



2017 VIRGINIA HIGHWAY SAFETY PLAN

Annual Report Fiscal Year 2017

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 2017 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 2017 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

12-18-17

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 2017:

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

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

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

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

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

Other

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

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

Mission Statement for the Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Statutory Authority to Complete this Mission

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

Overview of Virginia's Highway Safety Office Program

Virginia's Highway Safety Office (VAHSO) continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety, thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During **Federal Fiscal Year** 2016-2017, the Virginia Highway Safety Office, the Governor's Highway Safety Representative and the Virginia Secretary of Transportation approved the award of 398 grants totaling \$22,034,387.

Virginia is comprised of 38 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2016 was 8,411,808, and there are 8,121,216 registered vehicles. Virginia has 74,553.93 roadway miles, of which 63,400.10 are secondary roads (85.0%), 10,034.76 are primary roads (13.5%), and 1,119.07 are interstate highways (1.5%).

The combined number of active licensed drivers in Virginia is 6,491,377. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which include private, institutional, and collegiate departments. It also includes 7 state police divisions within 48 areas of the state with 1,591 state troopers.

Responsibilities

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

Governor's Highway Safety Executive Staff

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

VAHSO Highway Safety Office Staff

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

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

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

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

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

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

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

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

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

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

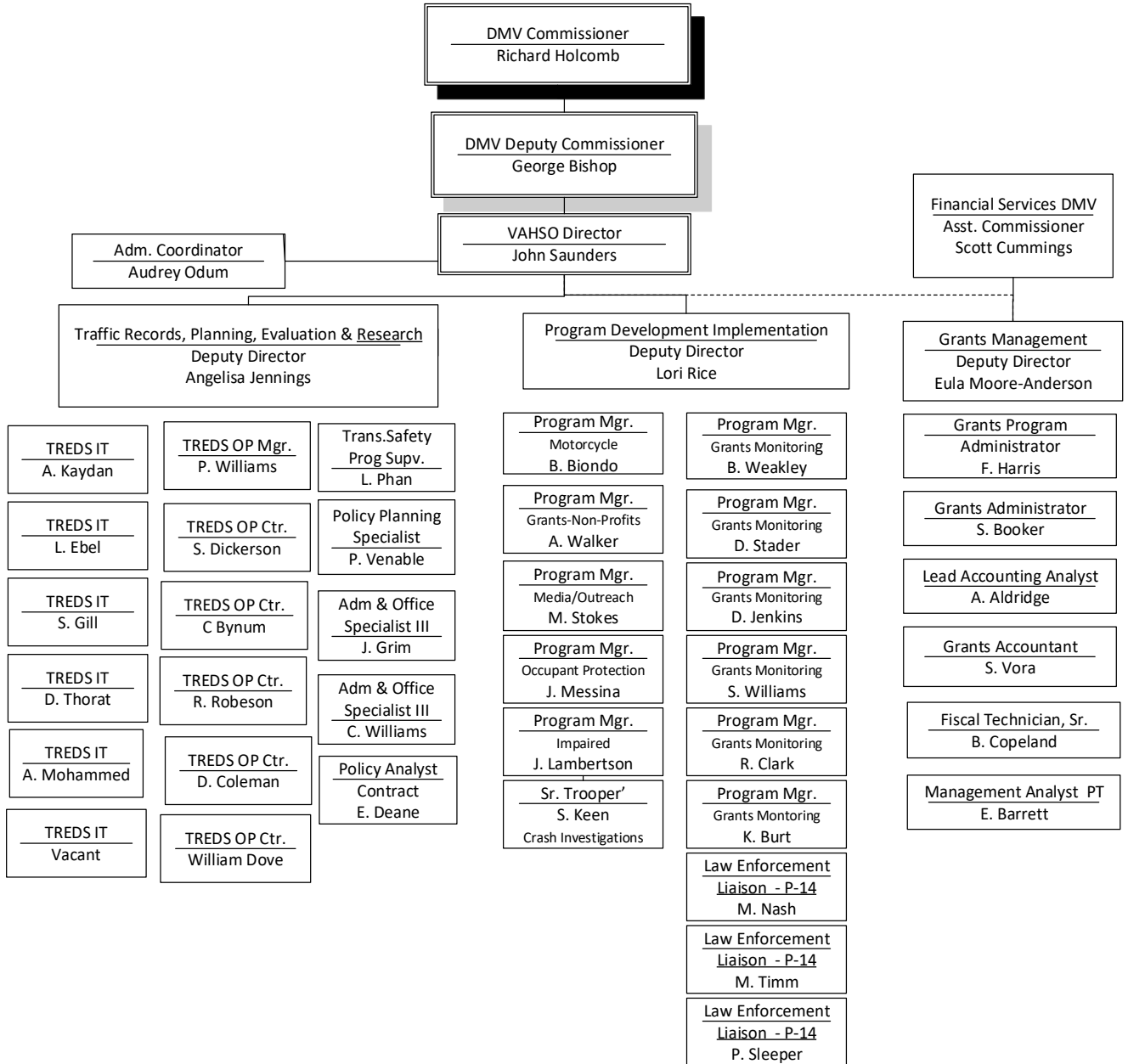
Deputy Director for Program Development and Implementation:

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

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

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

**Department of Motor Vehicles
Virginia Highway Safety Office
July 2017**



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 (VAHPERD)

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 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

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 over fifty 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, 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, Pedestrian

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 have 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 2017 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 2017 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2017, was **85.3%**.
- (2) The 95% confidence interval for the seat belt use rate was between 84.2% and 86.4%.
- (3) The error rate was 0.546%, well below the maximum 2.5% allowed by code.
- (4) The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 7.1%, below the maximum 10% allowed by Code.
- (5) These results were based on a weighted survey design sample of 17,378 vehicles providing driver and/or passenger belt use observations.

Note: Virginia will provide a certification on seat belt use rate to NHTSA by March 1, 2018

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

This report summarizes the work completed in 2017, the eighth year Virginia carried out the survey. Virginia began its survey in 2010, one year before it was mandated to do so. Virginia's Highway Safety Office (VAHSO) added two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey).

The 2017 survey was deployed by telephone to licensed drivers in Virginia. Overall, two samples were targeted. First, a sample of 1,000 licensed drivers aged 18 and older completed the survey. This sample was distributed across Virginia proportionally by regional population levels. Therefore, more of the sample came from northern and southeastern regions of Virginia than from the southwestern areas. It was appropriately representative of the Commonwealth. A second sample was derived from licensed drivers 18 – 34 years old. This age group was a particular focus of various interventions in Virginia, most notably the *Click It or Ticket* seat-belt enforcement program. The 18 - 34 sample was drawn from those in that age category from the main sample (302 of the 1,000 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 final sample for analysis a total of 602 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 (90.9%) or riding as passengers (89.2%).
- About 1 in 4 (24.8%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- Almost half of the respondents (47.3%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- Approximately half of the respondents (46.7%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 15.8% *had* driven within two hours after drinking alcohol in the past 60 days (defined as at least one drive within 2 hours).
- Most believed the chances of arrest after drinking and driving were at least “likely.”
- Less than half (36.7%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (20.4%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- Almost half (48.4%) of participants reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); a similar frequency (44.6%) reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (58.4%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Less than a quarter (24.6%) recalled law enforcement activity targeting speeding in the past 30 days.

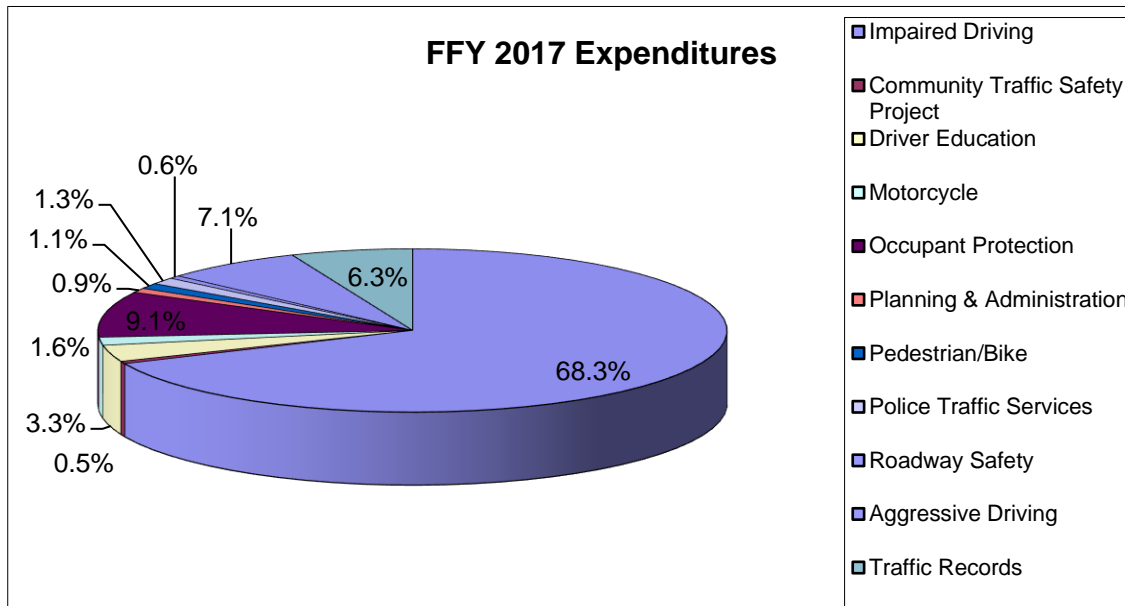
Distracted Driving

- More than half of the respondents (59.3%) “seldom” or “never” talk on mobile phones while driving; 0.9% reported not owning a mobile phone.
- A significant majority (79.5%) said they “never” text while driving.

Virginias' Financial Summary - Expenditures*

FFY 2017 FINANCIAL SUMMARY - EXPENDITURES

Program Area	Program				Total Expenditures	% of Total
	402	405 MAP 21	410	154		
Impaired Driving	\$529,418	\$2,785,941	\$275,872	\$12,805,463	\$16,396,694	68.3%
Community Traffic Safety Project	\$117,234	-	-	-	\$117,234	0.5%
Driver Education	\$782,057	-	-	-	\$782,057	3.3%
Motorcycle	\$330,003	\$49,700	-	-	\$379,703	1.6%
Occupant Protection	\$479,537	\$1,693,451	-	-	\$2,172,988	9.1%
Planning & Administration	\$211,375	-	-	-	\$211,375	0.9%
Pedestrian/Bike	\$264,245	-	-	-	\$264,245	1.1%
Police Traffic Services	\$319,162	-	-	-	\$319,162	1.3%
Roadway Safety	\$142,671	-	-	-	\$142,671	0.6%
Aggressive Driving	\$1,708,437	-	-	-	\$1,708,437	7.1%
Traffic Records	\$606,532	\$895,973	-	-	\$1,502,505	6.3%
TOTAL					\$23,997,071	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 2017 - \$3,507,165

Legislation

During the 2016 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws were enacted and became effective July 1, 2016:

HB 10 and SB 25: Motorcycles; general illumination lights. Amends Va. Code § 46.2-1030

The bills increase from four to five the maximum number of lights allowed on a motorcycle and used for general illumination ahead of the motorcycle.

HB 168 and SB 120: Passing stopped school buses; mailing of summons; rebutting presumption. Amends Va. Code § 46.2-844

This bill provides that a locality that has authorized by ordinance the installation and operation of a video-monitoring system on school buses for recording violations of unlawfully passing a stopped school bus may execute a summons for such violation by mailing a copy of the summons to the owner of a vehicle that unlawfully passed a stopped school bus.

The bill also provides a means by which the existing presumption that the registered owner of the vehicle was the vehicle operator at the time of the violation can be rebutted and requires that this information be included with the mailing of the summons.

The bill gives the summoned person 30 business days from the mailing of the summons to inspect information collected by a video-monitoring system in connection with the violation.

HB 172: Habitual offenders; evaluation of person to be conducted by VASAP & recommendations submitted to court. Amends Va. Code §§ 46.2-360 and 46.2-391

This bill clarifies that the recommendations from the Virginia Alcohol Safety Action Program (VASAP) evaluation that must be conducted when a habitual offender petitions for the restoration of his driving privileges or for the issuance of a restricted license shall be given such weight as the court deems appropriate.

HB 213: Motor vehicle safety inspection; exceptions to inspection requirement. Amends Va. Code § 46.2-1158.01

This bill exempts from the motor vehicle safety inspection requirement vehicles that are parked on a public highway and have been submitted for inspection to an official inspection station.

HB 267: Length of vehicle combinations; clarification of provision limiting vehicles coupled with another. Amends Va. Code § 46.2-1112

This bill clarifies that the provision limiting vehicles coupled with another vehicle to a maximum combined length of 65 feet applies to motor homes and buses. The bill is declarative of existing law.

HB 454 and SB 286: Motor vehicles; vehicles not to be equipped with televisions and video within view of driver. Amends Va. Code §§ 46.2-750 and 46.2-1077

The bills provide that motor vehicles may be equipped with visual displays of moving images if the equipment is factory-installed and has an interlock device that disables the equipment when the motor vehicle operator is performing a "driving task," which is defined by the bill.

The bill allows the viewing of a visual display while the vehicle is being operated autonomously. The bill also provides that vehicles used by universities for vehicle technology research are not required to have government plates.

HB 939: Motorcycles; auxiliary lighting. 1 Bill

This bill directs the Superintendent of State Police to establish guidelines by January 1, 2017, that set forth a procedure for the submission and approval of auxiliary lights for motorcycles. The bill requires any approved lights or equipment to be posted on the Department's website and for the Department to notify inspection stations of approved lights or equipment.

HB 1232 and SB 709: Recalled motor vehicles; disclosures by and compensation of dealers. Amends Va. Code §§ 46.2-1569, 46.2-1571, and 46.2-1572.4

The bills require a manufacturer or distributor that establishes a program that prohibits dealers from selling used motor vehicles that have been issued a safety recall and remain unremedied to provide a remedy for each such vehicle or to compensate the dealer for costs when such program is enforced through penalty or loss of benefits.

The bill requires a manufacturer or distributor to compensate dealers for recall repairs on the same basis as warranty repairs. Finally, the bill prohibits a manufacturer or distributor from using performance measurements to the detriment of a dealer when the dealer has vehicles it cannot deliver by law or by manufacturer or distributor program or directive. Violations of these provisions are subject to a civil penalty by the Motor Vehicle Dealer Board not to exceed \$1,000 per violation.

HB 1276: Motorcycle rider safety training courses; clarification of definition. Amends Va. Code § 46.2-1188)

This bill provides that "motorcycle rider safety training courses" means courses of instruction in the operation of motorcycles for the purposes of obtaining a waiver from the examination or road test for (i) both two-wheeled and three-wheeled motorcycles, (ii) two-wheeled motorcycles, or (iii) three-wheeled motorcycles.

HB 1287: Behind-the-wheel and knowledge examinations; retake of examinations. Amends Va. Code § 46.2-325

This bill allows a person less than 19 years of age who has failed the behind-the-wheel examination for a driver's license three times to take a course of instruction based on the Virginia Driver's Manual before taking the examination a fourth time if such person has previously completed the classroom component of driver instruction at a driver training school.

SB 117: Motor vehicle doors; operator to wait for a reasonable opportunity to open. Amends Va. Code by adding § 46.2-818.1

This bill provides that no operator shall open the door of a parked motor vehicle on the side adjacent to moving vehicular traffic unless it is reasonably safe to do so. A violation constitutes a traffic infraction punishable by a fine of not more than \$50.

The bill prohibits awarding of demerit points for a violation. The bill exempts law-enforcement officers, firefighters, and emergency medical services personnel engaged in the performance of official duties.

SB 555: Learner's permit or provisional driver's license holder; completion of driver ed. Amends Va. Code §§ 46.2-323, 46.2-324.1, 46.2-334, 46.2-334.01, 46.2-335, and 46.2-335.2

The bill amends § 46.2-335 to prohibit a holder of a learner's permit from having more than one passenger under age 21. This prohibition does not apply to members of the driver's family. The bill also amends this section to provide that except in a driver emergency or when the vehicle is lawfully parked or stopped, no holder of a learner's permit shall operate a motor vehicle on the highways of the Commonwealth while using any cellular telephone or any other wireless telecommunications device, regardless of whether or not such device is handheld.

The bill amends § 46.2-334.01 to remove the exception that a provisional driver's license holder under age 18 may have more than one passenger under age 21 if a parent is present, and clarifies that the passenger limitations on all provisional driver's licenses do not include household or family members. The bill also amends the definition of "a member of the driver's family or household to include first cousin.

The bill amends §§ 46.2-323, 46.2-324.1, 46.2-334, and 46.2-335.2 to allow those persons who are at least 18 years old to be issued a driver's license after holding a learner's permit for 60 days instead of the current holding requirement of nine months for those under 19 years of age. The bill also requires only those driver's license applicants under 18 years of age to show proof of completion of a driver education program.

Study: Handheld Personal Communications Devices

HB 461: Handheld personal communications devices; use while driving, penalty. Continued to 2017 in Transportation by voice vote.

This bill would have expanded the prohibition on manually entering multiple letters or text in a handheld communications device while operating a motor vehicle to also prohibit the manual selection of multiple icons and removes the condition that such manual entry is prohibited only if performed as a means of communicating with another person.

The bill would have prohibited the operator of a motor vehicle from reading any information displayed on the device; current law prohibits reading an email or text message. The bill would have eliminated the current exemption from the prohibition on using a handheld personal communications device while operating a motor vehicle when the vehicle is stopped or not moving.

This bill has been referred to the Joint Commission on Transportation Accountability for study.

Driving Trends

In 2016 as compared to 2015 there were:

487,851 more licensed drivers	8.1% increase
115,711 more registered vehicles	1.5% increase
2,725 more crashes	2.2% increase
7 more total fatalities	0.9% increase
2,265 more total injuries	3.5% increase

Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2007	145,405	1,027	68,822	5,436,825	7,500,308	7,698,775	82,077	1.25	1.45
2008	135,282	825	69,130	5,475,069	7,503,924	7,769,089	82,278	1.00	1.34
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.23
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.09
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.18
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,737	0.96	1.23
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,767	0.92	1.23
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	80,985	0.86	1.18
2015	125,800	753	65,029	6,003,526	8,005,505	8,382,993	82,625	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

* 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: 2014 vs. 2017

- Virginia's fatalities were 650 for 2014 and 756 for 2017 or a 16% increase from 2014. Virginia is not on track to meet its target of 2% reduction for 2017.

Top contributing factors to overall fatalities include failure to maintain control of the vehicle, running off the road and speed. These accounted for 40% of the fatalities. Approximately one third of the fatalities occurred in the late afternoon or evening between 3pm and 9pm. Speed and unrestrained fatalities also played parts in the increase, with 37% being speed-related and 52% of the fatalities were unrestrained.

- Virginia's serious injuries were 7,022 for 2014 and 6,829 for 2017 or a 3% decrease from 2014. Virginia is not on track to meet its target of 6% reduction for 2017.

Top driver actions contributing to serious injuries include failure to maintain control of the vehicle, running off the road and did not have the right-of-way. These accounted for 29% of serious injuries.

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

- Virginia's fatalities per 100M VMT were 0.86 for 2014. The number of fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 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 1.51 for 2014. The number of rural fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 at this time.

Contributing factors were alcohol (20%) and speed 41%)

- Virginia's urban fatalities per 100M VMT were 0.47 for 2014. The number of urban fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 at this time.

Contributing factors were alcohol (31%) and speed (30%)

- Virginia's unrestrained passenger vehicle occupant fatalities were 228 for 2014 and 270 for 2017 or an 18% increase. Virginia is not on track to meet its target of 2% reduction for 2017.

Of the unrestrained fatalities for 2017, 34% were either totally (27%) or partially (7%) ejected.

- Virginia's impaired driving fatalities were 214 in 2014. The number of impaired driving fatalities cannot be compared for 2014 vs. 2017 because 2017 data is not available from NHTSA/FARS at this time. Virginia's target is 205 for 2017.
- Virginia's speed-related fatalities were 283 for 2014 and 277 for 2017 or a 2% decrease. Virginia is not on track to meet its target of 4% reduction for 2017.

A major factor impacting speed-related fatalities was drivers failing to maintain control of the vehicle, running off the road due to speed and drivers not wearing safety restraints (59 percent). Alcohol was also a factor in 29% of the fatalities.

- Virginia's motorcycle fatalities were 72 for 2014 and 100 for 2017 or a 39% increase. Virginia is not on track to meet its target of 24% reduction for 2017.

The top motorcyclist's actions contributing to the increase in fatalities were failure to maintain control of the vehicle (running off the road, hitting fixed objects) and speed. These actions accounted for 58% of the fatalities.

- Virginia's unhelmeted motorcyclist fatalities was 0 for 2014 and 1 for 2017. Virginia is not on track to meet its target (0) for 2017.
- Virginia's young drivers (age 20 and younger) involved in fatal crashes were 121 for 2014 and 123 for 2017 or a 2% increase. Virginia is not on track to meet its target of 8% reduction for 2017.

Contributing factors to the fatal crashes involving young drivers ages 20 or younger were failure to maintain control of the vehicle (running off the road, hitting fixed objects) and speed. These actions accounted for 25% of the fatal crashes. Young drivers were also not restrained 26% of the time.

- Virginia's pedestrian fatalities were 79 for 2014 and 98 for 2017 or a 24% increase. Virginia is not on track to meet its target of 14 percent reduction for 2017.

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. There was also an increase in pedestrian fatalities over the age of 50 (52%).

- Virginia's bicycle fatalities were 11 for 2014 and 12 for 2017 or a 9% increase. Virginia is not on track to meet its target of 17% reduction for 2017.

Contributing factors to the increase in bicyclist fatalities were did not have the right-of-way and failure to maintain control of the bicycle (while going straight or making a turn) when the fatal crash occurred and not wearing helmets. In addition, the bicyclist was at fault 83 percent of the time.

- Virginia's seat belt usage rate was 77.3 for 2014 and 85.3 for 2017. 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

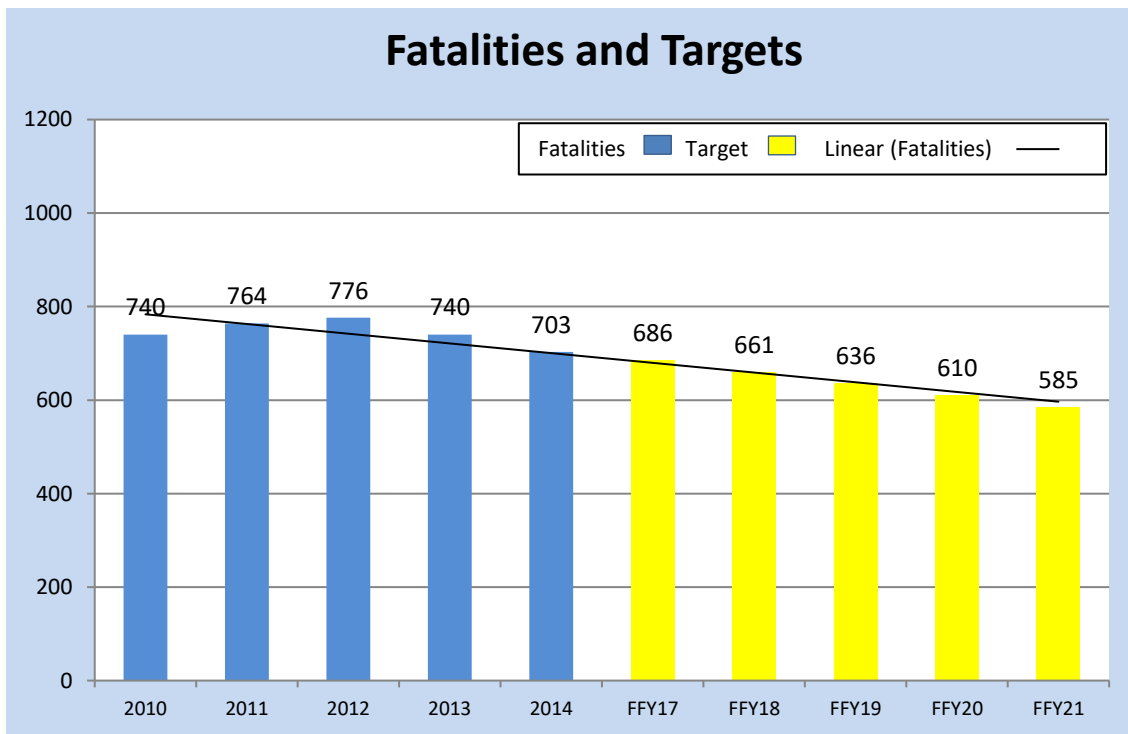
Measure (C-1 Fatalities): Decrease traffic **fatalities** 2 percent from the 2014 calendar base year of 703 to 686 by December 31, 2017.

Fatalities	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	686
	740	764	776	740	703	753	760	

Note: 2015 data is final, 2016 data is preliminary

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s fatalities were 650 for 2014 and 756 for 2017 or a 16 percent increase from 2014. Virginia is not on track to meet its target of 2 percent reduction by 2017.



Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia selected a 5-year rolling average (2 percent reduction) in fatalities as a more achievable target than the annual or 3-year rolling average.

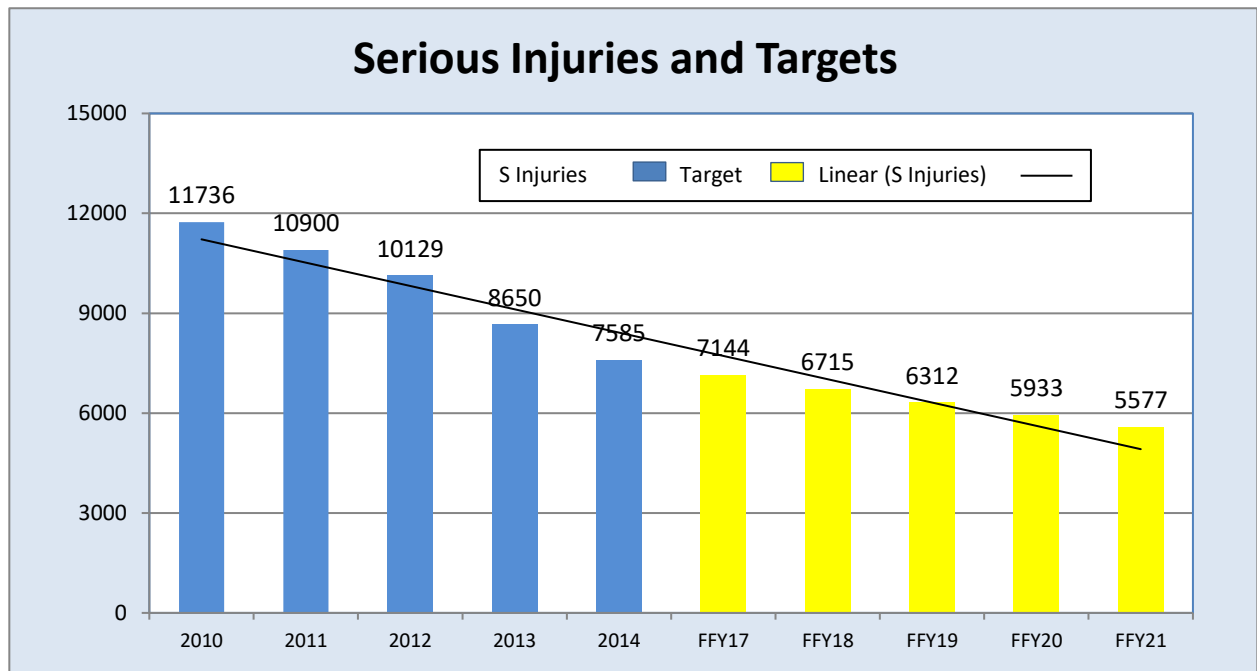
Measure (C-2 Serious Injuries): Decrease **serious injuries** in traffic crashes 6 percent from the 2014 calendar base year of 7,585 to 7,144 by December 31, 2017.

Serious Injuries	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	11,736	10,900	10,129	8,650	7,585	8,014	8,084	7,144

Note: 2015 data is final, 2016 data is preliminary

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s serious injuries were 7,022 for 2014 and 6,829 for 2017 or a 3 percent decrease from 2014. Virginia is not on track to meet its target of 6 percent reduction by 2017.



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

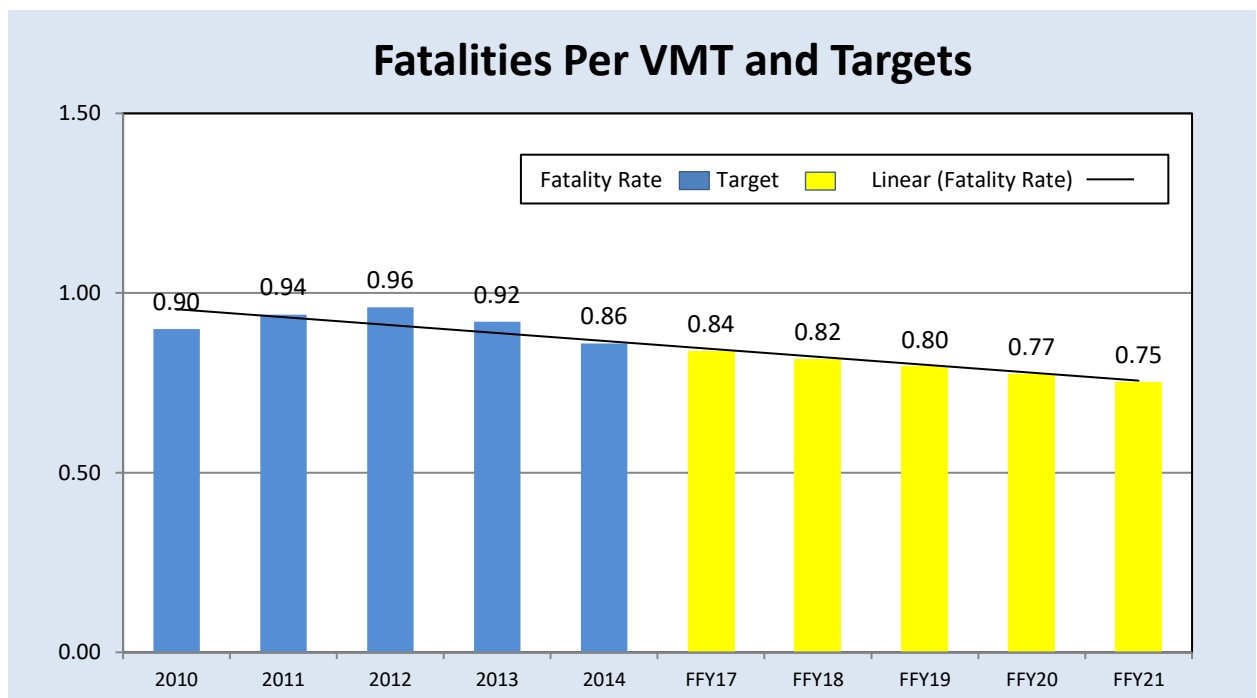
Measure (C-3a): Decrease fatalities per 100M VMT 2 percent from the 2014 calendar base year of 0.86 to 0.84 by year December 31, 2017.

Fatalities (per 100M VMT)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	0.90	0.94	0.96	0.92	0.86	0.91	0.89	0.84

Note: 2015 data is final, 2016 data is preliminary

Performance

Virginia’s fatalities per 100M VMT were 0.86 for 2014. The number of fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 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 (2 percent reduction) in fatalities per 100M VMT as a more achievable target than the 3-year rolling average or annual target.

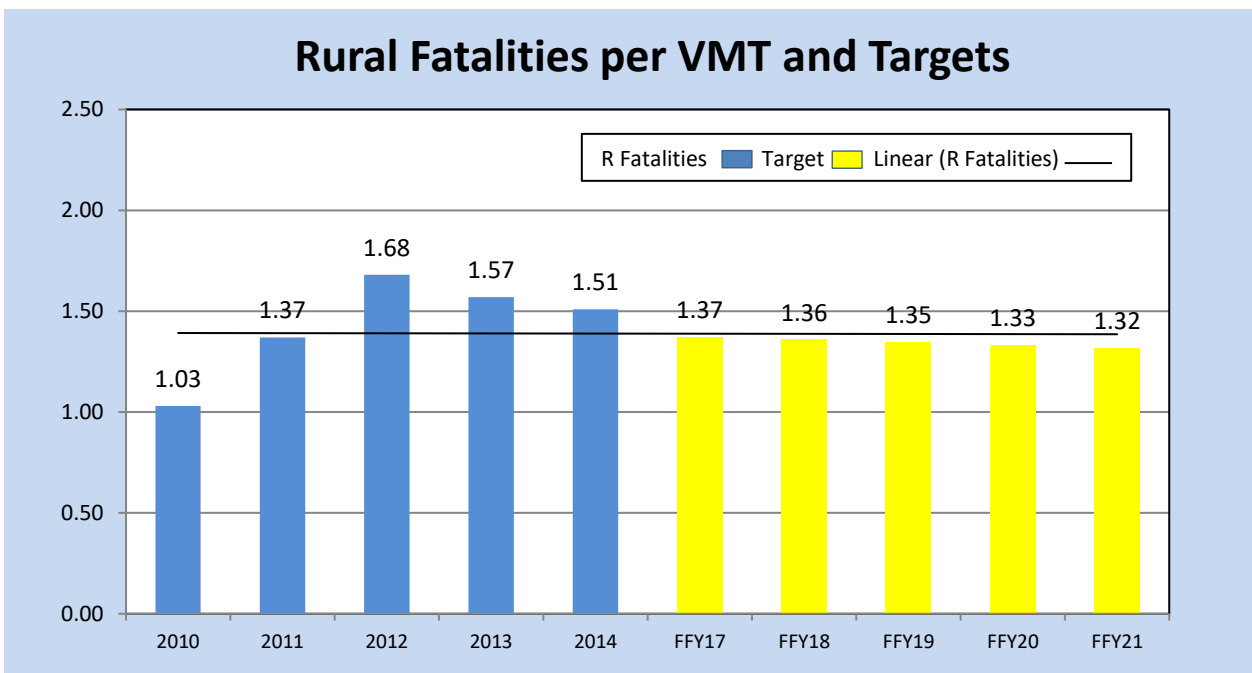
Measure (C-3b): Decrease rural fatalities per 100M VMT 9 percent from the 2014 calendar base year of 1.51 to 1.37 by December 31, 2017.

Rural Fatalities (per 100M VMT)	Baseline Data						2017 Target
	2010	2011	2012	2013	2014	2015	1.37
	1.03	1.37	1.68	1.57	1.51	1.47	

Note: 2015 data is final, 2016 data is not available

Performance

Virginia’s rural fatalities per 100M VMT were 1.51 for 2014. The number of rural fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 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 (9 percent reduction) in rural fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling average.

Measure (C-3c): Decrease **urban fatalities per 100M VMT** 6 percent from the 2014 estimated calendar base year of 0.47 to 0.44 by December 31, 2017.

Urban Fatalities (per 100M VMT)	Baseline Data						2017 Target
	2010	2011	2012	2013	2014	2015	
		0.45	0.54	0.51	0.51	0.47	0.46

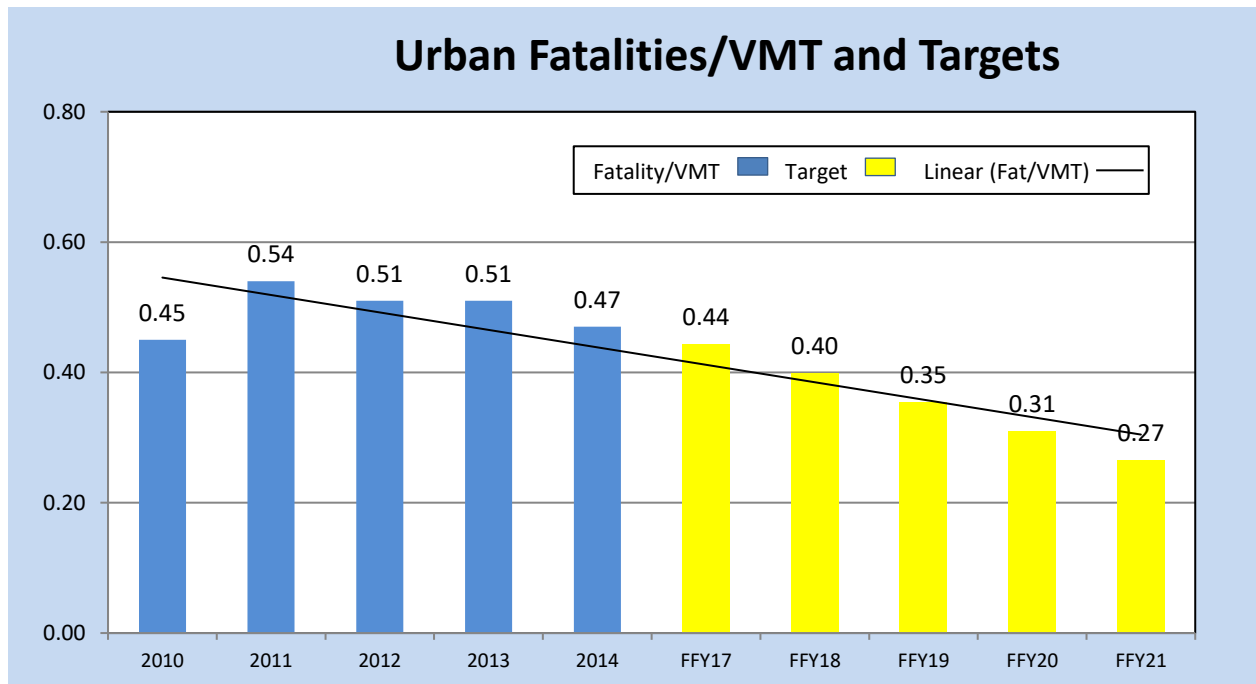
Note:

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

2015 data is final. 2016 data is not available

Performance

Virginia’s urban fatalities per 100M VMT were 0.47 for 2014. The number of urban fatalities per VMT cannot be compared for 2014 vs. 2017 because VMT data is not available for 2017 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 (6 percent 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.

Measure: (C-4) Decrease **unrestrained** passenger vehicle occupant fatalities in all seating positions 2 percent from the 2014 calendar base year of 250 to 246 by December 31, 2017.

Unrestrained Passenger Vehicle Occupant	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	302	301	297	300	250	297	287	246

Note:
 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.
 2015 data is final, 2016 data is preliminary

Occupant Protection (OP) is a key focus area in the Virginia Highway Safety Office’s HSP, SHSP and its 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

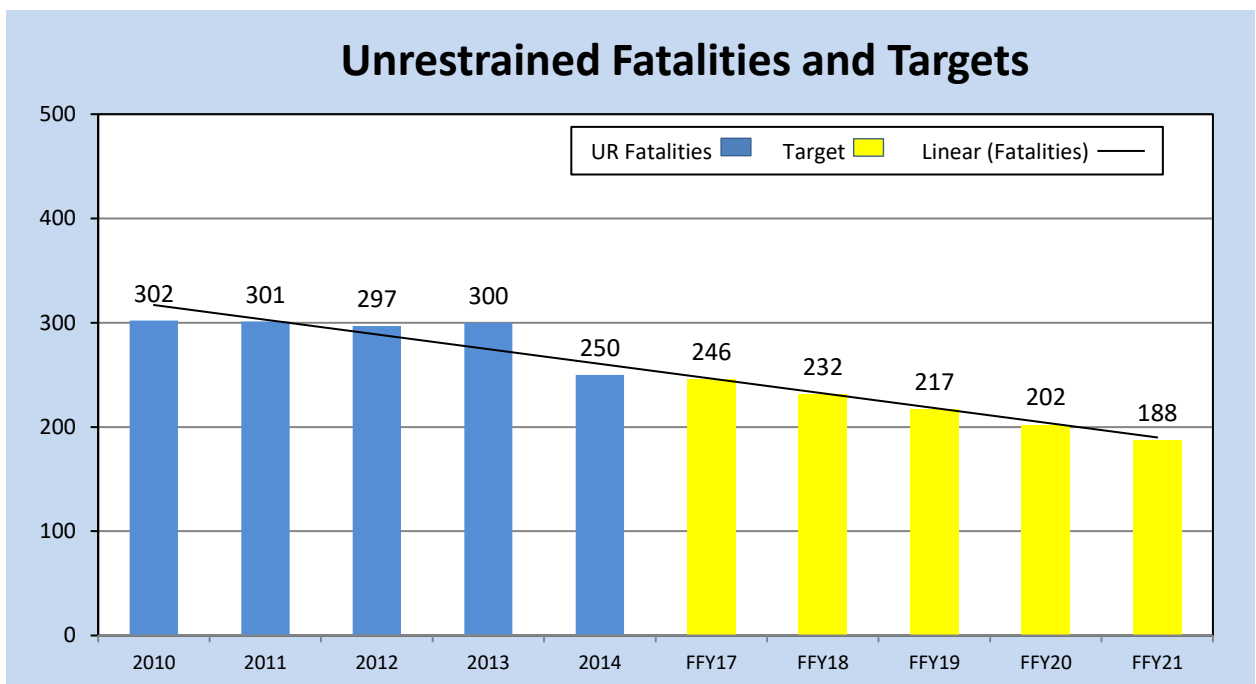
training, two Click It or Ticket mobilizations, child passenger safety education and programs, public information campaigns and OP program evaluation.

Specific examples approved for the FY2017 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
- Peer to Peer social media outreach through Virginia Association for Health, Physical Education, Recreation, and Dance (VAHPERD)

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s unrestrained passenger vehicle occupant fatalities were 228 for 2014 and 270 for 2017 or an 18 percent increase. Virginia is not on track to meet its target of 2 percent reduction for 2017.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (2 percent reduction) in unrestrained passenger vehicle occupant fatalities as a more achievable target than the annual or the 3-year rolling average.

Overall Safety Restraint Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2005	80	67,195	13,96
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	**	**

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

**Data not available.

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

Strategies

1. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization. The enforcement mobilization will have particular emphasis on high risk locations for two weeks in May /June 2017, and one week in November 2016 (CTW Chapter 2-2.1, 3.1)
2. Cover 85 percent of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2017 (CTW Chapter 2-2.1, 3.1)
3. Conduct pre-and-post mobilization observational surveys of safety belt use by July 2017 (CTW Chapter 2-2.1, 3.1)
4. Conduct a minimum of 50 occupant protection selective enforcement activities. (CTW Chapter 2-2.3) (There are 46 Local OP grants and 102 VSP OP Projects)
5. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2)
6. Conduct a minimum of four, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2017. (CTW Chapter 3.1, 3.2)
7. Conduct at least 100 outreach events with Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2017. (CTW Chapter 2, 3.1, 3.2)

8. Coordinate and/or assist with five NHTSA Standardized Child Passenger Safety Certification Courses, four Child Passenger Technician Refresher Courses, one Renewal Course and one Child Passenger Safety Special Needs Certification Courses. (CTW Chapter 2 – 3.1)
9. Coordinate 12 Operation Kids: Next Generation Familiarization Courses for Virginia Highway Safety Office law enforcement liaisons.
10. Expand the number of safety seats inspected to 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)
11. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible. (CTW Chapter 2, 6.2)

Accomplishments

1. A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two-week period during May 2017 and a two-week mobilization during November 2017. May 2017 enforcement resulted in 2,597 safety belt violations and 523 child restraint violations. LELs conducted independent seat belt surveys.
2. Almost 300 local law enforcement agencies and 44 Virginia State Police jurisdictions participated in the May Click It or Ticket Mobilization covering over 95 percent of Virginia's population with law enforcement efforts.
3. During the May 2017 Click It or Ticket Mobilization, all agencies and jurisdictions were required to and conducted pre- and post-mobilization observational surveys of safety belt use.
4. Thirty-seven local law enforcement agencies, in addition to the Virginia State Police were issued an Occupant Protection Selective Enforcement grant for the 2016-2017 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 115 OP projects.
5. 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 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).
6. Law Enforcement Liaisons (LELs) implemented statewide training of the Below 100 safety training workshop. Below 100 safety training was conducted in lieu of TOPS (Traffic Occupant Protection Strategies) safety training workshops. There were approximately 25 trainings throughout Virginia with approximately 100 attendees.
7. Virginia conducted 164 activities to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.
8. Seven, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 116 new certified child passenger safety technicians. (Other groups offered an additional 16 certification classes in Virginia, resulting in an additional 158 certified technicians.). Two CPS Special Needs Training class was conducted with 25 students successfully completing. Eleven Refresher Trainings were conducted with

155 students successfully completing. In addition, statewide, there were two Renewal classes conducted with 14 successful participants.

9. Law Enforcement Liaisons (LELs) implemented First Ride, Safe Ride safety training program in lieu of Operation Kids: Next Generation Familiarization Courses. First Ride, Safe Ride safety training program was conducted in hospitals as part of the prenatal classes offered to new parents. There were 11 presentations throughout Virginia with approximately 100+ total attendees.
10. The number of safety seats inspected through safety seat check stations was 7,402 and 3,075 safety seats were inspected at one-day check events. This reduction was due to a position vacancy in the agency that oversees the program. The Low Income Safety Seat Distribution and Education Program distributed approximately 8,724 safety seats to indigent children. On-going collection of data continues for restraints issued during September. 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. The program conducted 33 site visits to distribution sites and 40 annual training sessions for 272 program staff. Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program.
11. 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.

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 22 through June 4, 2017, and another mini-mobilization was conducted November 20 through December 1, 2017.

During the May 2017 CIOT campaign, almost 200 law enforcement agencies participated and reported pre- and post-seat belt survey rates to the highway safety office. One local officer and one state trooper received a Click It or Ticket Leadership Award. The award recognized one local law enforcement officer and one state trooper in Virginia who went above and beyond their normal duties during the 2017 Click It or Ticket May Mobilization.

Officers worked 398,401 regular hours and 7,942 overtime hours. They wrote 57,050 citations including 2,597 seat belt violations; 523 child restraint citations and 17,222 speeding citations. Officers banded together and worked an additional 6,118 regular hours and 971 overtime hours during the May CIOT Route 60 Blitz and Route 460/58 Blitz campaigns. There were 1,513 citations, including 101 seat belt tickets.

More than \$401,500 in paid advertising generated more than \$800,000 worth of paid and no-charge spots statewide during the May 2017 Click It or Ticket campaign from May 13 through June 3, 2017, to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, the latest NHTSA-created Click It or Ticket television spot 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 spot ran on broadcast, cable and satellite television. A similar Click It or Ticket radio spot aired in movie theaters, and on traditional, Hispanic and Pandora radio stations. The combination of paid and no-charge spots enabled the campaign to reach a minimum of 82 percent of men ages 18 to 34 an average of 5.8 times.

Click It or Ticket-November Mini-mobilization

The November 2016 Click It or Ticket Mini-Mobilization campaign sandwiched the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The normally two-week campaign was expanded to run from Nov. 21 through Dec. 4. More than \$176,800 generated more than \$350,000 worth of paid and no charge advertising during the mobilization. November 2016 media buy involved airing the latest NHTSA-created Click It or Ticket television spot featuring a Latino pick-up truck driver across urban Virginia, while NHTSA's "friendly cop" spot aired across rural areas.

May 2017 Click It or Ticket Outreach Activities

Event Date/ Time	Location/ City/attendees	Sponsor	Activity
May	Statewide	YOVASO	58 schools in Virginia participated in the Arrive Alive campaign, focusing on buckling up and driving safely during warmer weather months (including prom and graduation season)
May	Statewide	Drive Smart Virginia	Buckle up messages promoted through Drive Smart Virginia's social media outlets, website and newsletter
May	Statewide law enforcement	Drive Smart Virginia	Click It or Ticket materials were available for downloading and/or shipping from Drive Smart's online store
May	Statewide law enforcement	VACP	Click It or Ticket materials available on the Smart, Safe and Sober website for law enforcement
May	Statewide	DMV VAHSO	CIOT messages via VaDMV social media channels: Facebook, Twitter, Instagram, YouTube
May	Statewide	DMV VAHSO	CIOT news release issued statewide
May	Statewide	DMV VAHSO	Two NHTSA-produced CIOT TV spots aired throughout Virginia targeting males ages 18 to 34
May 25, 2017	Route 60 scales: all Richmond area law enforcement, VDH, Safe Kids, VAHSO	New Kent Sheriff's Office	Kick-off media event for CIOT Route 60 blitz
May 3, 2017	Chesapeake, Hampton, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach Williamsburg and York	DMV VAHSO & ODU	Annual regional site visits: presentation targeted at areas included in the annual belt survey; purpose to inform LE of belt rates and provide CIOT support/resources; invited sheriff's offices, police departments, county administrators and school superintendents
May 4, 2017	Fairfax County, Prince William, Stafford and Orange		Annual regional site visits
May 8, 2017	Bedford, Pittsylvania, Amherst, and Franklin		Annual regional site visits
May 10, 2017	Buchanan, Lee, Wise, Wythe		Annual regional site visits
May 22, 2017	Goochland		Annual regional site visits
Nov 20, 2017	Statewide		Mini-Mobilizations

May 2017 Click It or Ticket Citation Results

Citation Type	Citations Written
Seatbelt	2,597
Child safety seat	523
Speed	17,222
Reckless driving	3,738
DUI/DUID	671
Underage drinking	45
Stolen vehicles recovered	44
Felony arrests	1,118
Weapons seized	84
Fugitives apprehended	385
Suspended/revoked	3,765
Uninsured motorists	179
No operator's license	902
Drug arrests	1,004
Other	24,706
Open container	61
Juveniles arrested for zero tolerance law	6
Total Citations Written	57,050

Occupant Protection Program



Occupant Protection and Occupant Protection for Children Program Committee

The Occupant Protection Program Committee has approximately 40 members who met in June and October 2017. The committee's strategic plan has three main goals: educate the public on the importance of using safety belts; conduct high visibility safety belt enforcement campaigns; and Improve child occupant protection through education, outreach and enforcement. The committee routinely breaks into three subcommittees to implement specific tasks. The subcommittees include: OP for Children, Tweens and Parents of Tweens; how to reach pickup and work van drivers, and males 18 to 34; and law enforcement.

Occupant Protection for Children

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

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

Low Income Program

The Low Income Safety Seat Distribution and Education Program (LISSDEP) is managed by the Virginia Department of Health (VDH). Income guidelines dictate eligibility for families to receive these seats. Parents/caregivers are required to attend a one-hour training session on basic installation and correct use of safety seats. The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The VAHSO augments these funds to support training for the distribution sites and creation and maintenance of safety seat check stations statewide. The program conducted 33 site visits to distribution sites and 40 annual training sessions for 272 program staff. Additionally, 153 distribution sites statewide served low income families with 226 activities held to promote the program.

Child Passenger Safety Education

During this grant year, eleven new Safety Seat Check Stations (SSCS) opened in high risk and low seat belt use areas, for a total of 99 SSCS across the Commonwealth. A total of 11 new Safety Seat Check Station (SSCS) opened in a high risk and low seat belt use area of the Commonwealth. SSCS provided safety seat inspection services throughout Virginia and inspected 8,724 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, 24 safety seat check events were held in high risk areas across the Commonwealth: zero during the May 2017 Click It or Ticket Campaign, 12 in low seat belt use/at risk areas, 7 in areas without a Safety Seat Check Station, and one targeting special needs populations. Forty-two site visits were conducted to keep the technicians up to date, share new information and provide feedback.

During this grant year, a total of 8,724 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. One hospital received FRSR trainings including maternity hospital staff. This represents 70 percent of maternity hospitals across Virginia having received the FRSR training. In addition, 1,275 FRSR patient and provider handbooks were distributed to health care providers.

A total of 50,859 pieces of educational materials were distributed throughout the Commonwealth, with the Virginia Department of Health website for child passenger safety reporting more than 168,560 web hits. (50,859 CPS, SSCS, and LISSDEP general resource materials were downloaded).

The Commonwealth also provides a toll-free phone number for Virginia residents to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 1,261 technical assistance calls were received on the toll-free line.

Child Safety Seat Emergency Identification Sticker

DMV
www.dmv.nv.gov

**CHILD SAFETY SEAT
EMERGENCY IDENTIFICATION STICKER**
www.dmv.nv.gov/highwaysafety

Child's Name _____ Nickname _____ Birth Date _____
 Address _____ City _____ State _____
 Mother's Name _____ Best Phone Number in Case of Emergency _____
 Father's Name _____ Best Phone Number in Case of Emergency _____
 Child Care Provider _____ Phone _____
 Physician Name _____ Phone _____
 Critical Medical Information/Allergies/Special Needs _____ Blood Type _____
 Name of Emergency Contact (other than parent) _____ Relationship _____ Phone _____

**CHILD SAFETY SEAT
EMERGENCY IDENTIFICATION STICKER**
911
 Emergency Contact Information
 For Use by Fire, Police, or Other Official.

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

sticker – located on another part of the seat that’s not visible – containing ID and medical information. The two-part design allows the child’s personal information to be protected from view. The stickers are available at various locations in Richmond, and are being distributed to the Commonwealth’s 80 safety seat check station sites. In FY2017, approximately 15,000 were 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.

Seven, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 116 new certified child passenger safety technicians. (Other groups offered an additional 16 certification classes in Virginia, resulting in an additional 158 certified technicians.). Two CPS Special Needs Training class was conducted with 25 students successfully completing. Eleven Refresher Trainings were conducted with 155 students successfully completing. In addition, statewide, there were two Renewal classes conducted with 14 successful participants.

A total of 304 of 306 participants for all classes successfully completed the course, which is a 99.35 percent passing rate: 59.91 percent of attendees were law enforcement, 24.34 percent were attended by fire and emergency medical services, 9.8 percent of attendees were from health services and 9.8 percent were civilians.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police (VACP)



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

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

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

YOVASO continued to work to fulfill its mission of establishing and supporting peer-to-peer prevention and education programs in high schools and middle schools throughout the Commonwealth. YOVASO held the “Save Your Tail Gate, Buckle Up” campaign promoting seat belt use. The seat belt use rate increased by 8.20 percent at participating schools. Through the campaign 36,743 students were reached and 67,285 educational materials were distributed. The “Arrive Alive” campaign also promoted seat belt use. During this campaign, 20,936 students were reached with campaign activities and messaging as reported by the schools.

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

YOVASO currently has 100 active schools with peer-to-peer teen safe driving programs throughout the Commonwealth. A total of 237 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 2016-17 school year, 31 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 24.6% from the start of the Challenge. Some schools showed seat belt use as high as 100% at the end of the Challenge. This year, the program included over 49,000 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 28 years, over 17,000 safety seats have been collected and destroyed. For FFY17, 521 seats were collected and recycled in an effort to prevent serious injuries to babies and small children.

Impaired Driving

(Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

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

Measure: (C-5) Decrease **alcohol impaired** driving fatalities 4 percent from the 2014 calendar base year of 214 to 205 by December 31, 2017.

Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	205
	207	228	209	263	214	208	220	

Note:

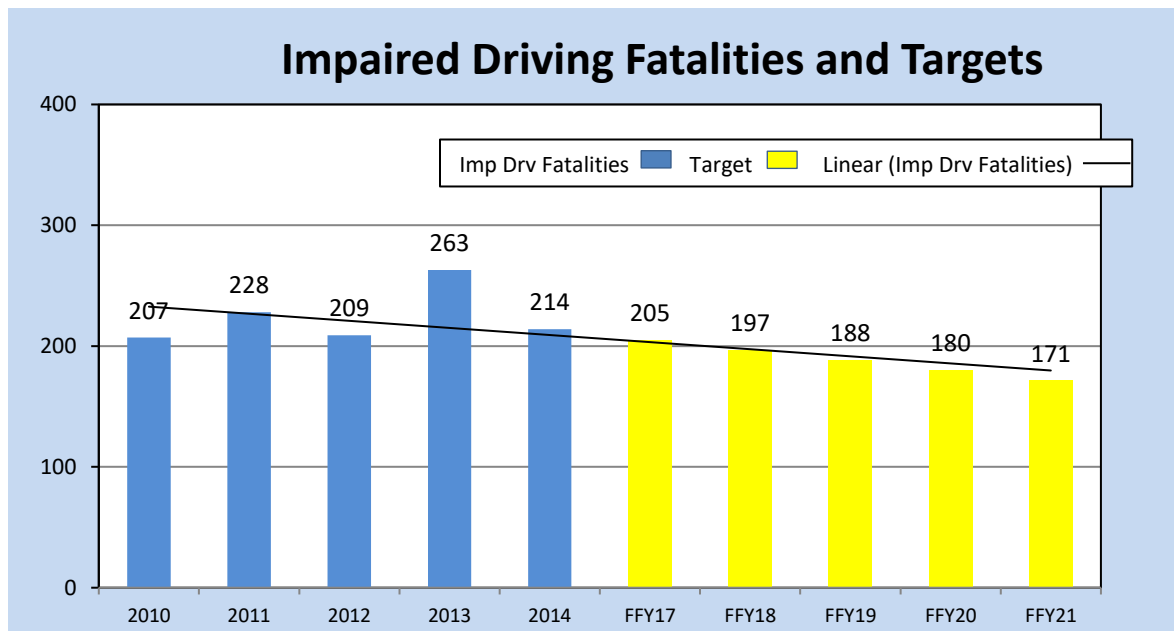
2014 calendar base year data was used to calculate the 2017 target.

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

2015 data is final, 2016 data is preliminary

Performance

Virginia's impaired driving fatalities were 214 for 2014. The number of impaired driving fatalities cannot be compared for 2014 vs. 2017 because 2017 data is not available from NHTSA/FARS at this time. Virginia's target is 205 for 2017.



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

Strategies

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.
2. Conduct a minimum of 100 DUI Checkpoints and the use of Low Manpower Checkpoints (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3)
3. Continue to implement at least 3 locally based law enforcement DUI Task Force projects
4. 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.

5. Continue to expand the Standardized Field Sobriety Test (SFST) instructor database and the 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 FY16 are completed. Assess each academy and identify additional program support needed (CTW, Chapter 1, Section(s) 2.3)
6. Develop DUI Institute (Advanced) Training for law enforcement, to include at least 2 courses the first year.
7. Conduct a statewide judiciary conference training judges on DUI and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.3, 3.4)
8. Conduct a minimum of 40 trainings on breath alcohol test equipment (CTW, Chapter 1, Section(s) 2.3)
9. Coordinate with the Judicial Outreach Liaison to work with the Virginia Supreme Court to assist with information dissemination and to establish a point of contact between the Highway Safety Office and the judiciary.
10. Conduct 3,600 Alcohol Compliance Checks, to be completed by the Virginia Department of Alcoholic Beverage Control (ABC)
11. Conduct at least two major sports related outreach efforts to high risk population (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.4, 2.5, 5.2)
12. Create a Driver Alcohol Detection System for Safety (DADSS) plan for fleet and technology deployment and build eight simulator BUCKS to demonstrate DADSS technology statewide.

Accomplishments

1. WRAP directed the Checkpoint Strike Force/DUI Enforcement 2017 regional traffic safety campaign. The campaign commenced in August and featured multiple formats (TV, radio, digital, cinema, etc.) to communicate this year's creative which, in tandem with a strong law enforcement message, looks to honor and promote Virginia's "Beautiful" designated sober drivers whether they be individuals, cab drivers, transit operators or drivers from transportation network companies like Uber or Lyft. VAHSO supported local and state law enforcement agencies in conducting statewide DUI Checkpoint Strikeforce campaigns that included saturation patrols and checkpoints. These campaigns were advertised by both earned and paid media.
2. During this year's Drive Sober or Get Pulled Over high-visibility enforcement crackdown, over 150 checkpoints including multi-agency checkpoints were conducted during the August/September wave. Low manpower checkpoints are not currently reported separately from regular checkpoints, although these are frequently conducted in rural areas of the state.
3. The VAHSO worked closely with three jurisdictions, Roanoke, Suffolk, and Fairfax, to develop 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. During their first year, the teams yielded 745 DUI arrests, over 1800 speed citations and over 180 seatbelt citations. Each team has been in implementation since early FY2017 and has a certified DRE.
4. Initial discussions of creating a mobile breath alcohol testing program in Virginia began this year. A number of potential partners were contacted for their initial thoughts and feedback on the program and will be taken into consideration with

- future planning. A high level plan will be developed and a partner will be selected for implementation of the plan next year.
5. The Virginia Department of Criminal Justice Services (DCJS) was responsible for management and oversight of Standardized Field Sobriety Testing (SFST) Basic and Instructor trainings. Participants learned to recognize impaired driving behaviors and improved their knowledge, attitudes and skills in detecting the impaired driver and articulating their observations. DCJS had a goal of having at least 1 SFST instructor for each of the 29 training academies which provide entry-level law enforcement mandatory training of the SFSTs in accordance with the NHTSA/IACP standards. During the FY17 grant year, there were 38 new Basic SFST Instructors and 5 Senior SFST Instructors trained and added to the cadre of instructors in Virginia. At the conclusion of the grant year, there were a total 314 Basic SFST Instructors and 55 Senior SFST Instructors. All training academies now have a minimum of one Senior SFST Instructor. Law enforcement officers are trained in Standardized Field Sobriety Testing (SFST) and use their SFST skills as part of their overall enforcement of driving while impaired (DWI) laws.
 6. After further review of developing a DUI Institute in Virginia, it was decided that the Advanced DUI training provided by the Commonwealth's Attorneys' Services Council (CASC) fell very closely in line with what the HSO wanted to accomplish. Versus having competing training programs in Virginia, we decided to work with the CASC to update and support their curriculum.
 7. The Judicial Transportation Safety Conference was held August 30-31, 2017 in Williamsburg, VA. Approximately 100 General District Court (GDC) and Juvenile and Domestic Relations Court (JDRC) judges attended. The conference provided a forum for GDC and JDRC judges across the state to receive valuable information on legislation, current issues and successful programs that affect traffic safety in Virginia. The conference this year included a presentation by Judge Axel on the increase in drug impaired driving in the nation and how it differs from alcohol impaired driving. There was also an update on case law that affects impaired driving arrests.
 8. 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 870 law enforcement officers trained. One Police Instructor Retraining course was conducted with 24 law enforcement officers retrained to assist with breath alcohol instruction. Continuing education was provided for Breath Alcohol Section staff as well as the DFS Toxicology Program Manager. DFS contracted TCSC to expand report capabilities to access breath alcohol testing data. Two agency specific reports for Breath Alcohol Records: "Agency Instrument History" and "Agency Test Results by Age and Gender" were added to the DFS website. The Breath Alcohol Records are being consistently accessed and we continue to receive positive feedback on their availability.
 9. The Supreme Court of Virginia completed its second year with the Judicial Outreach Liaison (JOL) program. Over the year, Retired Judge Wilkens continued to build the JOL program and become familiar with the successes and concerns of the judicial system in Virginia as it relates to highway safety. He was able to increase awareness of his new position by attending various highway safety stakeholder meetings and by visiting operating DUI Courts in the Commonwealth. In addition to those meetings, Judge Wilkens worked closely with the VAHSO to help develop the curriculum for the Judicial Conference. He 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. Overall, Judge Wilkens is building a strong foundation to the JOL program in Virginia.

10. The Department of Alcoholic Beverage Control conducted a total of 3,758 successful alcohol compliance checks throughout the state focusing on access to age restricted products such as alcohol. These checks resulted in 325 sales to underage buyers which results in an overall compliance rate of 91% in our licensed retail stores, the same rate as 2016.
11. The VAHSO and DRIVESMART Virginia again teamed up to ask NASCAR fans "Who's your driver?" The campaign challenged Virginians to choose a sober driver before drinking. In addition to the races at Richmond International Raceway (RIR), this year Who's Your Driver? was expanded to the Martinsville Speedway. The Who's Your Driver? tent was set up in the fan zone and featured prizes, photos, and a drunk driving simulator. NASCAR fans were also encouraged to sign a sober driving pledge. "Who's Your Driver?" signage was also featured on the race track, the track infield, in parking lots, and on banners.
12. Recognizing the potential of the DADSS technology to save lives by preventing drunk driving, in late 2016 Virginia became the first state to use NHTSA highway safety grant funds to partner with the DADSS Program through the Department of Motor Vehicles' Highway Safety Office. The partnership is another example of the technological innovation happening in Virginia and the ongoing leadership the state is showing in the fight against drunk driving. As the testing of the DADSS technology advances in the labs, Virginians will get an early look at the progress that has been made and will provide input that will help improve the technology before it becomes widely available. The technology was exhibited at the Richmond International Raceway during the September Race. Race fans were able to learn more about the technology by testing it in vehicles on display. Virginia will also host some of the first in-vehicle, on-road test trials of the DADSS technology beginning in 2018.

Section 410 Impaired Driving Incentive Grant

Between 2012 and 2014, Virginia 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 \$275,872 of its Section 410 funds and \$2,785,941 of 405 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 \$12,805,463 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and an e-citation and DUI tracking data project.

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

DUI/DUID Convictions							
Category	2010	2011	2012	2013	2014	2015	2016
Under age 21	1,789	1,382	1,563	1,412	1,089	1,006	652
Adults	27,274	26,74	27,121	25,903	23,896	19,762	19,273
Unknown	0	38	35	18	0	0	0
Total	29,063	28,16	28,719	27,333	24,985	20,768	19,925

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

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

Other Impaired Driving Related Programs

Commission on VASAP

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

Five Regional Policy Board Trainings were conducted with a total of 148 participants. The purpose of this training was to help local governing boards enhance their work together and develop high level standardized guidelines for board meetings and board processes. The goal was to help the boards perform more effectively and efficiently as they advise and supervise the directors under their jurisdiction.

In addition to the regional trainings, an annual Training Conference was held in August. Over 130 attendees participated in presentations on research updates, drugged driving, techniques for effective alcohol management, ignition interlock, substance abuse and trauma, and many more impaired driving related topics.

Commonwealth's Attorneys' Services Council (CASC)

The CASC was able to conduct significant training via the ADVANCED DUI PROGRAM. This program provided critically needed training in an area of Highway Safety where annually considerable changes in the statutes and case law can have a major impact. The training also addressed the worst type of DUI cases- those involving the serious injury or death of innocent citizens. This program was presented at 2 locations in 2017, Williamsburg and Staunton.

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

Virginia Association of Campus Law Enforcement Administrators

The college campuses of Virginia Commonwealth University, University of Richmond, Bridgewater, Virginia State University, Hampton University and Christopher Newport participated this grant cycle in utilizing BuzzKill campaign materials for the Back to School time period of August and September 2017. 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. A month-long series of daily tweets were scheduled from the Twitter page and searchable by #partysafeva with messages that (1) celebrate college life, (2) “socially norm” alcohol free-fun-loving-community involved- academically responsible- good decision making students, (3) heavily discourage underage drinking and impaired driving (4) educate students that those behaviors violate campus and Virginia laws and policies, (5) promote positive engagement between students and campus law enforcement.

The paid social media campaign comprised of a total of 85 Tweets that yielded 344,673 impressions. There were also 1,574 total engagements (RTs, likes, etc.). Paid social media through Facebook and Instagram yielded 50,358 impressions and 354 total engagements. The social media campaign will continue into the 2018 grant year.

Mothers Against Drunk Driving

MADD continues to use staff and volunteers to educate very diverse segments of the population, including many at-risk groups. This ranges from young to old, ethnically diverse, and offenders. They have used grant funds to help grow the volunteer base that MADD uses to create awareness in communities across the state. Twelve newsletters went out to over 10,000 people who have demonstrated an interest in being part of the solution to drunk and drugged driving. Through this educated group we are better able to spread traffic safety messages in communities across the state. Over 230 law enforcement officers were recognized at law enforcement awards events, providing an opportunity for every department in the state to be able to highlight the work of at least one officer for their outstanding efforts to reduce drunk and drugged driving. Through social media and other media partnerships we expanded the impact of the Eat Drink and Be Driven campaign. This campaign reminds the public to never drive impaired. Over 2 million people were exposed to the Eat Drink and Be Driven campaign through social media and direct mail and MADD had over 900 new hits to their Facebook page as a result.

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 and using the “Intoxiclock Program” for public outreach at several events in an effort to educate attendees about how quickly one can become intoxicated based on type of drink consumed, time and other factors. Additionally, the Mid-Atlantic DUI Conference was held April 3rd-5th in Virginia Beach. The conference received excellent reviews this year and was attended by over 225 people ranging from officers to magistrates to prosecutors. Plans are underway for next year's conference.

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

YOVASO established and supported peer-to-peer prevention and education programs in 100 high and middle schools throughout the Commonwealth. These programs included occupant protection and alcohol impaired issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. More than 60,000 students were reached through messaging, educational programs and educational displays.

Speed

(Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,708,437 of its NHTSA 402 funds on speed-selective enforcement and equipment.

Measure: (C-6) Decrease **speed-related** fatalities 4 percent from the 2014 calendar base year of 300 to 288 by December 31, 2017.

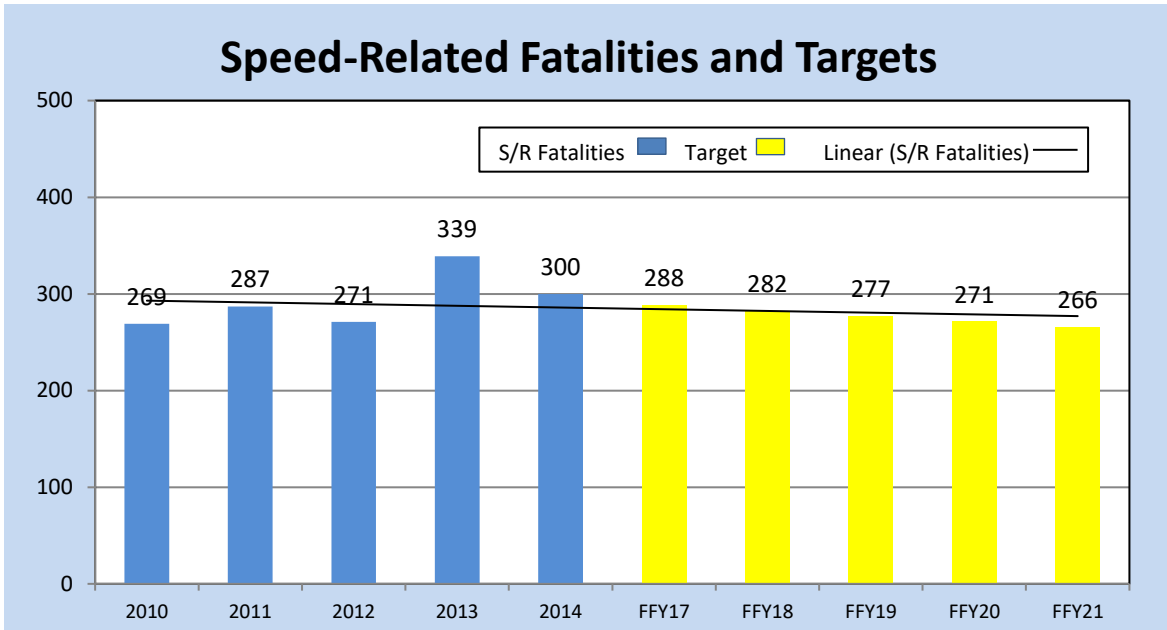
Speed Related Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	269	287	271	339	300	323	316	288

Note: 2014 calendar base year data was used to calculate the 2017 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 2014 state data to calculate our speed-related fatality targets.

2015-2016 data is final

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s speed-related fatalities were 283 for 2014 and 277 for 2017 or a 2 percent decrease. Virginia is not on track to meet its target of 4 percent reduction for 2017.



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

Strategies

1. Conduct a minimum of 2 state high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
2. Conduct a minimum 100 local high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
3. Conduct a minimum of 700 focused, speed operations lead by Virginia State Police (CTW, Chapter 3, Section(s) 2.2, 2.3)

Accomplishments

1. The VAHSO worked with and supported the VSP and Operation Air, Land and Speed enforcement campaigns. VSP conducted phases 49 and 50 of the Air, Land and Speed operation during the 2017 grant period. These Phases involved Interstates 64, 81, 85 and 95. During the two phases 3,402 summonses were issued. There were no fatalities during these phases on the highways involved in the high visibility initiative.
2. Operations were geared toward identification and apprehension of motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. There were 104 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, 66,265 speed-related citations were written by Virginia law enforcement officers.

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

Operation Air, Land, and Speed Results

Phase 49: July 15, 2017

Operation Air, Land, and Speed Results - 2017				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	472	179	251	902
Reckless	108	116	56	280
DUI	0	0	0	0
Safety belt	27	10	12	49
Drug/felonies	9	1	1	11
Other Citations	366	214	279	859
TOTAL – All Citations	982	520	599	2,101

Highway fatalities - 0

Phase 50: September 24, 2017

Operation Air, Land, and Speed Results - 2017				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	299	153	122	574
Reckless	103	64	50	217
DUI	2	3	0	5
Safety belt	17	13	16	46
Drug/felonies	0	3	1	4
Other Citations	170	155	130	455
TOTAL – All Citations	591	391	319	1,301

Highway fatalities - 0

Motorcycle Safety

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



Overview of Programs, Projects and Activities Funded

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

The Virginia Rider Training Program (VRTP) is the official motorcyclist safety training program in Virginia. This program has earned a solid reputation in the motorcycle safety community as being exceptional, maintaining the integrity of motorcycle safety training while training a large number of novice and experienced riders.

Virginia has successfully managed to maintain its quality of instruction while accommodating the increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the accompanying chart, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 12,000 students were trained during the grant year. Approximately \$330,003 in 402 funds and \$49,700 of MAP 21 405f funds was expended on motorcycle safety, education, training, awareness and paid media activities.

Measure: (C-7): Decrease **motorcyclist** fatalities 24 percent from the 2014 calendar base year of 90 to 68 by December 31, 2017.

Motorcyclist Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	86	96	85	79	90	70	72	68

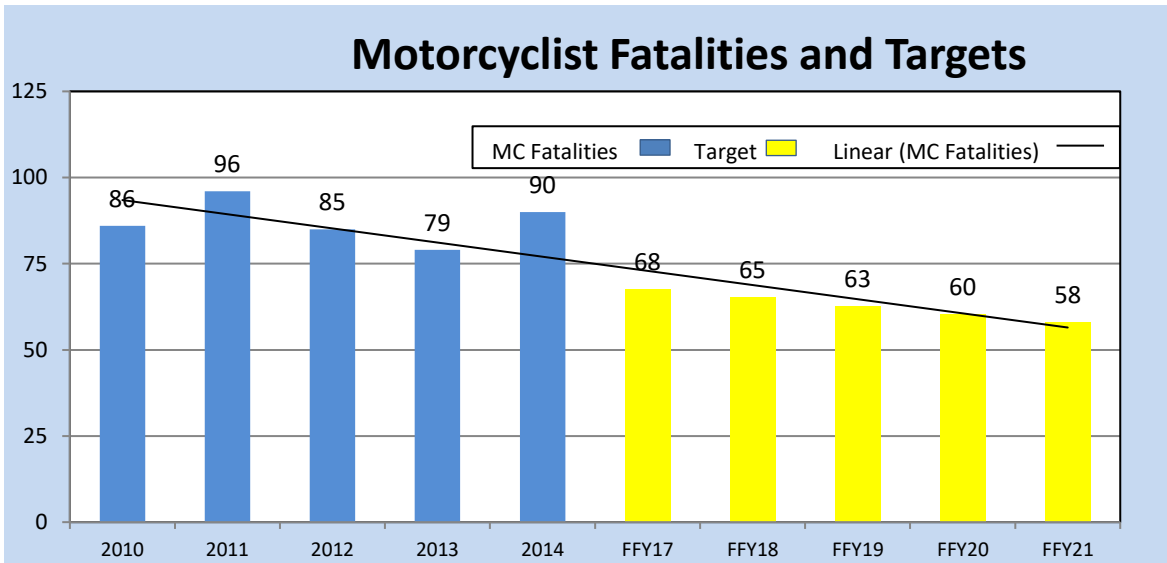
Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

2015 data is final, 2016 data is preliminary

On average, nearly 13,600 students attended the motorcycle training courses during calendar years 2011-2015. Nearly 12,800 or 94 percent of the total students passed the course. Only a small percentage or 3 percent (358) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist was at fault in the crash 43 percent 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: 2014 vs. 2017

Virginia’s motorcycle fatalities were 72 for 2014 and 100 for 2017 or a 39 percent increase. Virginia is not on track to meet its target of 24 percent reduction by 2017.



Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5 year rolling average (24 percent reduction) in motorcyclist fatalities as a more achievable target than actual number or the 3-year rolling average.

Measure: (C-8) Decrease **unhelmeted motorcyclist fatalities** from the 2014 calendar base year of 0 to 0 by December 31, 2017.

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	1	1	5	3	0	1	2	0

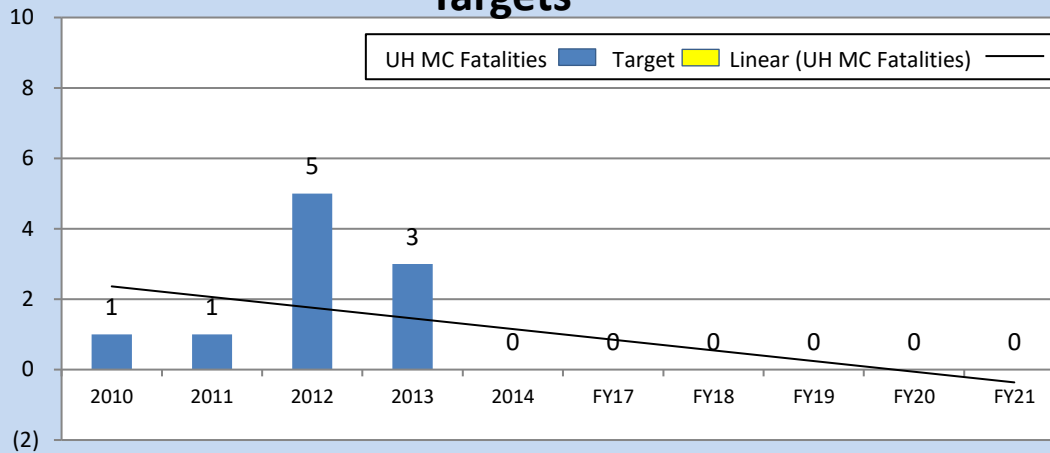
Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

2015 data is final, 2016 data is preliminary

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s unhelmeted motorcyclist fatalities was 0 for 2014 and 1 for 2017. Virginia is not on track to meet its target (0) for 2017.

Unhelmeted Motorcycle Fatalities and Targets



Justification: Virginia selected a target as 0 unhelmeted motorcyclist fatalities for fiscal year 2017.

Strategies

1. Conduct a Speed-focused media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions. (CTW, Chapter 5, Section(s) 4.1, 4.2)
2. Conduct a motorist awareness media campaign on the misperception of motorcycle speed. (CTW, Chapter 5, Section(s) 4.1, 4.2)
3. Conduct Basic Rider Training courses throughout the Commonwealth through partnerships with Virginia Licensed Community Colleges, Motorcycle Dealers and Motorcycle Training Sites. (CTW, Chapter 5, Section(s) 3.1, 3.2)
4. Conduct 30, 3-Wheeled Vehicle training courses. (CTW, Chapter 5, Section(s) 3.1, 3.2)
5. Conduct 1 Advanced Rider Training course. (CTW, Chapter 5, Section(s) 3.1, 3.2)
6. Conduct a minimum of 200 quality assurance monitoring checks of training sites and instructors. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
7. Conduct a minimum of 9 motorcycle safety driver education awareness events. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
8. Conduct 30 Instructor Professional Development Workshops. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)

Accomplishments

1. Speed PSAs ran during the spring of 2017 (See Paid Media Plan section for more details.)
2. PSAs ran during the spring of 2017 on the "Take a second look" (See Paid Media Plan section for more details.)
3. Conducted over 1300 Basic Rider training classes across the Commonwealth.
4. Conducted 77 sidecar/trike training courses.
5. Conducted 15 Total Control Advanced Rider Clinics.

6. On-site monitoring and evaluations of over 634 training facilities/instructors were conducted.
7. Conducted 12 motorcycle safety driver education awareness events.
8. Conducted 35 Professional Development Workshops for instructors to maintain skills and update knowledge.

Motorcycle Crashes and Injuries

Year	2009	2010	2011	2012	2013	2014	2015	2016
Crashes	2,115	2,207	2,288	2,416	2,079	2,005	2,061	1,919
Injuries	2,239	1,981	2,036	2,149	1,828	1,778	1,776	1,680

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2011	372,072
2012	384,292
2013	389,517
2014	406,831
2015	414,930
2016	421,309

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 \$152,278 of Section 154AL funds, \$153,635 of Section 405d funds and approximately \$494,116 of NHTSA 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2014 calendar base year of 76 to 70 by December 31, 2017.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	101	90	97	89	76	74	89	70

Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

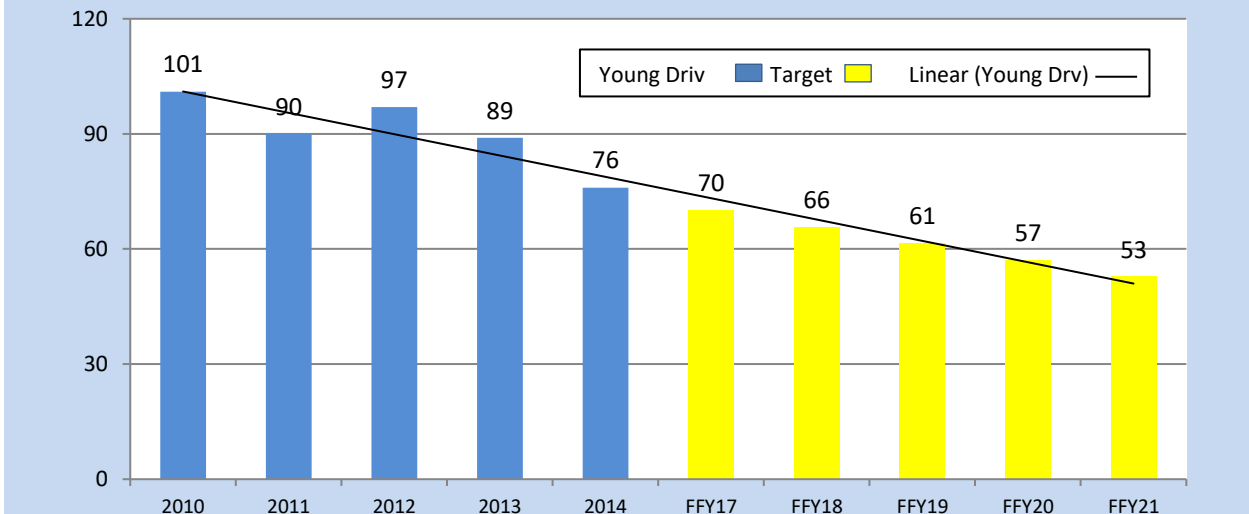
Note: 2015 data is final, 2016 data is preliminary

Virginia will also continue to address its teen driver fatalities (15 to 19 year olds.) In 2015, 34 drivers and 12 passengers ages 15-19 died on Virginia roads; 6 percent and 9 percent respectively of all drivers and passengers killed. Of the 34 drivers killed 57 percent were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) increased 26 percent in 2015 as compared to 2014 (34 vs. 27). Speed was a factor in 61 percent (36) 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 59 percent of the fatalities. Hanover County, Augusta County, Fairfax County, Loudoun County and Pittsylvania County were the top jurisdictions for teen driver fatalities.

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia's young drivers (age 20 and younger) in fatal crashes were 121 for 2014 and 123 for 2017 or a 2 percent increase. Virginia is not on track to meet its target of 8 percent reduction for 2017.

Driver 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 3-year rolling average (8 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the annual or 5-year rolling average.

Strategies

1. Distribute at a minimum 182,000 of the updated 45 hour Parent Teen guides to drivers under the age of 19 to serve as a guide to the parent and young driver. (CTW Chapter 6- 3.1)
2. Conduct at least 6 educational campaigns/events to focus on topics such as seat belt use, impaired driving, Zero tolerance laws, distracted driving, and other highway safety issues for the driver 20 and younger. (CTW Chapter 1 Section 6.5, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1)
3. Conduct at least 1 school wide buckle up challenge statewide to encourage the student population to wear their seat belts. (CTW Chapter 2 Sections 6.1 & 7.1)
4. Conduct 8 innovative interactive 3-D multisensory educational outreach opportunities to students. (CTW Chapter 1 Section 6.5, Chapter 2 Sections 6.1 & 7.1, Chapter 4 Section 2.2,)

Accomplishments

1. Department of Education (DOE) revised the 45-hour Parent Teen guide and distributed 120,000 guides to teen drivers and their parents. An additional 10,000 copies of the guides were sent to DMV for distribution at the Customer Service Centers. The DMV also printed 62,000 copies of the guides. Every Customer Service Center in the Commonwealth received an initial box of guides and additional copies may be ordered via an internal stocking system.

2. At the DOE, program support information and other resources were distributed to all school divisions, and periodic reminders were sent encouraging student-centered “buckle up” projects. Survey results showed that more than half of all school divisions in Virginia participated in a Highway Safety Office supported (AAA, YOVASO, VDOE), safety belt program, or driver educator created project based learning experience for their students and community.

Strategies included distribution of Buckle Up Challenge materials to all school divisions at the beginning of the school year, and certificates and banners will be awarded for participation.

Revisions to the Driver Education Curriculum and the District 8 parent/teen presentation included updates on importance of safety belt use, and ideas for student-lead projects that emphasized peer-influenced behavior/attitude changes.

YOVASO sponsored 5 statewide safe driving campaigns that impacted at least 72,650 youth. Educational materials were distributed and over additional educational and awareness activities were offered, including distracted driving simulators, two leadership retreats, and ScanEd events. During FY 2107, YOVASO has 93 active schools and an additional 7 member schools. YOVASO seat belt campaigns are statewide.

Driving Choices Facebook Page continues to promote safety belt usage, allowing schools to post students’ safety belt initiatives on the page.

3. YOVASO seat belt campaigns are statewide. YOVASO sponsored 5 statewide safe driving campaigns that included seat belt contests. (See above).

In addition, Drive Safe Hampton Roads (DSHR) conducted the “Get It Together High School Seat Belt Challenge”. During the 2016-17 school year, 31 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 24.6% from the start of the Challenge. Some schools showed seat belt use as high as 100% at the end of the Challenge. This year, the program included over 49,000 students representing the cities of Chesapeake, Hampton, Isle of Wight, James City County, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and York County.

4. Cinema Drive, through Children and Parent Resource Group provided a multi-sensory educational experience about the driving behaviors for screenings days in 9 different schools. The contractor conducted comprehensive follow-up web and mobile experience about the driving behaviors with 9 participating high school students; offered positive reinforcement to encourage participation in follow-up web experiences and evaluation; and conducted an evaluation.

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 \$264,245 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-10): Reduce **pedestrian fatalities** 14 percent from the 2014 calendar base year of 88 to 76 by December 31, 2017.

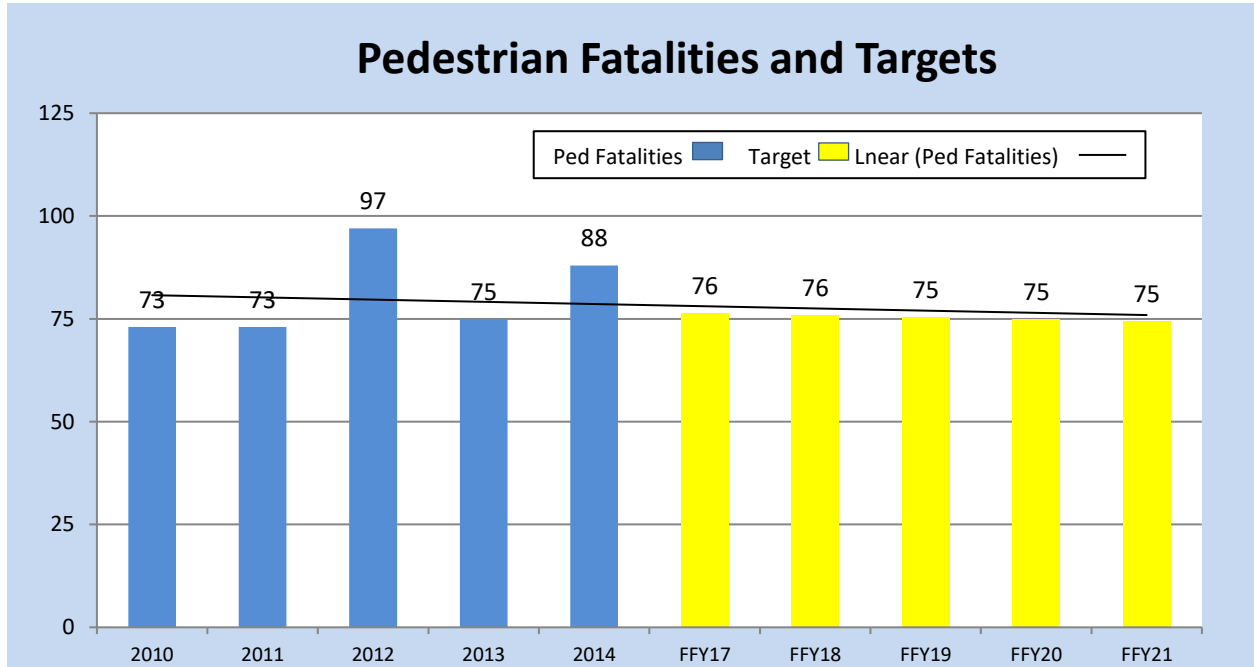
Pedestrian Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	73	73	97	75	88	78	122	76

Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

2015 data is final, 2016 data is preliminary

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia's pedestrian fatalities were 79 for 2014 and 98 for 2017 or a 24 percent increase. Virginia is not on track to meet its target of 14 percent reduction for 2017.



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

Strategies

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
2. 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 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4, 4.5)
 - Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4)
3. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the road 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.

Accomplishments

1. The Northern Virginia Region had 3 (Arlington County, Fairfax County, Prince William County) selective enforcement activities which when combined issued over 4010 citations in the following areas: 555 alcohol, 3091 speed, 140 OP, 72 Child Safety Seat, 152 pedestrian and, bicycle violations using 4010 grant funded hours.

In addition, three other localities also conducted pedestrian and bicycle focused selective enforcement activities: Roanoke City, Salem City and Richmond City. During these efforts, 2405 grant funded hours were utilized and resulted in over 1720 citations, including alcohol, speed, OP, pedestrian and, bicycle violations. Most citations were for vehicles not stopping for pedestrians.

2. The Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program has worked to raise public awareness and added law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, 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. Arlington County, Fairfax County, Prince William County supported the campaign with selective enforcement efforts.

The VAHSO convened a Pedestrian Safety Task force to address the alarming rise in pedestrian fatalities, with a diverse group of stakeholders from across the Commonwealth. The stakeholders have met twice during this grant cycle and focused on problem identification and gathering information about best practices

3. Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Week to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit distributes brochures to promote the "Share the Road" message.

Northern Virginia Regional Commission (NVRC) grant project responded to the challenge of high crash rates for pedestrians and cyclists in Northern Virginia. To educate the public on the aforementioned subjects, the NVRC published and continued distributing some 70,918 English and Spanish; "Sharing the Road in Virginia", Laws and Safety Tips Sheets and pocket guides for Bicyclists, Pedestrians, and Motorists via the website (WWW.SHAREVAROADS.ORG) to more than 39 organizations. The publications were completed with oversight from the Technical Advisory Committee (TAC). The pocket guide and tip sheets were reproduced to provide and updated prospective on various cycling initiatives to safely use Virginia's transportation network. The NVRC pledged to hold 2 training events and actually hosted 6 events where the pocket guide curriculum was used to training on the proper uses of Virginia's transportation network. The NVRC also used a social media twitter account; @sharevaroads.org established, 103 followers, 186 "likes".

In 2016, NVRC developed a pledge sheet and used it successfully at community and family events. This year, the team learned that the pledges do not attract interest from adults, particularly in the older segment targeted by AARP activities. A more engaging element was a detailed, poster sized map of crashes, and discussion of specific locations and best practices to improve driving, pedestrian, and bicycling safety.

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 \$264,245 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-11): Reduce **bicyclist fatalities** 17 percent from the 2014 calendar base year of 12 to 10 by December 31, 2017.

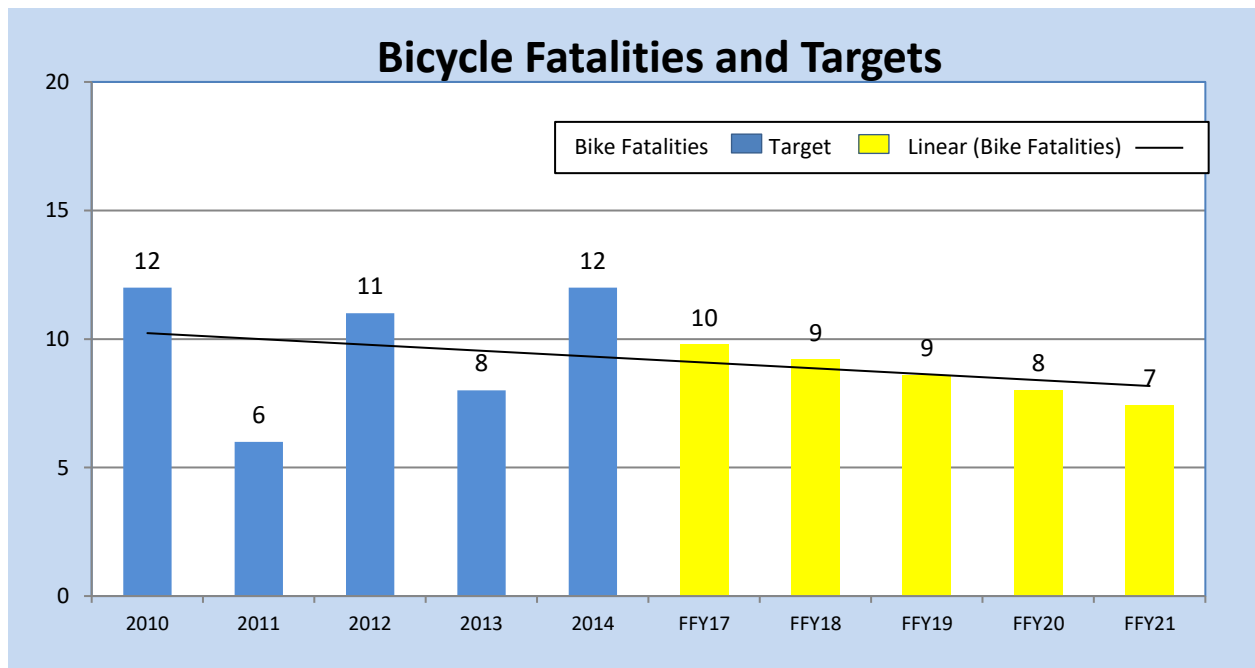
Bicycle Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	10
	12	6	11	8	12	15	10	

Note: 2013 calendar base year data was used to calculate the 2017 target. 2014 is preliminary FARS data.

2015 data is final, 2016 data is preliminary

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia's bicycle fatalities were 11 for 2014 and 12 for 2017 or a 9 percent increase. Virginia is not on track to meet its target of 17 percent reduction for 2017.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the 5 year rolling average (17 percent reduction) in bicyclist fatalities as a more achievable target than the annual or 3-year rolling average.

Strategies

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

Accomplishment

1. The Northern Virginia Region had 3 (Arlington County, Fairfax County, Prince William County) selective enforcement activities which when combined issued over 4,010 citations in the following areas: 555 alcohol, 3,091 speed, 140 OP, 72 Child Safety Seat, 152 pedestrian and, bicycle violations using 4,010 grant funded hours.

In addition, two other localities also conducted pedestrian and bicycle focused selective enforcement activities: Roanoke City and Salem City. During these efforts, 152 grant funded hours were utilized and resulted in over 141 citations, including alcohol, speed, OP, pedestrian and, bicycle violations. Most citations are for vehicles not stopping for pedestrians.

2. The Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program has worked to raise public awareness and added law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, 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) grant project responded to the challenge of high crash rates for pedestrians and cyclists in Northern Virginia. To educate the public on the aforementioned subjects, the NVRC hosted 6 training events where participants received training on the proper uses of Virginia's transportation network. The NVRC also developed a safety pledge, translated into Spanish, to show commitment of participants to behave safely and be alert regardless of their mode of travel.

3. Bike Walk RVA in conjunction with Sports Backers continues to promote cycling using a guide previously produced. The guide illustrates exactly what the various bikeway types are on the ground, as well as some that may be seen in the near future. The brochure provides descriptions of facility type, as well as a short explanation on the preferred and legal behavior for people who need to travel on or around bikeways.
 - The NVRC published and continued distributing; “Sharing the Road in Virginia”, Laws and Safety Tips for Bicyclists, Pedestrians, and Motorists (WWW.SHAREVAROADS.ORG) 5th edition – April 2017 with oversight from the Technical Advisory Committee (TAC). The guide was reproduced to provide and updated prospective on various cycling initiatives. There were more than 40,000 copies of the 36 page guide printed with 10 percent in Spanish which were designed to help bicyclists, pedestrians, and motorists safely use Virginia’s transportation network.
4. 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.

The VAHSO disseminated an electronic flyer to all stakeholders promoting Ped/Bike Awareness Month. Permanent message boards were used to create awareness of the campaign in Virginia Beach, VA.

Seat Belt Use Rate – Core Behavior Performance

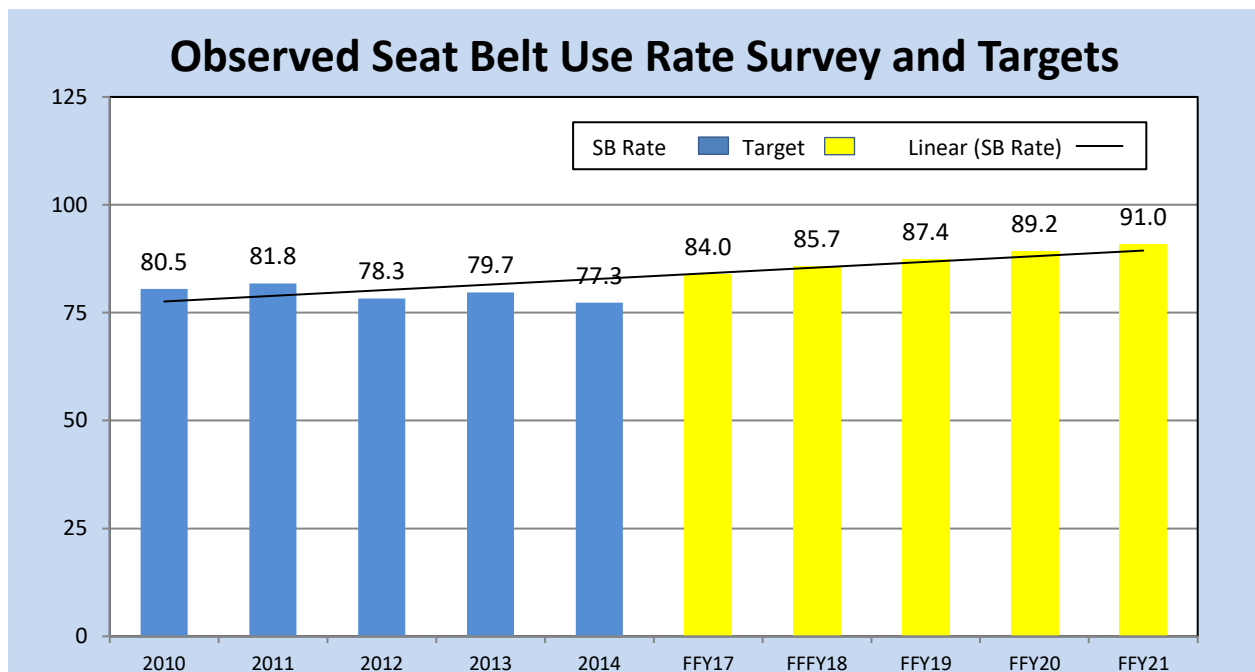
Seat Belt Use Rate – Observed Seat Belt Use Survey (Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 9 percent from the 2014 calendar base year of 77.3 percent to 84.0 percent by year 2017.

Observed Seat Belt Use Rate Survey	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	80.5	81.8	78.3	79.7	77.3	80.9	79.0	84.0

Performance

Virginia’s seat belt usage rate was 77.3 for 2014 and 85.3 for 2017. Virginia met the target of 84.0.



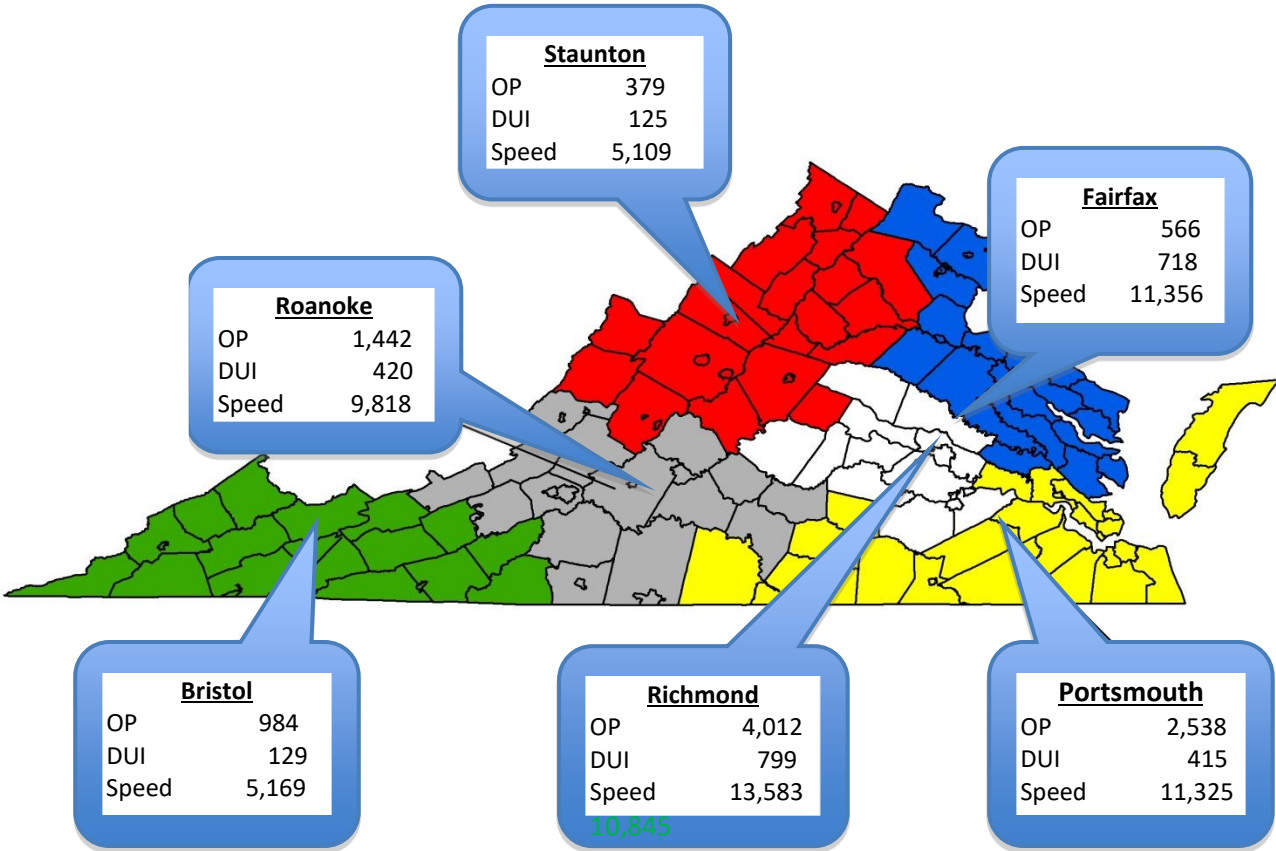
Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year rolling averages. Virginia selected the percentage changes (9 percent increase) in seat belt use rate as a more achievable target than the annual or 3-year or 5 year rolling average.

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

Core Activity Performance Measures Virginia Grant Funded Citation Efforts

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

Virginia Highway Safety Office Regions



Region Totals

OP (A-1)	9,921
DUI (A-2)	2,606
Speed (A-3)	56,360

State Police	
OP	1788
DUI	295
Speed	9905

Region + SP	
OP	11,709
DUI	2901
Speed	66,265

Traffic Records

Projects and Activities Funded

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

Virginia expended approximately \$606,532 of its NHTSA 402 funds, \$895,973 of its NHTSA 405 funds, and \$63,300 in NHTSA 154 funds on TREDS and other traffic records activities.

Measure:

Continue to enhance the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDS by December 31, 2017.

Strategies:

1. Increase 2016 street level crash location data from 0 to 125,000
2. Increase electronic submission of crash reports by law enforcement from 91percent to 98 percent (TR Assessment recommendation)
3. Integrate 4 ignition interlock vendor process to electronically capture vendor interlock information (TR Assessment recommendation)
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)
5. Interface the crash data system with EMS/ISS (TR Assessment recommendation)
6. Review crash system for improved compliance with the MMUCC 4th Edition

Accomplishments

1. Nearly 128,524 crashes were located and published for use in problem identification, mapping and analysis.
2. Electronic submissions of crash reports increased to 98%
3. TREDS completed the development work to allow interlock vendors to transmit data. Work is still being done by interlock vendors to electronically submit interlock data. Three original vendors plus one new vendor have been integrated.
4. Implemented 10 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)
5. Interfacing the crash data system with EMS/ISS will be completed in 2018. (TR Assessment recommendation)
6. Review crash system for improved compliance with the MMUCC 4th Edition in 2018.

Note: See more accomplishments below.

Overview of Traffic Records

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

TREDS Enhancements

Enhanced Jurisdiction Crash Maps to include additional filters when searching for crashes. In addition to the existing alcohol, speed and unrestrained crash filters, users can search for crashes involving pedestrians, texting, teens, motorcycles, work zones, etc. Users can also search for crashes by a specific street and intersecting street. Maps are available for 2013 – 2017 and are also available to public users via the DMV website.

Enhanced existing functionality for Transportation Network Companies (TNC) to display TNC involved vehicles on the PDF version of the crash form.

Added a crash report tracking function in TREDS for the DMV Records Request Group which allows tracking of crash reports when not immediately available for public distribution. This function tracks the progress of a crash report, provides a daily status and notifies the Records Group when the requested report is available for distribution.

TNC Survey and Analysis

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

DMV/VA Tech Crash Location Project

VA Tech successfully located 128,524 crashes on all roadways that occurred in Virginia in 2016. This data is critical to Virginia's "street-level" problem identification and analysis for highway safety.

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

Coordinated with VDOT on the development of the SHSP and Richmond Roadshow. DMV is the custodian of the Commonwealth's crash and FARS data. As such, both DMV and VDOT utilize crash and location data from the same sources – TREDS and FARS for SHSP reporting. Additionally, in 2016, VDOT submitted a letter of support for DMV/VAHSO's performance measures for inclusion in the HSP.

TREDS Infrastructure Upgrade

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

TREDS Enhancements

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

Created Department Crash Maps which display all crashes, alcohol-related crashes, speed-

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

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

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

Updated DMV's website with 2016 crash and crash location data. The website is interactive and allows the public to query information. The Interactive Crash Data Report was also added to the website; therefore, maps and updated reporting are now available to public users.

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

Training

Trained approximately 650 TREDIS Train-the-Trainers and law enforcement personnel to improve the accuracy of data sent to TREDIS.

FR300 Training Manual was updated with crash, vehicle and pedestrian information to assist law enforcement with completing crash reports more accurately. Updates included definitions for type of collision, clarification for recording driver fled scene/hit and run crashes, clarification for towed and disabled vehicles and a revised pedestrian definition.

Introduced knowledge articles to improve communication channels with law enforcement and to address frequently asked questions. These articles address topics such as recording crashes involving parked vehicles, bicyclists, vehicles in tow, etc. These articles are emailed to our law enforcement partners and are also posted on the TREDIS website.

Law Enforcement Enhancements

Enhanced Department Crash Maps to include additional filters for law enforcement agencies when searching for crashes investigated by their agency. In addition to the existing alcohol, speed and unrestrained crash filters, users can search for crashes involving pedestrians, texting, teens, motorcycles, work zones, etc. Users can also search for crashes by a specific street and intersecting street. Maps are available for 2013 – 2017.

In compliance with legislation introduced by Virginia State Police, updated current TREDIS functionality to ensure that officer-involved crashes are not posted to personal driving records.

Added the supervisor rejection reason for inaccurate or incomplete crash reports to an existing report in TREDIS, assisting law enforcement with more timely crash report correction and tracking.

TREDIS Operations Center

Created a report to assist the Operations Center with tracking reports from law enforcement in addition to assisting the DMV Records Request Group when needed. Also, provided Operations with access to all TREDIS user email addresses to improve the timeliness of crash report issue resolution.

EMS

Implemented an automated solution which matches incoming EMS person records (driver, passenger, and pedestrian) with persons involved in crashes.

FARS

Enhanced the electronic data transfer of FARS elements to include data from Emergency Medical Services (EMS) and to add Personal Identifying Information (PII) for NHTSA. Adding all data into the same transfer service eliminated the creation of three separate files.

Virginia Alcohol Safety Action Program/ Vendor Integration

Completed data integration with two remaining Ignition Interlock Vendors.

Virginia Department of Transportation

Enhanced the VDOT interface to send secondary crash information, a data field which is collected by law enforcement.

Drugged Driver Fatalities

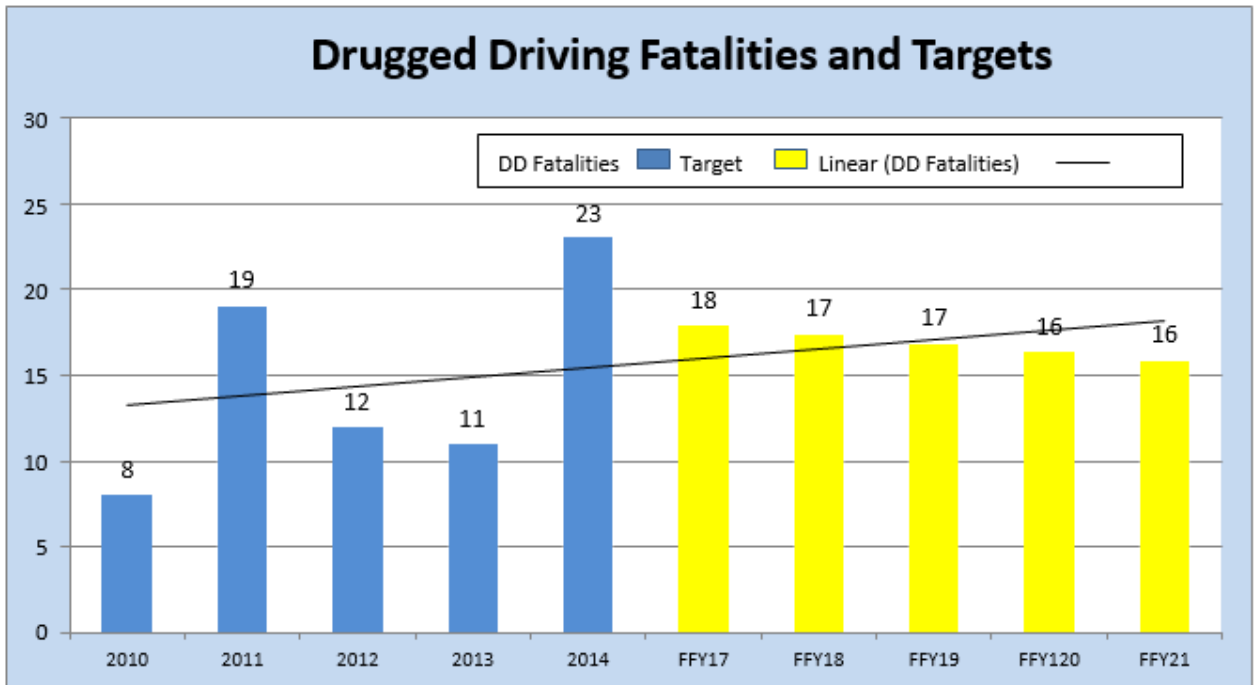
Measure: Reduce drugged driving **fatalities** 22 percent from the 2014 calendar base year of 23 to 18 by December 31, 2017.

Drugged Driver Fatalities (FARS)	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	18
	8	19	12	11	23	19	23	

Note: 2015 data is final, 2016 data is preliminary

Performance

Virginia’s drugged driver fatalities were 23 for 2014. The number of drugged driver fatalities cannot be compared for 2014 vs. 2017 because drugged driver data is not available for 2017 at this time.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (22 percent 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

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)
2. Continue to develop the Drug Recognition Expert Program, including ensuring that at least 20 DRE's are certified and active.
3. Conduct a statewide training session for Virginia drug court staff. (CTW, Chapter 1, Section(s) 3.1, 4.4)
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)

Accomplishments

1. ARIDE courses were held at Fairfax and Roanoke's Criminal Justice Academies and reached 36 officers. All 36 officers were found to be proficient in their SFSTs and also passed the final ARIDE course exam. There has been an overwhelming response to participate in ARIDE since these courses occurred. There are three courses already scheduled for next fiscal year, reaching other parts of Virginia.
2. 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 2017, we were able to send 19 officers to DRE training and each of the 19 officers successfully completed training and became certified. Officers represent 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 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 worked with the VAHSO to develop a training program for prosecutors in Virginia. The training, Rolling Stoned: DRE for Prosecutors, was held September 2017 and received great review from attendees. The VAHSO will continue to expand the DRE program and increase the number of officers being certified.
3. The 2017 DUI Drug Court Training reached over 275 participants and included in attendance 40 judges and 43 teams. This years event covered topics including, but not limited to best practice standards, juvenile drug court best practices, treatment and technology, personal impact stories of graduates, and the co-occurrence of alcohol and drugs. A special judges sessions was held on constitutional issues in drug courts and other problem solving courts.
The judge and analyst from the Henrico County DUI Drug Court Planning team had the opportunity to attend the National Association of Drug Court Professionals training in National Harbor, MD. Both attended the DWI track at the conference.
4. YOVASO established and supported peer-to-peer prevention and education programs in 100 high and middle schools throughout the Commonwealth. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. More than 60,000 students were reached through messaging, educational programs and educational displays.

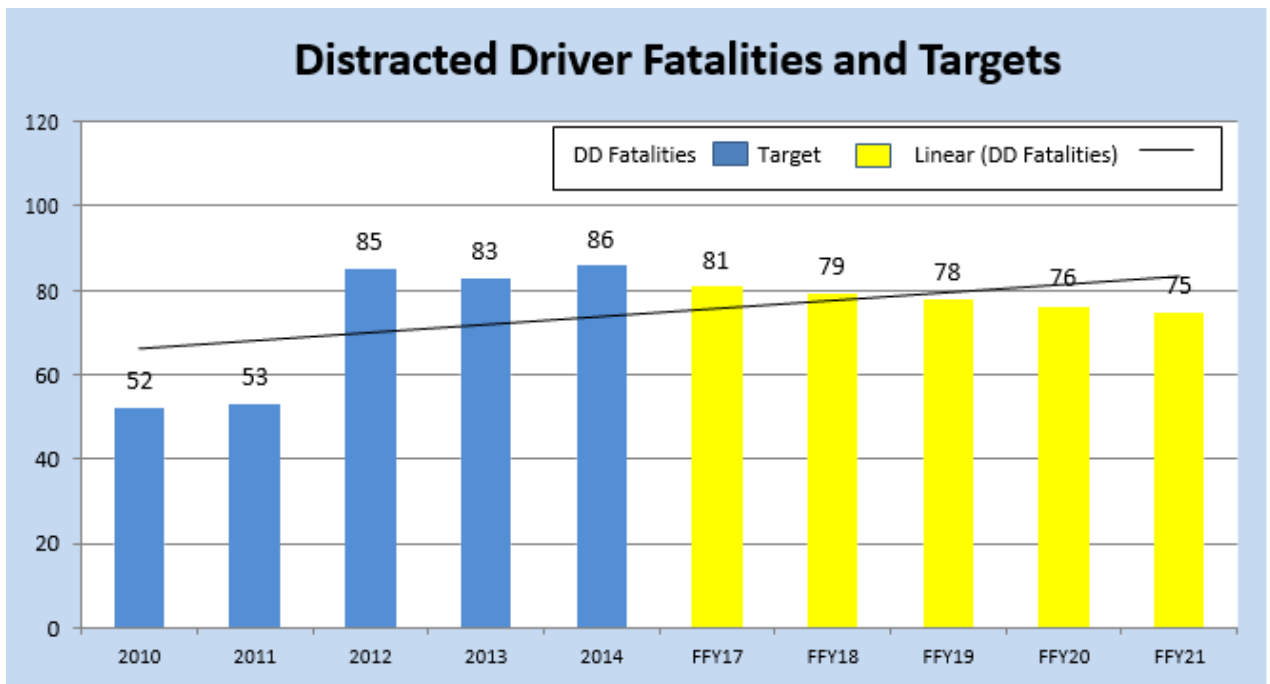
Distracted Driver Fatalities

Measure: Reduce distracted driver **fatalities** 6 percent from the 2014 calendar base year of 86 to 81 by December 31, 2017.

Distracted Driver Fatalities	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	52	53	85	83	86	93	111	81

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s distracted driver fatalities were 82 for 2014 and 105 for 2017 or a 28 percent increase. Virginia is not on track to meet its target of 6 percent reduction for 2017.



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

Distracted Driving Strategies

1. Continue to support education and training through scholarships for law enforcement and teachers to attend the Distracted Driving Summit.
2. Include distracted driving prevention messaging in youth peer to peer educational programs.

Accomplishments

1. The 2017 Distracted Driving Summit brought together industry leaders, scientists, educators, and law enforcement to share ideas, gather information, learn about best practices and forge solutions for distracted driving. The goal was for all attendees to return to their communities with fresh ideas and reasonable solutions for the distracted driving issues in their area. A tandem goal was for organizers to gather information and knowledge on issues and roadblocks throughout Virginia in order to build upon existing programs and design better educational opportunities for the future. Breakout sessions covered a variety of topics including the science behind distracted driving, best corporate practices from across the nation, what the research tells us, teen driver issues, law enforcement efforts, and how to ultimately change behavior. Through highway safety funded scholarships, 12 teachers and 34 law enforcement officers from across the Commonwealth were able to attend.
2. YOVASO established and supported peer-to-peer prevention and education programs in 100 high and middle schools throughout the Commonwealth. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. More than 60,000 students were reached through messaging, educational programs and educational displays.

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

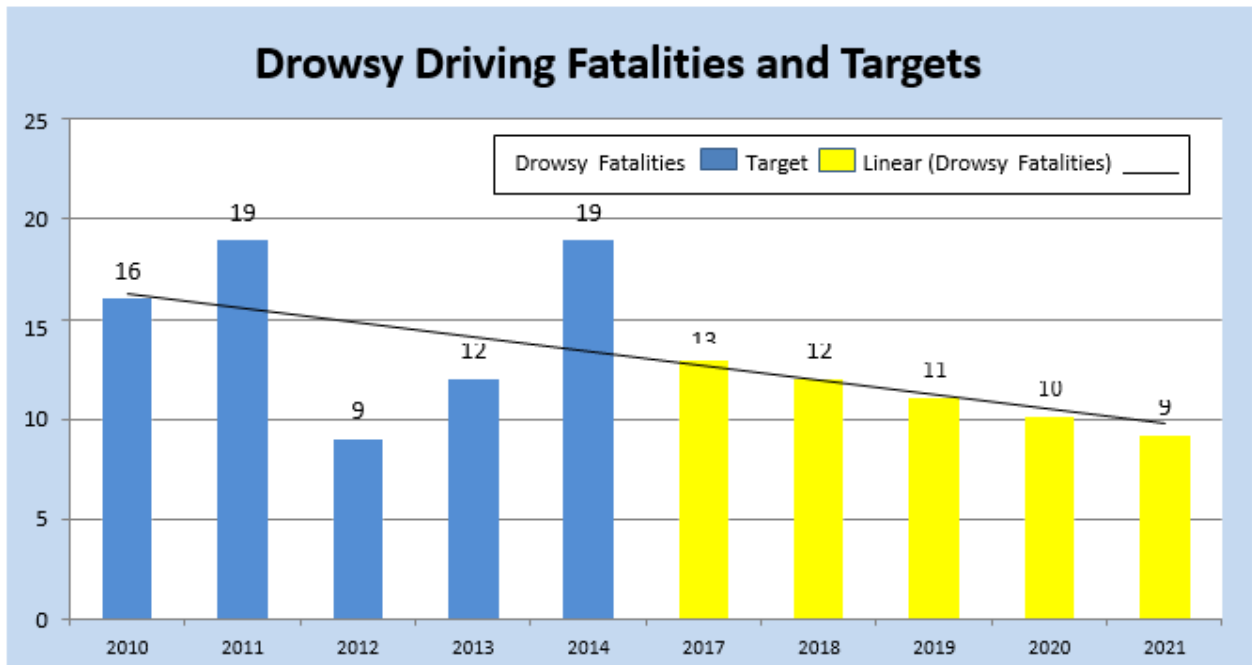
Measure: Reduce drowsy driving fatalities 32 percent from the 2014 calendar base year of 19 to 13 by December 31, 2017.

Drowsy Driving Fatalities	Baseline Data						Preliminary	2017 Target
	2010	2011	2012	2013	2014	2015	2016	
	16	19	9	12	19	14	10	13

Note: Drowsy Driver - apparently asleep/fatigued

Performance - Data comparison January 1 – November 30: 2014 vs. 2017

Virginia’s drowsy driving fatalities were 18 for 2014 and 12 for 2017 or a 33 percent decrease. Virginia is on track to meet its target of 32 percent reduction for 2017.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the 3-year rolling average (32 percent reduction) in drowsy driving fatalities as a more achievable target than the annual number or 5 year rolling average

Drowsy Driving Strategies

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.
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.

Accomplishments

1. 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. 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.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2017.

Strategies

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)

Accomplishments

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.

Measure: Develop, lead, attend and evaluate a minimum of 5 education and awareness events by December 31, 2017.

Strategies

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

Accomplishments

1. VAHSO Traffic Records program area updated the highway safety webpage with new interactive report, map modules and heat map profiles. Other update includes Virginia's Highway Safety Plan on www.DMVnow.com.
2. VAHSO partners with law enforcement agencies across the Commonwealth, numerous state agencies, non-profit organizations and institutes of higher learning on safety program initiatives.
3. VAHSO staff participated in and held various trainings and meetings. These included several Stakeholder Meetings, TRENDS training, Highway Safety Summit, grantee workshops, a motorcycle safety conference, 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.

Measure: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2017.

Strategies

1. Employ a minimum of 2 VAHSO LEL's to work with law enforcement on highway safety initiatives.
2. Partner with safety advocates to provide additional law enforcement training.

Accomplishments

1. Three Law Enforcement Liaisons (LEL) were employed by the VAHSO to work across the entire 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. They actively engaged in training, staff meetings and building relationships with law enforcement agencies. LELs assisted at Border To Border Checkpoints and taught courses in:
 - *Below 100*
 - *Child Passenger Safety (CPS) Technician Certification*
 - *EDR Technician*
2. The Virginia Association of Chiefs of Police (VACP) conducted 6 *Below 100* workshops and 3 Train-the-Trainer sessions for local and state law enforcement officers. This training emphasizes officers' use of seat belts as well as other protective equipment and actions. In addition, the issue of encouraging officers to wear seat belts was addressed directly at 5 Click It or Ticket preparation meetings held in low belt use areas of the state, which were attended by law enforcement agency leadership and grant project directors. Through the "Wear This, Not This Campaign", law enforcement throughout the Commonwealth also received education and training on the benefits of wearing their seat belts.

VACP also hosted the Small Agency Symposium and a Law Enforcement Challenge Luncheon at the Annual Conference with funding support from the VAHSO for law enforcement recognition and training.

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 \$142,671 of its NHTSA Section 402 funds on roadway safety activities. Virginia conducted multi-jurisdictional training events, presentations, community awareness and enforcement opportunities to reduce crashes, injuries and fatalities.

Measure: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2017.

Strategies

1. Conduct three, 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 3 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.

Accomplishments

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 more fundamental levels of training were maintained across the state, the VAHSO provided the following courses to agencies across the Commonwealth of Virginia:

- 3 *Fundamentals of Crash Investigation* courses taught to 53 students,
- 1 *Advanced Crash Investigation & Reconstruction* courses taught to 17 students,
- 4 *Crash Data Retrieval* courses taught to 34 students
- 5 *Specialty Crash Investigation* courses taught to 117 students:

- *Pedestrian & Bicycle Crash Investigation Level 1 Course*, Fredericksburg VA (June)
- *Pedestrian & Bicycle Crash Investigation Level 1 Course*, Roanoke VA (August)
- *Occupant Kinematics for the Traffic Crash Reconstructionist Course*, Williamsburg VA (August)
- *EDR use in Traffic Crash Investigation Level 1 Course*, Henrico VA (August)
- *Human Factors in Traffic Crash Investigation Course*, Henrico VA (August)
- 2 *Crashing in the Courtroom* workshops, instructed in conjunction with Virginia's Commonwealth Attorneys Services Council.

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

The ACTAR certified Virginia State Trooper, on loan to the VAHSO from the VSP, provided technical assistance statewide and enhanced his expertise by attending several specialized reconstruction related courses, conferences and workshops.

Regional Training on Traffic Engineering (Strategy 6)

Six on-site workshops that were presented in the City of Virginia Beach Advanced Technology Center for the Traffic & Transportation Engineers from the localities in Hampton Road:

- *Roadway Geometric Design I* – June 22, 2017
- *Roadway Geometric Design II* - June 23, 2017
- *Intersection Safety* – June 26, 2017
- *Accident Reconstruction* - June 27, 2017
- *Unconventional Interchange and Intersection Design* - July 12, 2017
- *Access Management - A two-day workshop* – August 10 & 11, 2017

A total of 151 Traffic Engineers & Technicians from State & City agencies in Hampton Roads were trained this year through this grant program. The above six workshops were well attended with positive feedback. These training workshops will provide proper training to the local Traffic Engineers & Technicians in an effort 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. In FY17 Virginia spent approximately \$282,643 of its NHTSA Section 402 funds and \$32,124 of its Section 405 funds on these additional transportation safety activities.

2017 Governor's Transportation Safety Awards Program

On June 15, 2017, 12 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the Department of Motor Vehicles / VAHSO. This awards program recognizes individuals and organizations that have made extraordinary contributions to transportation safety in Virginia. The awards recognize exemplary accomplishments in the public, private and nonprofit sectors by individuals, state and local governments, federal agencies, the military, and businesses and organizations that promote transportation safety.

2017 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held August 30 – 31, 2017 in Williamsburg, VA. Approximately 100 General District Court and Juvenile and Domestic Relations Court judges attended. The conference provided a forum for judges from across the state to receive valuable information on legislation, current issues and successful programs that impact traffic safety in Virginia. A majority of the conference content related to alcohol impairment while driving. Through instructional interactive exhibits, judges were able to learn about programs that highlighted success within transportation safety programs.

Media Plan

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

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

The 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 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 \$401,500 in paid advertising generated more than \$800,000 worth of paid and no-charge spots statewide during the May 2017 Click It or Ticket campaign from May 13 through June 3, 2017, to support high visibility enforcement. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that law enforcement was out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws. The primary advertising target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, the latest NHTSA-created Click It or Ticket television spot 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 spot ran on broadcast, cable and satellite television. A similar Click It or Ticket radio spot aired in movie theaters, and on traditional, Hispanic and Pandora radio stations. The combination of paid and no-charge spots enabled the campaign to reach a minimum of 82 percent of men ages 18 to 34 an average of 5.8 times.

Click It or Ticket-November Mini-mobilization

The November 2016 Click It or Ticket Mini-Mobilization campaign sandwiched the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The normally two-week campaign was expanded to run from Nov. 21 through Dec. 4. More than \$176,800 generated more than \$350,000 worth of paid and no charge advertising during the mobilization. November 2016 media buy involved airing the latest NHTSA-created Click It or Ticket television spot featuring a Latino pick-up truck driver across urban Virginia, while NHTSA's "friendly cop" spot aired across rural areas.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$160,000 in grant funds from Virginia for a public awareness and educational campaign focused on pedestrians and bicyclists in northern Virginia. 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 on cable and broadcast television, on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets. The 2016 Street Smart annual report shows the campaign cost \$750,000 and was valued at \$3.4 million when earned and donated media are included. Additionally, a post-survey showed unaided awareness of the campaign message increased by 8 percent in 2016, while aided awareness checked in at 62 percent, up from 56 percent the previous year.

Motorcycle Awareness

For the motorcycle awareness campaign, more than \$61,000 in paid advertising was spent on airing a video that encourages motorists to give motorcyclists a "second look." The combination of paid and no charge spots enabled the campaign to reach about 65 percent of the audience an average of four times. In addition to the video spot, the digital portion of the campaign generated more than 235,000 impressions.

Motorcycle Safety

The objective of the motorcycle safety campaign was to increase the awareness of the dangers of speeding to motorcyclists. The \$88,000 paid media campaign reached more than 65 percent of the target audience of men ages 18 to 34 who own motorcycles an average of three times. The video advertisement reveals the top causative factors for motorcycle crashes to dispel the myth that most are caused by motorists, and encourages training for all riders.

DUI Prevention

About \$125,000 was spent on the 2017 St. Patrick's Day anti-DUI paid media campaign for four days leading up to the holiday. About \$90,000 was spent on the 2017 Cinco De Mayo anti-DUI paid media campaign for four days leading up to the holiday. And about \$140,000 was spent on the 2017 Fourth of July anti-DUI paid media campaign that ran for 11 days leading up to the holiday. These three campaigns feature similar 15-second video spots that encourages motorists to "do their part" by designating a sober driver and by watching out for impaired pedestrians. All three campaigns were designed to reach 67 percent of the target audience an average of 3.7 times.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

The Checkpoint Strikeforce DUI prevention campaign's main focus is a paid media plan targeting 21- to 34-year-old men, and secondarily targeting slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on broadcast and cable TV, radio, social media and other digital outlets, billboards and movie theaters. The Washington Regional Alcohol Program (WRAP) facilitated the creative products and the paid media plan for Virginia. The campaign's tagline is, "There's nothing more beautiful than a safe ride home" encourages calling a friend, a cab or a rideshare company rather than drinking and driving. Almost \$900,000 in paid media is 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.

Appendix A
Federal Fiscal Year 2017 Expenditures

Grant Program	Project Number	Grant ID	Sub-recipient	Project Title	Approved Award	Total Paid
154AL-2017	57139	6788	Accomack County	Selective Enforcement - Alcohol	22,644.00	21,814.12
154AL-2017	57307	6956	Albemarle County	Selective Enforcement - Alcohol	24,132.00	20,708.61
154AL-2017	57383	7032	Altavista Town	Selective Enforcement - Alcohol	5,419.00	5,030.00
154AL-2017	57076	6725	Arlington County	Selective Enforcement - Alcohol	26,026.00	24,874.18
154AL-2017	57242	6891	Ashland Town	Selective Enforcement - Alcohol	6,914.00	6,780.76
154AL-2017	57080	6729	Augusta County	Selective Enforcement - Alcohol	36,940.00	35,159.95
154AL-2017	57432	7081	Automotive Coalition for Traffic Safety, Inc	Virginia DADSS Pilot Deployment Project	5,099,710.00	5,072,928.24
154AL-2017	57421	7070	Bedford Town	Selective Enforcement - Alcohol	7,200.00	3,568.36
154AL-2017	57214	6863	Blackstone Town	Selective Enforcement - Alcohol	6,336.00	6,307.96
154AL-2017	57234	6883	Bland County	Selective Enforcement - Alcohol	17,280.00	10,310.00
154AL-2017	57035	6684	Bluefield Town	Selective Enforcement - Alcohol	10,119.00	5,537.20
154AL-2017	57049	6698	Botetourt County	Selective Enforcement - Alcohol	15,700.00	15,066.21
154AL-2017	57163	6812	Broadway Town	Selective Enforcement - Alcohol	4,644.00	4,644.00
154AL-2017	57069	6718	Buchanan County	Selective Enforcement - Alcohol	16,500.00	16,225.50
154AL-2017	57176	6825	Buena Vista City	Selective Enforcement - Alcohol	14,150.00	13,295.00
154AL-2017	57276	6925	Campbell County	Selective Enforcement - Alcohol	25,376.00	24,768.34
154AL-2017	57398	7047	Charlotte County	Selective Enforcement - Alcohol	14,500.00	11,297.86
154AL-2017	57113	6762	Chase City Town	Selective Enforcement - Alcohol	11,875.00	10,945.01
154AL-2017	57050	6699	Chilhowie Town	Selective Enforcement - Alcohol	12,899.00	12,898.08
154AL-2017	57051	6700	Clarke County	Selective Enforcement - Alcohol	11,859.00	11,859.00
154AL-2017	57302	6951	Coeburn Town	Selective Enforcement - Alcohol	11,519.00	10,889.45
154AL-2017	57033	6682	Colonial Heights City	Selective Enforcement - Alcohol	9,994.00	8,367.99
154AL-2017	57083	6732	Commission on VASAP	Multi-State Ignition Interlock Forum	45,521.00	25,243.60
154AL-2017	57094	6743	Commission on VASAP	VASAP Case Management System	385,000.00	252,856.59
154AL-2017	57170	6819	Culpeper County	Selective Enforcement - Alcohol	23,890.00	15,424.31
154AL-2017	57023	6672	Culpeper Town	Selective Enforcement - Alcohol	9,745.00	8,974.56
154AL-2017	57194	6843	Dinwiddie County	Selective Enforcement - Alcohol	6,096.00	6,096.00
154AL-2017	57278	6927	Drive Safe Hampton Roads	Survive the Drive	70,705.00	59,258.36
154AL-2017	57350	6999	Drive Smart of Virginia	"Who's Your Driver" Impaired Outreach Project - AL	617,294.00	573,729.65
154AL-2017	57106	6755	Fairfax County	DUI Task Force Selective Enforcement - Alcohol	1,206,005.00	967,652.50
154AL-2017	57158	6807	Farmville Town	Selective Enforcement - Alcohol	30,111.00	29,338.42
154AL-2017	57101	6750	Fauquier County	Selective Enforcement - Alcohol	31,364.00	31,190.98
154AL-2017	57047	6696	Floyd County	Selective Enforcement - Alcohol	15,394.00	14,700.75
154AL-2017	57323	6972	Fluvanna County	Selective Enforcement - Alcohol	16,188.00	16,186.97
154AL-2017	57206	6855	Franklin County	Selective Enforcement - Alcohol	19,300.00	17,420.08
154AL-2017	57267	6916	Frederick County	Selective Enforcement - Alcohol	29,398.00	24,279.54
154AL-2017	57012	6661	Front Royal Town	Selective Enforcement - Alcohol	15,375.00	13,545.99
154AL-2017	57332	6981	Gate City Town	Selective Enforcement - Alcohol	13,650.00	13,470.33

154AL-2017	57138	6787	Gloucester County	Selective Enforcement - Alcohol	19,740.00	19,273.38
154AL-2017	57270	6919	Goochland County	Selective Enforcement - Alcohol	23,910.00	23,910.00
154AL-2017	57089	6738	Grayson County	Selective Enforcement - Alcohol	12,700.00	11,760.68
154AL-2017	57185	6834	Halifax County	Selective Enforcement - Alcohol	14,240.00	13,643.25
154AL-2017	57162	6811	Hanover County	Selective Enforcement - Alcohol	68,327.00	68,327.00
154AL-2017	57227	6876	Harrisonburg City	Selective Enforcement - Alcohol	18,640.00	18,201.04
154AL-2017	57169	6818	Henry County	Selective Enforcement - Alcohol	29,900.00	24,265.94
154AL-2017	57032	6681	Herndon Town	Selective Enforcement - Alcohol	36,500.00	35,740.00
154AL-2017	57042	6691	Hillsville Town	Selective Enforcement - Alcohol	13,334.00	12,785.22
154AL-2017	57327	6976	Honaker Town	Selective Enforcement - Alcohol	6,565.00	5,815.00
154AL-2017	57406	7055	Isle of Wight County	Selective Enforcement - Alcohol	27,975.00	23,701.67
154AL-2017	57186	6835	James City County	Selective Enforcement - Alcohol	23,299.00	21,438.00
154AL-2017	57209	6858	Lexington City	Selective Enforcement - Alcohol	14,600.00	10,434.69
154AL-2017	57021	6670	Loudoun County	Selective Enforcement - Alcohol	40,635.00	36,905.58
154AL-2017	57426	7075	Louisa County	Selective Enforcement - Alcohol	12,140.00	11,288.00
154AL-2017	57210	6859	Luray Town	Selective Enforcement - Alcohol	9,638.00	8,991.85
154AL-2017	57098	6747	Lynchburg City	Selective Enforcement - Alcohol	42,628.00	42,524.08
154AL-2017	57015	6664	Manassas Park City	Selective Enforcement - Alcohol	24,720.00	24,720.00
154AL-2017	57262	6911	Mecklenburg County	Selective Enforcement - Alcohol	21,940.00	21,621.10
154AL-2017	57061	6710	Newport News City	Selective Enforcement - Alcohol	55,200.00	54,972.69
154AL-2017	57201	6850	Northampton County	Selective Enforcement - Alcohol	15,760.00	10,360.00
154AL-2017	57149	6798	Page County	Selective Enforcement - Alcohol	11,400.00	7,119.26
154AL-2017	57335	6984	Patrick County	Selective Enforcement - Alcohol	12,209.00	12,170.00
154AL-2017	57054	6703	Pearisburg Town	Selective Enforcement - Alcohol	10,345.00	10,306.08
154AL-2017	57236	6885	Petersburg City	Selective Enforcement - Alcohol	56,370.00	56,033.67
154AL-2017	57003	6652	Portsmouth City	Selective Enforcement - Alcohol	43,035.00	37,631.72
154AL-2017	57108	6757	Powhatan County	Selective Enforcement - Alcohol	29,880.00	29,880.00
154AL-2017	57409	7058	Prevention Council of Roanoke County	Blue Ridge Media & Community Education Partnership	116,697.00	108,445.42
154AL-2017	57275	6924	Prince Edward County	Selective Enforcement - Alcohol	12,990.00	9,238.17
154AL-2017	57190	6839	Pulaski County	Selective Enforcement - Alcohol	18,540.00	18,450.04
154AL-2017	57060	6709	Richmond County	Selective Enforcement - Alcohol	22,976.00	22,636.65
154AL-2017	57029	6678	Richmond City	Selective Enforcement - Alcohol	100,050.00	74,890.73
154AL-2017	57747	7083	Roanoke City	Roanoke Valley DUI Task Force - Roanoke City	310,254.00	246,293.55
154AL-2017	57059	6708	Roanoke County	Roanoke Valley DUI Task Force - Roanoke County	342,741.00	236,111.35
154AL-2017	57031	6680	Roanoke County	Selective Enforcement - Alcohol	83,500.00	81,193.66
154AL-2017	57324	6973	Rockbridge County	Selective Enforcement - Alcohol	13,700.00	13,700.00
154AL-2017	57018	6667	Rockingham County	Selective Enforcement - Alcohol	32,744.00	31,925.06
154AL-2017	57389	7038	Rocky Mount Town	Selective Enforcement - Alcohol	12,919.00	11,528.87
154AL-2017	57748	7084	Salem City	Roanoke Valley DUI Task Force - Salem City	141,870.00	108,948.55
154AL-2017	57016	6665	Salem City	Selective Enforcement - Alcohol	9,070.00	9,070.00

154AL-2017	57250	6899	Shenandoah County	Selective Enforcement - Alcohol	23,400.00	23,400.00
154AL-2017	57125	6774	Stanley Town	Selective Enforcement - Alcohol	6,677.00	6,677.00
154AL-2017	57087	6736	Suffolk City	Selective Enforcement - Alcohol	23,576.00	18,622.10
154AL-2017	57146	6795	Suffolk City	Suffolk Police Department DUI Task Force	158,298.00	153,947.66
154AL-2017	57372	7021	Supreme Court of Va	Judicial Outreach Liaison	71,250.00	49,962.07
154AL-2017	57117	6766	Surry County	Selective Enforcement - Alcohol	18,987.00	15,326.08
154AL-2017	57263	6912	University of Richmond	Selective Enforcement - Alcohol	10,480.00	8,022.32
154AL-2017	57746	7082	Vinton Town	Roanoke Valley DUI Task Force - Vinton	129,789.00	108,493.21
154AL-2017	57411	7060	Virginia Association of Campus Law Enforcement Administrators	Virginia Campus DUI Prevention & Education Program	79,742.00	66,971.30
154AL-2017	57102	6751	Virginia Beach City	Selective Enforcement - Alcohol	62,466.00	38,793.76
154AL-2017	57118	6767	Virginia Commonwealth University	Selective Enforcement - Alcohol	36,400.00	30,494.33
154AL-2017	57424	7073	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	99,600.00	95,745.75
154AL-2017	57081	6730	Virginia Dept of Criminal Justice Services	SFST Training Program	83,273.00	45,810.60
154AL-2017	57266	6915	Virginia Dept of Motor Vehicles	Alcohol Paid Media	375,000.00	358,053.06
154AL-2017	57344	6993	Virginia Dept of Motor Vehicles	DUI Projects/VASAP-Ignition Interlock/eSummons	205,000.00	63,300.00
154AL-2017	57428	7077	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordination - Alcohol Impaired Driving Reduction	86,123.00	78,081.31
154AL-2017	57041	6690	Virginia Dept of State Police	Selective Enforcement - Alcohol	1,431,500.00	1,310,612.07
154AL-2017	57137	6786	Virginia Dept of State Police	VSP/YOVASO - AL	237,416.00	152,278.09
154AL-2017	57181	6830	Washington County	Selective Enforcement - Alcohol	29,645.00	27,247.78
154AL-2017	57240	6889	WRAP	FY 2017 Checkpoint Strikeforce Campaign	1,168,365.00	1,075,947.51
154AL-2017	57254	6903	Wythe County	Selective Enforcement - Alcohol	23,828.00	23,826.82
154AL-2017	57366	7015	Wytheville Town	Selective Enforcement - Alcohol	13,600.00	13,600.00
154AL Total					14,234,868.00	12,805,463.02
K8-2017	57354	7003	Alleghany County	Selective Enforcement - Alcohol	8,500.00	8,500.00
K8-2017	57220	6869	Big Stone Gap Town	Selective Enforcement - Alcohol	9,000.00	8,995.60
K8-2017	57161	6810	Blacksburg Town	Selective Enforcement - Alcohol	15,180.00	14,901.39
K8-2017	57329	6978	Bristol City	Selective Enforcement - Alcohol	50,010.00	45,568.13
K8-2017	57092	6741	Caroline County	Selective Enforcement - Alcohol	19,900.00	18,300.00
K8-2017	57280	6929	Chesapeake City	Selective Enforcement - Alcohol	32,300.00	12,422.99
K8-2017	57277	6926	Christiansburg Town	Selective Enforcement - Alcohol	14,350.00	11,431.62
K8-2017	57165	6814	Clintwood Town	Selective Enforcement - Alcohol	12,295.00	11,719.33
K8-2017	57283	6932	Dayton Town	Selective Enforcement - Alcohol	5,084.00	5,084.00
K8-2017	57348	6997	Greene County	Selective Enforcement - Alcohol	7,000.00	6,862.88
K8-2017	57301	6950	Haymarket Town	Selective Enforcement - Alcohol	11,375.00	7,809.98

K8-2017	57191	6840	Independence Town	Selective Enforcement - Alcohol	4,750.00	2,419.97
K8-2017	57143	6792	Lebanon Town	Selective Enforcement - Alcohol	9,700.00	9,700.00
K8-2017	57318	6967	Lunenburg County	Selective Enforcement - Alcohol	18,130.00	18,129.47
K8-2017	57410	7059	Martinsville City	Selective Enforcement - Alcohol	7,522.00	7,422.00
K8-2017	57192	6841	Mathews County	Selective Enforcement - Alcohol	7,180.00	6,829.80
K8-2017	57369	7018	New Market Town	Selective Enforcement - Alcohol	8,090.00	6,670.55
K8-2017	57036	6685	Pennington Gap Town	Selective Enforcement - Alcohol	6,000.00	5,063.38
K8-2017	57014	6663	Purcellville Town	Selective Enforcement - Alcohol	5,675.00	5,059.11
K8-2017	57219	6868	Richlands Town	Selective Enforcement - Alcohol	9,900.00	9,828.08
K8-2017	57337	6986	Roanoke City	Selective Enforcement - Alcohol	21,840.00	18,874.33
K8-2017	57038	6687	Smyth County	Selective Enforcement - Alcohol	6,342.00	6,222.15
K8-2017	57171	6820	Tazewell County	Selective Enforcement - Alcohol	13,400.00	13,347.50
K8-2017	57216	6865	Warrenton Town	Selective Enforcement - Alcohol	4,800.00	1,289.57
K8-2017	57351	7000	Wise Town	Selective Enforcement - Alcohol	13,420.00	13,420.00
K8 Total					321,743.00	275,871.83
M2CSS-2017	57011	6660	Children's Hospital/King's Daughters	The Child Passenger Safety Program at CHKD	22,218.00	22,152.50
M2CSS Total					22,218.00	22,152.50
M2HVE-2017	57355	7004	Alleghany County	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
M2HVE-2017	57122	6771	Arlington County	Selective Enforcement - Occupant Protection	4,400.00	4,380.92
M2HVE-2017	57253	6902	Ashland Town	Selective Enforcement - Occupant Protection	3,240.00	3,097.06
M2HVE-2017	57405	7054	Blacksburg Town	Selective Enforcement - Occupant Protection	3,600.00	3,600.00
M2HVE-2017	57053	6702	Botetourt County	Selective Enforcement - Occupant Protection	5,040.00	5,031.50
M2HVE-2017	57282	6931	Campbell County	Selective Enforcement - Occupant Protection	4,800.00	4,774.47
M2HVE-2017	57371	7020	Christiansburg Town	Selective Enforcement - Occupant Protection	3,400.00	3,264.00
M2HVE-2017	57382	7031	King and Queen County	Selective Enforcement - Occupant Protection	3,000.00	2,760.00
M2HVE-2017	57182	6831	Page County	Selective Enforcement - Occupant Protection	5,250.00	2,704.61
M2HVE-2017	57326	6975	Rockbridge County	Selective Enforcement - Occupant Protection	3,600.00	3,600.00
M2HVE-2017	57096	6745	Suffolk City	Selective Enforcement - Occupant Protection	2,472.00	2,047.07
M2HVE-2017	57131	6780	Tazewell Town	Selective Enforcement - Occupant Protection	2,000.00	2,000.00
M2HVE-2017	57313	6962	Virginia Dept of Motor Vehicles	Occupant Protection Paid Media	565,162.00	564,862.06
M2HVE-2017	57043	6692	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	160,000.00	127,445.81

M2HVE-2017	57095	6744	Westmoreland County	Selective Enforcement - Occupant Protection	3,000.00	2,990.66
M2HVE Total					771,964.00	735,558.16
M2OP-2017	57285	6934	ODU Research Foundation	Occupant Protection in Virginia: Creating Transferable Programs	119,558.00	49,512.72
M2OP-2017	57430	7079	ODU Research Foundation	Virginia Seat Belt and Core Surveys 2017	163,025.00	140,814.83
M2OP Total					282,583.00	190,327.55
M2PE-2017	57360	7009	Drive Smart of Virginia	"Who's Your Driver" OP Outreach Project - OP	154,334.00	148,522.06
M2PE-2017	57224	6873	Drive Smart of Virginia	Occupant Protection Education & Outreach	206,762.00	156,902.33
M2PE-2017	57097	6746	Eastern VA Medical School	Reenergizing "Boost 'em in the Back Seat": A New Decade of Behavior Change	101,022.00	90,011.06
M2PE Total					462,118.00	395,435.45
M2TR-2017	57357	7006	Virginia Dept of Health	Virginia Department of Health Child Passenger Safety	404,385.00	297,599.08
M2TR-2017	57028	6677	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	130,184.00	52,378.35
M2TR Total					534,569.00	349,977.43
405b OP Total					2,073,452.00	1,693,451.09
M3DA-2017	57385	7034	Virginia Dept of Motor Vehicles	S2S - State to State Verification System	108,200.00	34,556.25
M3DA-2017	57346	6995	Virginia Dept of Motor Vehicles	TREDS Projects - VA's Highway Safety Information System	998,100.00	861,417.13
M3DA Total					1,106,300.00	895,973.38
M6OT-2017	57288	6937	Alexandria City	Selective Enforcement - Alcohol	30,375.00	29,453.46
M6OT-2017	57312	6961	Amherst County	Selective Enforcement - Alcohol	21,056.00	19,949.36
M6OT-2017	57144	6793	Appomattox County	Selective Enforcement - Alcohol	14,827.00	12,469.91
M6OT-2017	57104	6753	Bedford County	Selective Enforcement - Alcohol	22,980.00	14,361.59
M6OT-2017	57241	6890	Buckingham County	Selective Enforcement - Alcohol	15,000.00	14,582.00
M6OT-2017	57006	6655	Clarksville Town	Selective Enforcement - Alcohol	4,720.00	3,108.44
M6OT-2017	57160	6809	Commission on VASAP	Commission on VASAP Training Conference and Regional Policy Board Trainings	94,436.00	94,436.00
M6OT-2017	57082	6731	Commonwealth Attorney's Services Council	TSRP, Advance DUI, DUID	186,815.00	148,989.60
M6OT-2017	57109	6758	Covington City	Selective Enforcement - Alcohol	2,700.00	620.93
M6OT-2017	57114	6763	Craig County	Selective Enforcement - Alcohol	10,000.00	5,425.00
M6OT-2017	57391	7040	Danville City	Selective Enforcement - Alcohol	10,825.00	9,557.43
M6OT-2017	57179	6828	Dickenson County	Selective Enforcement - Alcohol	14,745.00	14,300.54

M6OT-2017	57229	6878	Drive Smart of Virginia	Impaired Driving Education & Outreach	176,729.00	171,144.85
M6OT-2017	57413	7062	Fairfax City	Selective Enforcement - Alcohol	20,100.00	14,279.60
M6OT-2017	57235	6884	Fairfax County	Selective Enforcement - Alcohol	94,000.00	19,013.71
M6OT-2017	57265	6914	Fredericksburg City	Selective Enforcement - Alcohol	10,020.00	9,415.54
M6OT-2017	57189	6838	Galax City	Selective Enforcement - Alcohol	13,035.00	9,749.76
M6OT-2017	57336	6985	Henrico County	Selective Enforcement - Alcohol	195,535.00	195,431.00
M6OT-2017	57274	6923	King and Queen County	Selective Enforcement - Alcohol	13,200.00	12,017.00
M6OT-2017	57193	6842	King George County	Selective Enforcement - Alcohol	7,160.00	7,160.00
M6OT-2017	57116	6765	Lee County	Selective Enforcement - Alcohol	17,600.00	17,595.33
M6OT-2017	57084	6733	MADD	MADD Impaired Driving Safety Countermeasures	657,900.00	612,940.64
M6OT-2017	57145	6794	Marion Town	Selective Enforcement - Alcohol	10,595.00	6,170.32
M6OT-2017	57074	6723	Montgomery County	Selective Enforcement - Alcohol	8,335.00	8,335.00
M6OT-2017	57310	6959	Narrows Town	Selective Enforcement - Alcohol	6,800.00	6,799.33
M6OT-2017	57221	6870	New Kent County	Selective Enforcement - Alcohol	32,500.00	32,114.58
M6OT-2017	57293	6942	Northumberland County	Selective Enforcement - Alcohol	4,434.00	1,941.48
M6OT-2017	57085	6734	Norton City	Selective Enforcement - Alcohol	23,030.00	22,482.16
M6OT-2017	57284	6933	Pittsylvania County	Selective Enforcement - Alcohol	17,700.00	13,922.81
M6OT-2017	57281	6930	Poquoson City	Selective Enforcement - Alcohol	5,065.00	4,642.64
M6OT-2017	57128	6777	Prince William County	Selective Enforcement - Alcohol	90,800.00	81,815.33
M6OT-2017	57132	6781	Pulaski Town	Selective Enforcement - Alcohol	3,200.00	3,048.15
M6OT-2017	57079	6728	Radford City	Selective Enforcement - Alcohol	16,900.00	14,848.00
M6OT-2017	57314	6963	Russell County	Selective Enforcement - Alcohol	13,775.00	11,436.10
M6OT-2017	57093	6742	Saint Paul Town	Selective Enforcement - Alcohol	4,515.00	3,799.43
M6OT-2017	57390	7039	Saltville Town	Selective Enforcement - Alcohol	10,950.00	9,320.23
M6OT-2017	57140	6789	Scott County	Selective Enforcement - Alcohol	21,780.00	7,770.00
M6OT-2017	57246	6895	South Boston Town	Selective Enforcement - Alcohol	12,525.00	12,525.00
M6OT-2017	57286	6935	Southampton County	Selective Enforcement - Alcohol	2,545.00	1,275.00
M6OT-2017	57010	6659	Spotsylvania County	Selective Enforcement - Alcohol	93,000.00	55,182.07
M6OT-2017	57417	7066	Stafford County	Selective Enforcement - Alcohol	30,950.00	30,950.00
M6OT-2017	57291	6940	Supreme Court of Va	Virginia Drug Courts Reduce Impaired Driving	132,500.00	82,491.34
M6OT-2017	57416	7065	Sussex County	Selective Enforcement - Alcohol	25,775.00	22,593.65
M6OT-2017	57103	6752	Tazewell Town	Selective Enforcement - Alcohol	4,689.00	3,462.50
M6OT-2017	57034	6683	The Rector and Visitors of the University of Virginia	Screening, Brief Intervention, and Referral to Treatment for Trauma Patients	55,430.00	25,343.84
M6OT-2017	57403	7052	The Virginia Association for Health, Physical Education, Recreation and Dance	2017 Underage Drinking Prevention Grant	172,506.00	153,635.05
M6OT-2017	57039	6688	Vienna Town	Selective Enforcement - Alcohol	26,772.00	26,636.11
M6OT-2017	57749	7085	Vinton Town	Selective Enforcement - Alcohol	8,750.00	6,546.76
M6OT-2017	57030	6679	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	228,104.00	204,765.95

M6OT-2017	57230	6879	Virginia Dept of Motor Vehicles	2017 Judicial Transportation Safety Conference	58,000.00	32,123.69
M6OT-2017	57358	7007	Virginia Dept of Motor Vehicles	ARIDE Training	18,000.00	8,927.98
M6OT-2017	57386	7035	Virginia Dept of Motor Vehicles	BAC Collection and Submission Improvement Project	510,676.00	156,367.34
M6OT-2017	57359	7008	Virginia Dept of Motor Vehicles	DRE Program	92,865.00	88,295.43
M6OT-2017	57300	6949	Virginia Polytechnic Institute	Selective Enforcement - Alcohol	8,010.00	2,765.29
M6OT-2017	57273	6922	Westmoreland County	Selective Enforcement - Alcohol	31,550.00	28,863.91
M6OT-2017	57167	6816	Williamsburg City	Selective Enforcement - Alcohol	18,200.00	18,200.00
M6OT-2017	57048	6697	Winchester City	Selective Enforcement - Alcohol	27,554.00	22,885.88
M6OT-2017	57239	6888	WRAP	FY 2017 Public Education and Information and Youth Outreach Programs	155,870.00	137,657.14
M6OT Total					3,618,408.00	2,785,941.18
M9MT-2017	57408	7057	Motorcycle Safety League of Va	Motorcycle Curriculum and Three Wheel Training Equipment - 2010 Grant	164,100.00	49,700.01
M9MT Total					164,100.00	49,700.01
AL-2017	57334	6983	Berryville Town	Selective Enforcement - Alcohol	6,000.00	6,000.00
AL-2017	57008	6657	Chesterfield County	Selective Enforcement - Alcohol	176,249.00	176,249.00
AL-2017	57123	6772	Norfolk City	Selective Enforcement - Alcohol	45,110.00	45,096.22
AL-2017	57202	6851	Prince George County	Selective Enforcement - Alcohol	33,790.00	31,188.47
AL-2017	57295	6944	Substance Abuse Free Environment, Inc.	SAFE Roadways for Chesterfield County, Phase II	192,558.00	179,711.49
AL-2017	57321	6970	Wise County	Selective Enforcement - Alcohol	47,820.00	46,567.50
AL-2017	57120	6769	York County	Selective Enforcement - Alcohol	44,605.00	44,605.00
AL Total					546,132.00	529,417.68
CP-2017	57395	7044	Commission on VASAP	Commission on VASAP Professional Staff Development	10,198.00	10,198.00
CP-2017	57401	7050	Supreme Court of Va	Judicial Outreach Liaison-402	23,750.00	11,000.80
CP-2017	57252	6901	Virginia Dept of Motor Vehicles	2017 VAHSO Travel / Training	40,000.00	35,629.05
CP-2017	57343	6992	Virginia Dept of Motor Vehicles	FY 2017 VAHSO Annual Conference	80,000.00	34,340.40
CP-2017	57429	7078	Virginia Dept of Motor Vehicles	Impaired Driving Prog Coord-Reduction of Drug Impaired,Distracted Drowsy Driving	28,707.00	26,065.61
CP Total					182,655.00	117,233.86
DE-2017	57319	6968	Children and Parent Resource Group, Inc	Life Changing Experiences Community Education Project - Cinema Drive	32,300.00	32,300.00
DE-2017	57309	6958	Dept for Aging and Rehabilitative Services	Virginia GrandDriver	297,123.00	262,060.30

DE-2017	57195	6844	Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	186,014.00	181,324.57
DE-2017	57352	7001	Power of Wisdom, Inc.	Driven To Change	57,002.00	29,372.95
DE-2017	57077	6726	Prince William County	Partners for Safe Teen Driving	97,517.00	30,646.45
DE-2017	57400	7049	Virginia Dept of Education	Parent Involvement	266,500.00	189,811.71
DE-2017	57199	6848	Virginia Dept of Motor Vehicles	45 hour Parent Teen Guide	35,960.00	35,958.60
DE-2017	57317	6966	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	24,277.00	20,582.26
DE Total					996,693.00	782,056.84
MC-2017	57420	7069	Motorcycle Safety League of Va	Motorcycle & Sidecar/Trike Education	253,000.00	151,326.09
MC-2017	57024	6673	Richmond Ambulance Authority	Rider Alert	10,880.00	10,880.00
MC-2017	57339	6988	Virginia Dept of Motor Vehicles	2010 Motorists' Awareness of Motorcycles Paid Media	66,000.00	65,144.71
MC-2017	57340	6989	Virginia Dept of Motor Vehicles	402 Motorcycle Safety Paid Media	80,000.00	79,336.41
MC-2017	57434	7086	Virginia Dept of Motor Vehicles	Motorcycle Program Assessment	36,200.00	23,315.53
MC Total					446,080.00	330,002.74
OP-2017	57183	6832	Buena Vista City	Selective Enforcement - Occupant Protection	3,000.00	2,905.00
OP-2017	57150	6799	Chatham Town	Selective Enforcement - Occupant Protection	2,500.00	2,500.00
OP-2017	57315	6964	Chesapeake City	Selective Enforcement - Occupant Protection	15,300.00	11,971.49
OP-2017	57394	7043	Danville City	Selective Enforcement - Occupant Protection	5,760.00	5,672.36
OP-2017	57217	6866	Drive Safe Hampton Roads	Occupant Protection	39,650.00	32,360.80
OP-2017	57157	6806	Exmore Town	Selective Enforcement - Occupant Protection	750.00	750.00
OP-2017	57197	6846	Franklin County	Selective Enforcement - Occupant Protection	3,000.00	2,820.00
OP-2017	57373	7022	Galax City	Selective Enforcement - Occupant Protection	6,500.00	5,059.56
OP-2017	57141	6790	Gloucester County	Selective Enforcement - Occupant Protection	5,600.00	5,600.00
OP-2017	57292	6941	Henrico County	Selective Enforcement - Occupant Protection	16,800.00	16,800.00
OP-2017	57174	6823	Henry County	Selective Enforcement - Occupant Protection	10,200.00	7,227.06
OP-2017	57088	6737	Hillsville Town	Selective Enforcement - Occupant Protection	3,000.00	2,768.29
OP-2017	57188	6837	James City County	Selective Enforcement - Occupant Protection	5,390.00	3,156.12
OP-2017	57153	6802	Lexington City	Selective Enforcement - Occupant Protection	3,500.00	2,367.19
OP-2017	57063	6712	Manassas Park City	Selective Enforcement - Occupant Protection	3,000.00	2,735.30

OP-2017	57404	7053	Martinsville City	Selective Enforcement - Occupant Protection	2,001.00	2,001.00
OP-2017	57075	6724	Montgomery County	Selective Enforcement - Occupant Protection	6,974.00	6,958.20
OP-2017	57248	6897	New Kent County	Selective Enforcement - Occupant Protection	5,250.00	5,240.00
OP-2017	57287	6936	ODU Research Foundation	Increasing Law Enforcement's Occupant Protection Behaviors	43,862.00	21,956.66
OP-2017	57207	6856	Old Dominion University Police	Selective Enforcement - Occupant Protection	4,200.00	4,165.00
OP-2017	57002	6651	Onancock Town	Selective Enforcement - Occupant Protection	5,628.00	5,628.00
OP-2017	57289	6938	Pittsylvania County	Selective Enforcement - Occupant Protection	6,048.00	6,018.75
OP-2017	57004	6653	Portsmouth City	Selective Enforcement - Occupant Protection	6,958.00	6,633.10
OP-2017	57376	7025	Prince George County	Selective Enforcement - Occupant Protection	8,400.00	8,356.85
OP-2017	57296	6945	Prince William County	Selective Enforcement - Occupant Protection	11,250.00	10,839.67
OP-2017	57046	6695	Richmond City	Selective Enforcement - Occupant Protection	10,000.00	10,000.00
OP-2017	57298	6947	Roanoke City	Selective Enforcement - Occupant Protection	11,200.00	9,714.78
OP-2017	57058	6707	Roanoke County	Selective Enforcement - Occupant Protection	14,625.00	14,605.02
OP-2017	57019	6668	Salem City	Selective Enforcement - Occupant Protection	3,300.00	3,300.00
OP-2017	57251	6900	South Boston Town	Selective Enforcement - Occupant Protection	3,438.00	3,438.00
OP-2017	57057	6706	South Hill Town	Selective Enforcement - Occupant Protection	11,900.00	9,738.18
OP-2017	57402	7051	Stafford County	Selective Enforcement - Occupant Protection	7,000.00	7,000.00
OP-2017	57381	7030	Tazewell County	Selective Enforcement - Occupant Protection	2,500.00	2,500.00
OP-2017	57099	6748	Virginia Beach City	Selective Enforcement - Occupant Protection	52,000.00	52,000.00
OP-2017	57135	6784	Virginia Dept of State Police	VSP/YOVASO - OP	260,516.00	173,038.60
OP-2017	57156	6805	Washington County	Selective Enforcement - Occupant Protection	5,600.00	5,597.84
OP-2017	57255	6904	Wythe County	Selective Enforcement - Occupant Protection	6,125.00	6,125.00
OP Total					612,725.00	479,537.21
PA-2017	57431	7080	Virginia Dept of Motor Vehicles	402 Planning and Administration	251,700.00	211,375.27
PA Total					251,700.00	211,375.27
PS-2017	57261	6910	Arlington County	Selective Enforcement - Pedestrian/Bicycle	4,400.00	4,353.91

PS-2017	57238	6887	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	18,000.00	3,688.78
PS-2017	57208	6857	Metro Washington Council of Gov	Street Smart Regional Pedestrian and Bicycle Safety Program	160,000.00	160,000.00
PS-2017	57365	7014	Metropolitan Richmond Sports Backers, Inc.	Bike Lane Safety Educational Campaign	12,200.00	11,450.00
PS-2017	57151	6800	Northern Virginia Regional Commission	2017 Bicycle Pedestrian Safety Activities Sharing the Road in Virginia	70,330.00	67,859.14
PS-2017	57330	6979	Prince William County	Selective Enforcement - Pedestrian/Bicycle	6,750.00	6,750.00
PS-2017	57067	6716	Richmond City	Selective Enforcement - Pedestrian/Bicycle	6,500.00	5,224.16
PS-2017	57342	6991	Roanoke City	Selective Enforcement - Pedestrian/Bicycle	3,200.00	2,941.32
PS-2017	57020	6669	Salem City	Selective Enforcement - Pedestrian/Bicycle	1,980.00	1,977.49
PS Total					283,360.00	264,244.80
PT-2017	57392	7041	VA Association of Chiefs of Police and Foundation, Inc.	Law Enforcement Training and Resources	206,890.00	187,364.13
PT-2017	57333	6982	Virginia Dept of Motor Vehicles	FY 2017 Law Enforcement Liaisons	163,300.00	131,798.13
PT Total					370,190.00	319,162.26
RS-2017	57308	6957	Virginia Beach City	Regional Training in Traffic Engineering	20,000.00	20,000.00
RS-2017	57026	6675	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program	120,000.00	87,080.09
RS-2017	57361	7010	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol	54,500.00	35,590.75
RS Total					194,500.00	142,670.84
SC-2017	57375	7024	Abingdon Town	Selective Enforcement - Speed	12,850.00	11,387.34
SC-2017	57345	6994	Albemarle County	Selective Enforcement - Speed	9,336.00	8,080.76
SC-2017	57231	6880	Alleghany County	Selective Enforcement - Speed	7,000.00	7,000.00
SC-2017	57115	6764	Altavista Town	Selective Enforcement - Speed	5,600.00	5,460.00
SC-2017	57237	6886	Amelia County	Selective Enforcement - Speed	15,000.00	15,000.00
SC-2017	57380	7029	Amherst County	Selective Enforcement - Speed	9,900.00	9,900.00
SC-2017	57175	6824	Arlington County	Selective Enforcement - Speed	14,500.00	11,951.13
SC-2017	57121	6770	Arlington County	Selective Enforcement - Speed	18,575.00	18,542.92
SC-2017	57256	6905	Ashland Town	Selective Enforcement - Speed	5,760.00	5,568.36
SC-2017	57107	6756	Bedford County	Selective Enforcement - Speed	10,880.00	7,423.78
SC-2017	57418	7067	Bedford Town	Selective Enforcement - Speed	4,500.00	3,624.60
SC-2017	57338	6987	Blacksburg Town	Selective Enforcement - Speed	7,200.00	7,200.00
SC-2017	57215	6864	Blackstone Town	Selective Enforcement - Speed	5,104.00	4,958.26
SC-2017	57068	6717	Boykins Town	Selective Enforcement - Speed	4,200.00	4,198.05
SC-2017	57247	6896	Buckingham County	Selective Enforcement - Speed	5,000.00	4,884.25
SC-2017	57290	6939	Campbell County	Selective Enforcement - Speed	12,800.00	12,794.53

SC-2017	57126	6775	Carroll County	Selective Enforcement - Speed	19,488.00	10,425.44
SC-2017	57419	7068	Charles City County	Selective Enforcement - Speed	13,500.00	13,500.00
SC-2017	57009	6658	Chesterfield County	Selective Enforcement - Speed	79,540.00	79,540.00
SC-2017	57154	6803	Chincoteague Town	Selective Enforcement - Speed	7,500.00	7,500.00
SC-2017	57328	6977	Christiansburg Town	Selective Enforcement - Speed	10,880.00	9,581.54
SC-2017	57052	6701	Clarke County	Selective Enforcement - Speed	5,005.00	4,957.58
SC-2017	57007	6656	Clarksville Town	Selective Enforcement - Speed	4,420.00	2,597.93
SC-2017	57070	6719	Courtland Town	Selective Enforcement - Speed	5,743.00	5,677.79
SC-2017	57111	6760	Covington City	Selective Enforcement - Speed	2,640.00	241.90
SC-2017	57423	7072	Crewe Town	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2017	57025	6674	Culpeper Town	Selective Enforcement - Speed	3,800.00	3,640.78
SC-2017	57399	7048	Cumberland County	Selective Enforcement - Speed	8,450.00	3,370.30
SC-2017	57393	7042	Danville City	Selective Enforcement - Speed	10,939.00	10,866.91
SC-2017	57064	6713	Essex County	Selective Enforcement - Speed	7,625.00	6,466.60
SC-2017	57164	6813	Exmore Town	Selective Enforcement - Speed	8,750.00	8,750.00
SC-2017	57422	7071	Fairfax City	Selective Enforcement - Speed	9,600.00	8,128.36
SC-2017	57228	6877	Fairfax County	Selective Enforcement - Speed	40,000.00	27,871.67
SC-2017	57100	6749	Falls Church City	Selective Enforcement - Speed	13,100.00	12,353.02
SC-2017	57166	6815	Farmville Town	Selective Enforcement - Speed	12,000.00	11,460.00
SC-2017	57105	6754	Fauquier County	Selective Enforcement - Speed	10,000.00	10,000.00
SC-2017	57260	6909	Frederick County	Selective Enforcement - Speed	10,000.00	6,788.02
SC-2017	57200	6849	Fredericksburg City	Selective Enforcement - Speed	13,825.00	11,242.84
SC-2017	57269	6918	Galax City	Selective Enforcement - Speed	10,680.00	5,162.47
SC-2017	57387	7036	Gate City Town	Selective Enforcement - Speed	2,400.00	2,400.00
SC-2017	57168	6817	Giles County	Selective Enforcement - Speed	6,000.00	5,970.00
SC-2017	57177	6826	Gloucester County	Selective Enforcement - Speed	5,250.00	5,241.25
SC-2017	57271	6920	Goochland County	Selective Enforcement - Speed	15,750.00	13,942.97
SC-2017	57384	7033	Greene County	Selective Enforcement - Speed	5,000.00	4,828.37
SC-2017	57184	6833	Halifax County	Selective Enforcement - Speed	6,680.00	6,680.00
SC-2017	57142	6791	Halifax Town	Selective Enforcement - Speed	9,375.00	9,375.00
SC-2017	57364	7013	Hampton City	Selective Enforcement - Speed	49,750.00	48,687.06
SC-2017	57225	6874	Harrisonburg City	Selective Enforcement - Speed	8,000.00	8,000.00
SC-2017	57303	6952	Haymarket Town	Selective Enforcement - Speed	4,500.00	2,651.55
SC-2017	57316	6965	Henrico County	Selective Enforcement - Speed	42,000.00	42,000.00
SC-2017	57056	6705	Herndon Town	Selective Enforcement - Speed	14,850.00	14,850.00
SC-2017	57090	6739	Hillsville Town	Selective Enforcement - Speed	4,500.00	4,492.51
SC-2017	57259	6908	Hopewell City	Selective Enforcement - Speed	12,300.00	11,676.90
SC-2017	57187	6836	James City County	Selective Enforcement - Speed	19,404.00	19,404.00
SC-2017	57243	6892	Jonesville Town	Selective Enforcement - Speed	4,500.00	4,350.00
SC-2017	57378	7027	King and Queen County	Selective Enforcement - Speed	3,000.00	2,865.00
SC-2017	57222	6871	King George County	Selective Enforcement - Speed	8,000.00	6,351.35
SC-2017	57134	6783	King William County	Selective Enforcement - Speed	7,500.00	7,500.00
SC-2017	57022	6671	Loudoun County	Selective Enforcement - Speed	27,920.00	27,331.61
SC-2017	57245	6894	Lynchburg City	Selective Enforcement - Speed	14,000.00	12,994.92

SC-2017	57414	7063	Madison County	Selective Enforcement - Speed	10,850.00	8,182.61
SC-2017	57218	6867	Manassas City	Selective Enforcement - Speed	16,000.00	13,283.64
SC-2017	57062	6711	Manassas Park City	Selective Enforcement - Speed	20,000.00	19,874.81
SC-2017	57356	7005	Martinsville City	Selective Enforcement - Speed	5,017.00	5,017.00
SC-2017	57257	6906	Mathews County	Selective Enforcement - Speed	5,120.00	4,814.10
SC-2017	57349	6998	Narrows Town	Selective Enforcement - Speed	4,500.00	4,500.00
SC-2017	57304	6953	New Kent County	Selective Enforcement - Speed	11,375.00	11,360.00
SC-2017	57130	6779	Norfolk City	Selective Enforcement - Speed	29,328.00	29,327.49
SC-2017	57198	6847	Northampton County	Selective Enforcement - Speed	7,500.00	5,865.00
SC-2017	57368	7017	Northumberland County	Selective Enforcement - Speed	3,850.00	3,225.56
SC-2017	57147	6796	Nottoway County	Selective Enforcement - Speed	17,386.00	9,362.72
SC-2017	57196	6845	Onley Town	Selective Enforcement - Speed	5,000.00	5,000.00
SC-2017	57306	6955	Orange County	Selective Enforcement - Speed	16,538.00	16,275.80
SC-2017	57367	7016	Patrick County	Selective Enforcement - Speed	4,500.00	4,500.00
SC-2017	57112	6761	Pearisburg Town	Selective Enforcement - Speed	8,588.00	8,588.00
SC-2017	57037	6686	Pembroke Town	Selective Enforcement - Speed	7,500.00	7,500.00
SC-2017	57363	7012	Pittsylvania County	Selective Enforcement - Speed	8,100.00	6,255.33
SC-2017	57297	6946	Poquoson City	Selective Enforcement - Speed	6,394.00	6,297.88
SC-2017	57005	6654	Portsmouth City	Selective Enforcement - Speed	6,958.00	6,543.34
SC-2017	57078	6727	Powhatan County	Selective Enforcement - Speed	18,000.00	18,000.00
SC-2017	57311	6960	Prince Edward County	Selective Enforcement - Speed	4,736.00	3,766.37
SC-2017	57377	7026	Prince George County	Selective Enforcement - Speed	8,400.00	6,725.74
SC-2017	57129	6778	Prince William County	Selective Enforcement - Speed	22,500.00	21,268.96
SC-2017	57136	6785	Pulaski Town	Selective Enforcement - Speed	6,500.00	6,345.31
SC-2017	57091	6740	Rappahannock County	Selective Enforcement - Speed	9,369.00	7,149.40
SC-2017	57065	6714	Richmond City	Selective Enforcement - Speed	40,000.00	40,000.00
SC-2017	57066	6715	Richmond County	Selective Enforcement - Speed	9,000.00	8,488.57
SC-2017	57341	6990	Roanoke City	Selective Enforcement - Speed	13,440.00	13,096.45
SC-2017	57055	6704	Roanoke County	Selective Enforcement - Speed	29,250.00	29,250.00
SC-2017	57325	6974	Rockbridge County	Selective Enforcement - Speed	5,000.00	5,000.00
SC-2017	57017	6666	Salem City	Selective Enforcement - Speed	9,735.00	9,735.00
SC-2017	57013	6662	Spotsylvania County	Selective Enforcement - Speed	51,000.00	45,622.96
SC-2017	57412	7061	Stafford County	Selective Enforcement - Speed	10,500.00	6,134.32
SC-2017	57322	6971	Strasburg Town	Selective Enforcement - Speed	6,369.00	5,580.21
SC-2017	57159	6808	Tappahannock Town	Selective Enforcement - Speed	5,144.00	5,039.09
SC-2017	57086	6735	Tazewell Town	Selective Enforcement - Speed	5,200.00	5,062.50
SC-2017	57155	6804	Timberville Town	Selective Enforcement - Speed	3,000.00	2,880.00
SC-2017	57040	6689	Vienna Town	Selective Enforcement - Speed	17,460.00	17,435.99
SC-2017	57119	6768	Virginia Commonwealth University	Selective Enforcement - Speed	10,800.00	7,299.00
SC-2017	57044	6693	Virginia Dept of State Police	Selective Enforcement - Speed	619,500.00	518,612.16
SC-2017	57180	6829	Washington County	Selective Enforcement - Speed	10,500.00	10,478.04
SC-2017	57073	6722	Waynesboro City	Selective Enforcement - Speed	14,000.00	12,036.12
SC-2017	57124	6773	Weber City Town	Selective Enforcement - Speed	6,750.00	5,070.00

SC-2017	57272	6921	Westmoreland County	Selective Enforcement - Speed	11,250.00	11,250.00
SC-2017	57362	7011	Windsor Town	Selective Enforcement - Speed	11,375.00	10,972.50
SC-2017	57204	6853	Woodstock Town	Selective Enforcement - Speed	6,870.00	6,675.35
SC-2017	57264	6913	Wythe County	Selective Enforcement - Speed	28,000.00	28,000.00
SC Total					1,920,521.00	1,708,436.94
TR-2017	57279	6928	Supreme Court of Va	Improve Traffic Data. Create New and Modify Existing Traffic Reports	44,850.00	36,984.00
TR-2017	57249	6898	Virginia Dept of Motor Vehicles	VAHSO Data Analyst	52,672.00	46,080.31
TR-2017	57320	6969	Virginia Dept of Motor Vehicles	VAHSO/VA Tech Analytics and Reporting	309,102.00	298,016.56
TR-2017	57370	7019	Virginia Dept of Motor Vehicles	VAHSO/VA Tech Crash Location Project	234,000.00	225,451.22
TR Total					640,624.00	606,532.09
402 Total					6,445,180.00	5,490,670.53

Non-Implementation Grants for FFY2017

Grant Number	Grantee Name	Project Title	Reason
154AL 2017 57374 7023	Charlottesville PD	Selective Enforcement – Alcohol	Grantee withdrew from project.
SC2017 57415 7064	Charlottesville PD	Selective Enforcement – Speed	Grantee withdrew from project.
SC2017 57322 6971	Middletown PD	Selective Enforcement – Speed	Change in Personnel. No activity.
SC2017 57072 6721	Dumfries PD	Selective Enforcement – Speed	Manpower Shortage. No activity.
SC2017 57258 6907	Colonial Beach PD	Selective Enforcement – Speed	Manpower Shortage. No activity.
SC2017 57205 6854	Franklin County SO	Selective Enforcement - Speed	Grant Withdrawn
154AL 2017 57331 6980	Supreme Court	Portsmouth 24-7 Supporting Abstinence from Ethanol	Grant Withdrawn

