selective Enforcement - Speed	9,735.00	9,720.81
FSC-2018	58274	8274	Stafford County	Selective Enforcement - Speed	10,500.00	9,149.78
FSC-2018	58253	8253	Strasburg Town	Selective Enforcement - Speed	5,700.00	5,631.40
FSC-2018	58230	8230	Tappahannock Town	Selective Enforcement - Speed	5,400.00	5,385.00
FSC-2018	58022	8022	Tazewell Town	Selective Enforcement - Speed	5,000.00	4,962.50
FSC-2018	58109	8109	Timberville Town	Selective Enforcement - Speed	3,300.00	3,180.00
FSC-2018	58042	8042	Vienna Town	Selective Enforcement - Speed	17,460.00	16,510.43
FSC-2018	58246	8246	Virginia Commonwealth University	Selective Enforcement - Speed	10,800.00	10,278.00
FSC-2018	58236	8236	Warsaw Town	Selective Enforcement - Speed	4,050.00	3,900.00
FSC-2018	58168	8168	Washington County	Selective Enforcement - Speed	13,200.00	13,200.00
FSC-2018	58201	8201	Waynesboro City	Selective Enforcement - Speed	14,000.00	10,039.18
FSC-2018	58024	8024	Weber City Town	Selective Enforcement - Speed	6,750.00	5,490.00
FSC-2018	58191	8191	Westmoreland County	Selective Enforcement - Speed	11,300.00	9,476.61
FSC-2018	58183	8183	Williamsburg City	Selective Enforcement - Speed	8,000.00	7,280.00
FSC-2018	58373	8373	Windsor Town	Selective Enforcement - Speed	12,250.00	12,114.90
FSC Total					934,556.00	825,151.08
FTR-2018	58286	8286	Supreme Court of Va	Improve Traffic Data: Create New and Modify Existing Traffic Reports	44,850.00	10,488.00
FTR-2018	58163	8163	Virginia Dept of Motor Vehicles	VAHSO/VA Tech Crash Location Project	251,857.00	213,052.81
FTR-2018	58177	8177	Virginia Dept of Motor Vehicles	VAHSO/TR Program - Data Analyst	60,750.00	1,197.76
FTR-2018	58184	8184	Virginia Dept of Motor Vehicles	VA Tech Analytics and Reporting	260,705.00	181,162.72
FTR Total					618,162.00	407,005.29
FAST Act 402 Total					5,464,932.07	4,680,467.69

Non-Implementation Grants for FFY 2018

Grant Number	Grantee Name	Project Title	Reason
154AL-2018-58193-8193	Virginia Dept of Motor Vehicles	DUI Data Analysis/VASAP Projects	Vacant Position needed to be approved and recruited for.
K8-2018-58387-8387	The Rector and Visitors of the University of Virginia	Alcohol and/or Inappropriate Drug Use Screening and Intervention – UVA Trauma	Program – Never Implemented
FAL-2018-58321-8321	West Point Town	Selective Enforcement – Alcohol	Grantee choose not to accept grant.
FSC-2018-58414-8414	Cumberland County	Selective Enforcement – Speed	Grantee choose not to expend grant funds.

Appendix B

Evidence-Based Traffic Safety Enforcement Program

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

Data-driven Problem Identification

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

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

Implementation of Evidence-based Strategies

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

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

Several State supported enforcement blitzes are also included. Multi-jurisdictional enforcement efforts are also encouraged and supported by the VAHSO.

Strategies that use street level data to identify high crash locations have proven to be effective, providing for a more efficient use of the available resources; thereby, enhancing the success of enforcement efforts.

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

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of VAHSO's enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by VAHSO. Law enforcement agencies

receiving grant funding are required to report on the progress of their programs in their quarterly activity reports. These reports must include data on the activities conducted, such as the times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project. Enforcement grants are monitored throughout the year by the Field Program Managers for the VAHSO. Program managers and associated Law Enforcement Liaisons (LELs) maintain contact with enforcement agencies through meetings, conferences, grant monitoring sessions, emails, phone calls and press events.

Risk Assessments

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

Example of the highest jurisdiction data used to develop and select evidence-based countermeasure strategies and projects.

**Top 42 Jurisdictions - Overall Fatalities
Representing 72% of Virginia Fatalities
Calendar Year 2017**

Rank	County/City	Fatalities	Area
1	Fairfax County	35	Fairfax Area
2	Chesterfield County	34	Richmond Area
3	Virginia Beach City	25	Portsmouth Area
4	Henrico County	24	Richmond Area
6	Frederick County	22	Staunton Area
6	Loudoun County	22	Fairfax Area
6	Prince William County	22	Fairfax Area
8	Richmond City	21	Richmond Area
9	Norfolk City	20	Portsmouth Area
10	Chesapeake City	19	Portsmouth Area
11.5	Augusta County	18	Staunton Area
11.5	Suffolk City	18	Portsmouth Area

13	Bedford County	17	Roanoke Area
14	Newport News City	16	Portsmouth Area
15	James City County	15	Portsmouth Area
16	Pittsylvania County	14	Roanoke Area
19	Hanover County	13	Richmond Area
19	Henry County	13	Roanoke Area
19	Montgomery County	13	Roanoke Area
19	Portsmouth City	13	Portsmouth Area
19	Sussex County	13	Portsmouth Area
24	Albemarle County	12	Staunton Area
24	Franklin County	12	Roanoke Area
24	Roanoke City	12	Roanoke Area
24	Rockingham County	12	Staunton Area
24	Spotsylvania County	12	Fairfax Area
27.5	Mecklenburg County	10	Richmond Area
27.5	Wythe County	10	Bristol Area
31.5	Dinwiddie County	9	Richmond Area
31.5	Fauquier County	9	Staunton Area
31.5	Halifax County	9	Richmond Area
31.5	King George County	9	Fairfax Area
31.5	Pulaski County	9	Bristol Area
31.5	Stafford County	9	Fairfax Area
38.5	Campbell County	8	Roanoke Area
38.5	Carroll County	8	Bristol Area
38.5	Hampton City	8	Portsmouth Area
38.5	Orange County	8	Staunton Area
38.5	Roanoke County	8	Roanoke Area
38.5	Rockbridge County	8	Staunton Area
38.5	Russell County	8	Bristol Area
38.5	Washington County	8	Bristol Area