

WEST VIRGINIA

GOVERNOR'S HIGHWAY SAFETY PROGRAM

ANNUAL REPORT 2018

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WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM

OCTOBER 1, 2017 | SEPTEMBER 30, 2018

303

TRAFFIC FATALITIES

AS OF 12/31/17

26 PEDESTRIANS WERE KILLED BY MOTORISTS

3 BICYCLIST WAS KILLED BY A MOTORIST

35 WERE DRIVERS UNDER AGE 20

98 WERE UNRESTRAINED (NOT USING A SEAT BELT)

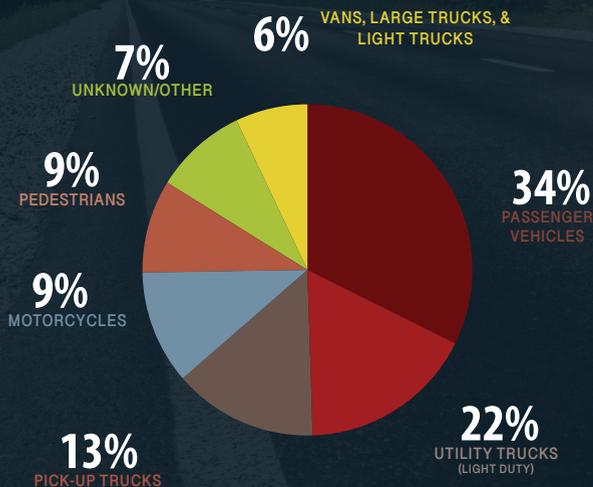
72 WERE ALCOHOL-IMPAIRED WITH A BAC OVER .08

84 MOTORISTS WERE KILLED IN SPEED-RELATED CRASHES

16 WERE MOTORCYCLISTS WEARING HELMETS

10 WERE MOTORCYCLISTS NOT WEARING HELMETS

FATALITIES BY VEHICLE TYPES



90.53%

SEAT BELT USE

1,085 TOTAL SERIOUS CRASH INJURIES

1.62 TOTAL FATALITIES PER VMT

Highway Safety Program 2018

The West Virginia Governor's Highway Safety Program (GHSP) has continued its mission to promote safe driving practices throughout the year. Through grassroots regional and community-based programs, to statewide high visibility enforcement campaigns, the program has worked diligently to spread awareness of occupant protection, child passenger safety, motorcycle safety, ATV safety, bicycle safety, and of the dangers of speeding, distracted driving, and impaired driving.

The GHSP also works with law enforcement agencies across the state to coordinate High Visibility Enforcement (HVE) activities, including sobriety and occupant protection checkpoints, increased patrols, and press events. These campaigns are frequently accompanied by paid media activities and earned media activities facilitated by the GHSP.

Traffic Safety Information System Improvements

The GHSP Traffic Records Coordinator oversees projects that improve the collection of crash, driver, citation and adjudication data to aid GHSP's ongoing efforts to reduce crashes, injuries, and fatalities on West Virginia's roadways. The Coordinator also serves as Chair of the Traffic Records Coordinating Committee (TRCC) which oversees the following projects:

Electronic Citation

eCitation began its official roll-out in 2015 and was established to be an electronic issuance and tracking system for West Virginia citations. The system will include the adjudication information

from all participating Municipal and Magistrate Courts. The adjudication information will be electronically transmitted into a Department of Motor Vehicles queue for examination and entry into the driver's history systems. There are approximately 262 law enforcement agencies scheduled to start using the eCitation system and as of May 31, 2018, 157 law enforcement agencies were writing electronic citations. That number increased to 167 by the end of Sept. 2018, and 10 more agencies planned by the end of December 2018. As of September 30, 2018:

- *184,303 eCitations have been processed into the Electronic Citation System.*
- *178,935 of those eCitations are of the Traffic type; the other 5,368 are of the Criminal type.*
- *77,455 of those Traffic type eCitations were "Warnings" and 101,480 were "Non-Warnings."*
- *80,039 of the total 184,303 eCitations have been adjudicated by a Magistrate Court or Municipal Court.*

Our Advanced Solution with Integrated Systems

Our Advanced Solution with Integrated Systems (wvOASIS) is a statewide, multi-agency Enterprise Resource Planning system that is designed to incorporate end-to-end support of financial management, procurement, and asset management for various administrative agencies. Eventually, data on crashes, including roadway types, drivers, and vehicle types will be included. Though this is not expected to roll out in the next few years, it is anticipated to have a tremendous impact on traffic safety data collection.

Unified Judicial Application System

Unified Judicial Application System (UJA) was developed by the Administrative Office of the West Virginia Supreme Court of Appeals and will provide electronic links between the courts and administrative agencies, providing essential conviction details that allow for accurate legal proceedings and will effectively hold drivers accountable for traffic safety violations. Previously, there were discussions to build an electronic bridge between the Magistrate Courts, UJA, and DMV to process and flow adjudicated citation information to the DMV via the electronic bridge. The building of this electronic bridge has been ongoing for several years and remains in a testing status by the court developers.

Training Classes Coordinated through GHSP

The GHSP encourages continuing education for its law enforcement officers in order to provide the best possible performance and results for those participating in High Visibility Enforcement (HVE) activities. Various classes were held throughout the year for law enforcement officers as well as child passenger safety advocates.

Child Passenger Safety	Classes	Students
CPS Technician Certification	3	55
CPS Technician Renewal	2	8
Kidz in Motion (KIM)	4	48
Specialized Needs Class	1	16

Law Enforcement Only Training	Classes	Students
Speed Enforcement & Radar/Lidar	3	16
LE Occupant Protection	25	248
Sobriety Checkpoints	5	61
DUI Detection (Drugs and/or Alcohol)	21	514

Training Events

The GHSP hosts an annual *Highway2Enforcement* Conference that provides essential training to law enforcement and legal professionals throughout the state to enhance their knowledge of impaired

driving issues and how it pertains to their jobs. The conference provides up-to-date training on various issues from year-to-year, including impaired driving and substance abuse trends with the motoring public. The expectation for conference attendees is that they take this knowledge and apply it to more successfully combat impaired driving issues.

After being without a Traffic Safety Resource Prosecutor (TSRP) during FY17, the GHSP was successful in filling this role for FY18 through the Kanawha County Prosecuting Attorney's Office. In FY18, the TSRP program trained 97 prosecutors, as well as 872 law enforcement officers and other traffic safety personnel across the state. Training included a DRE program overview for Assistant Attorney Generals, Prosecuting the Drugged Driver, and DUI-D Nuts and Bolts. This position helps fill in the training and education needs of law enforcement, emergency personnel, and legal professionals in highway safety-related issues. In addition, this position helps promote and expand partnerships to improve highway safety.

Unfinished Projects

The GHSP implemented all projects outlined in the FFY 2018 Highway Safety Plan.

State Strategic Highway Safety Plan

In FFY 2018, the Safety Management Task Force (SMTF) completed its update of the State's Strategic Highway Safety Plan (SHSP), which identifies a state's most serious traffic safety problems and outlines strategies and actions to solve them. West Virginia used a data-driven, coordinated, collaborative approach involving Federal, State, regional, and local safety professionals and stakeholders to develop the SHSP and reduce roadway fatalities and serious injuries.

The task force is comprised of more than 30 members, including representatives from the West Virginia Governor’s Highway Safety Program. Based upon an analysis of crash data, the SMTF identified the following emphasis areas for the 2017-2021 Plan which represented the most fatalities and serious injuries. Data improvement was included as an emphasis area because of the importance of various data sources in determining the emphasis areas, strategies, and actions steps, as well as tracking and assessing the progress of each.

- Roadway Departures
- Alcohol and Drug Impaired Driving
- Occupant Protection
- Speeding and Aggressive Driving, and
- Improving Highway Safety Data

The SMTF confirmed Zero Fatalities as a long-term goal with an interim goal of reducing fatalities by one-half by 2030.

The updated SHSP complies with the Fixing America’s Surface Transportation Act (FAST Act) requirements, and is consistent with the West

Virginia Highway Safety Plan (HSP) and the Highway Safety Improvement Plan (HSIP).

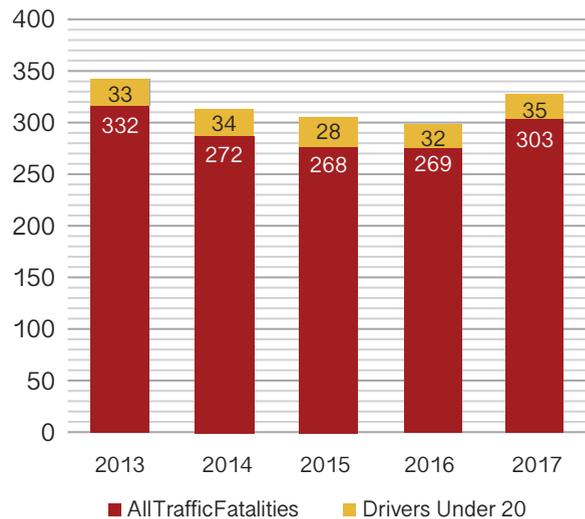
Now that the update is complete, the SMTF will focus on implementing the plan. This will involve tracking progress on implementing the plan’s strategies and actions; determining the effectiveness of the various projects and programs; identifying and overcoming barriers; and providing guidance on the safety efforts in West Virginia. The SMTF will also want to determine the approach for future updates, and work on data needs and improvements, which is critical to the success of the SHSP. Evaluation will take on added importance since West Virginia wants to know where limited resources will achieve the greatest benefit. To ensure the plan evaluation, the State

will create an evaluation plan that will examine the effectiveness of the effort and whether West Virginia is meeting its goals.

Evidence-Based Traffic Safety Enforcement

A significant portion of West Virginia’s highway safety grant funds is awarded to law enforcement agencies in FFY 2018 through eight Regional Coordinators and the West Virginia State Police.

All Traffic Fatalities -vs- Fatalities of Drivers >20
From 2013 to 2017



Status on Core Performance Goals & Measures

The core performance measures mirror the 11 outcome and 1 behavior performance measures developed by NHTSA in collaboration with the Governor’s Highway Safety Association (GHSA). The FFY 2018 performance measures included the number and rate for fatalities and number for serious injuries, to ensure the HSP is consistent with the performance measures in the SHSP. The status of these measures is in the table on the next page.

Enforcement agencies participate each year through eight Regional Coordinators and the West Virginia State Police. The GHSP has developed policies and procedures to ensure enforcement resources are used efficiently and effectively to support the goals of the State’s Highway Safety Program. West Virginia incorporates an evidence-based approach in its statewide enforcement program through the following components on this page.

Data-Driven Problem Identification

In the statewide problem identification process used in the development of the HSP, the data analyses are designed to identify who is over involved in crashes and when, where, and why crashes are occurring. Key results from the problem identification are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the identified highway safety issue(s) and the proven strategies that will be implemented to address the problem must be included in the funding application submitted to GHSP. Each of the eight Regional Coordinators assign enforcement activities based upon measurable data provided to them by the GHSP. The expected enforcement effort will be by written agreement and included as part of their grant file. The effort and progress is monitored by the GHSP Program Managers.

Implementation of Evidence-Based Strategies

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement data-driven, evidence-based strategies. The HSP narrative outlines West Virginia’s broad approach to address key problem enforcement areas and guides local

Core Performance Goals and Measures	5-Year Average 2011 to 2015	2018 HSP Target	Total 12/31/17
Fatalities An 9.1% reduction target was established in the 2018 HSP.	309	281	303
Serious Injuries A 16.4% reduction in serious injuries was established in the 2018 HSP.	1,604	1,341	1,085
Fatalities Per VMT An 16.3% reduction in fatalities was established in the 2018 HSP.	1.63	1.37	1.62
A 16.3% reduction in urban fatalities per VMT was established in the 2018 HSP.	0.99	0.83	N/A
A 16.3% reduction in rural fatalities per VMT was established in the 2018 HSP.	2.09	1.75	N/A
Unrestrained Passenger Vehicle Occupant Fatalities An 15.7% reduction target was established in the 2018 HSP.	115	97	98
Alcohol-Impaired Driving Fatalities An 25% reduction target for these fatalities was established in the 2018 HSP.	108	81	72
Speeding-Related Fatalities A 37.4% reduction target was established in the 2017 HSP.	104	65	84
Motorcyclist Fatalities A maintenance target was established in the 2018 HSP.	28	28	26
Unhelmeted Motorcyclist Fatalities A 24.4% reduction target was established in the 2018 HSP.	8	6	10
Under Age 20 Driver Fatalities A 22.6% reduction target for these fatalities was set in the 2018 HSP.	35	28	35
Pedestrian Fatalities A 25.6% reduction target was established in the 2018 HSP.	23	17	26
Bicyclist Fatalities The target established on the 2018 HSP was zero.	1	0	3
Observed Seat Belt Use A 2.6% point increase to a 92% use rate was the target for 2018.	2017 89.7%	Goal 92%	2018 90.53%

jurisdictions to examine local data and develop appropriate countermeasures (using NHTSA’s Countermeasures That Work and other proven resources) for their specific problem area(s).

Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required.

Several State-mandated enforcement blitzes are also included. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations are also proven strategies.

By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by the GHSP. Further details on specific enforcement efforts can be found in each of the program areas.

Continuous Monitoring

Continuous monitoring of the enforcement grants is another important element of West Virginia’s evidence-based traffic safety enforcement program. Enforcement agencies’ deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GHSP. The agencies receiving grant funding are required to detail program progress in their activity reports which include data on the activities conducted (e.g., areas and times worked, number of citations and arrests issued). Funding decisions for subsequent years are based on the effectiveness and performance of the enforcement project.

Enforcement grants are also monitored throughout the year by the eight Regional Coordinators. Enforcement activities and efforts are monitored continuously not only from the GHSP Program Manager and the Regional Coordinator, but also by agency LELs and the State LEL. (Note: Each law enforcement agency that is a recipient of Highway Safety funding must have an assigned officer to serve as the agency LEL). Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact and

effectiveness and modifications are made where warranted. A citation/arrest database is used to track and monitor enforcement efforts. Special projects are implemented as needed.

Data Tracking & Agency Support Program (DTASP)

The GHSP has restructured the program formerly known as WV LifeSavers in order to adhere to FAST-ACT program requirements and to provide better tracking of law enforcement agency-assigned equipment for HVE campaigns and saturation patrols. The newly revised program launched in FFY 2018 and serves as a means to more accurately track expenditures of equipment and collecting non-funded enforcement data.

GHSP Grant-Funded Enforcement	Citations
Seat Belt Violations	10,206
Child Restraint Violations	154
Speeding Violations	10,838
Red Light, Stop Sign & Yield Violations	1,968
Distracted (Cell phone) Violations	5,753
Grant-Funded Arrests	Total
Impaired Driving Arrests	1,502
Misdemeanor Arrests	2,199
Felony Arrests	521
Drug Arrests	1,090
Fugitive Arrests	125
Other Results	
Underage Alcohol	186

Budget & Funding Summary

*NHTSA has approved West Virginia’s request for an extension until January 30, 2019 of the FFY18 financial reconciliation (closeout). As a result, West Virginia will submit an **FFY18 Final Cost Summary and Grant Status Report Summary** for the FFY18 West Virginia Annual Report once the closeout has been completed.*

Occupant Protection Programs



The GHSP's Occupant Protection (OP) Plan is designed to reduce injuries and fatalities through increasing seat belt use. It is a continual, multi-year plan that is evaluated annually, with changes made as needed.

This GHSP approach utilizes city, county, and state law enforcement agencies, as well as the eight Regional Coordinators, statewide community partners, and the media.

Strategic occupant protection tactics that were utilized in FFY 2018 are listed on page 11.

OP HVE: Click It or Ticket

The Regional Coordinators and their task forces continually used the local media markets and education systems to get the message out to West Virginians to buckle up.

The GHSP has also utilized the Click It or Ticket (CIOT) campaign to spread OP awareness and enforcement messages in West Virginia for several years.

During May of each year, an intensive CIOT campaign is launched statewide with a month-long enforcement and media blitz. In FFY 2018 the campaign resulted in:

- 2,559 seat belt citations
- 579 DUI arrests
- 244 drug-impaired DUI arrests
- 22 child safety seat violations
- 65 felony arrests
- 16 fugitives apprehended

These were accomplished through patrols and checkpoints by 106 law enforcement agencies, including 36 West Virginia State Police detachments.

West Virginia again participated in Border-to-Border activities alongside multiple states in NHTSA Regions 1, 2, 3, 4, 5 and 8. There was participation by six county sheriff's departments, 9 municipal departments, several WV State Police detachments, as well as agencies from Maryland and Virginia. All agencies coordinated seat belt enforcement on Monday, May 21, 2018 from 4pm to 8pm.



The GHSP co-hosted two kick-off press conferences with tri-state involvement in Wheeling, WV, and Ironton, OH, both including Ohio and Kentucky agencies.

Approximately \$369,791 in Section 402 and Section 405b funds were spent across the state on:

- 94 billboards
- 1,279 broadcast television spots
- 6,968 radio spots
- 45 streaming web ads
- 8 Facebook post boosts
- 8 Twitter post boosts

Earned media value was significant through local efforts of the eight Regional Coordinators wherein stories were aired and/or printed covering CIOT campaign activities, earning more than \$300,000 in earned media through free radio spots, print ads, digital ads, and social media ads. Our partnership with WV Metro News garnered 2,881 free radio spots statewide for May CIOT. As this was an election year, bonus spots were very limited during CIOT periods. Billboards purchased during this campaign resulted in 3,344,747 total impressions with 1,419,731 in rural locations throughout the state.

In addition to the media campaign for the National CIOT Blitz in May, radio advertising was also purchased during three statewide CIOT enforcement blitzes in November 2017, March 2018, and August 2018. A combined 8,978 radio ads, along with 127 streaming ads, were purchased through WV MetroNews.

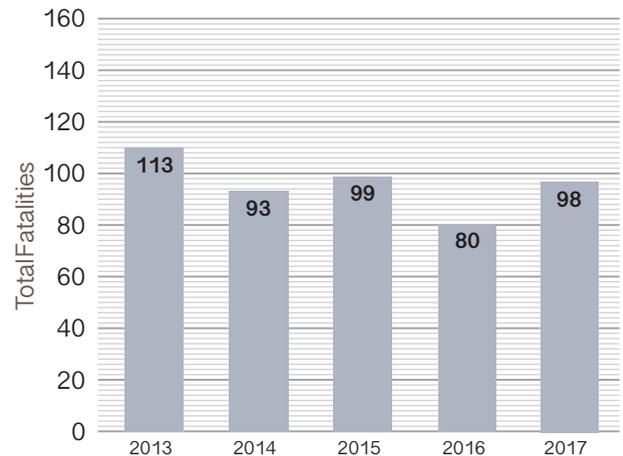
Facebook and Twitter Campaign Results

	Totals	Average Cost Per	
Budget	\$8,654	Boost	\$540.86
Impressions	572,876	Impression	\$0.04
Engagement	223,146	Engagement	\$0.02

Seat Belt Survey

In FFY 2018 the annual seat belt survey was conducted at 169 locations throughout the state, following the Uniform Criteria for State Observational Surveys of Safety Belt Use. The survey concluded that 90.53 percent of West Virginians were buckling up.

Unrestrained Passenger Fatalities From 2013 to 2017



Child Passenger Safety Program

To combat the non-use and misuse of child passenger safety (CPS) seats, 48 permanent fitting stations are available across the State. FFY 2018 ended with 251 CPS Technicians statewide and 11 CPST Instructors.

CPS programs in FFY 2018, primarily funded with Section 405b funds, were utilized for fitting station supplies, clinics, and courses. Section 406 funds were used to purchase child safety devices.

Approximately 614 child safety devices were purchased in FFY 2018, and \$25,344 was spent on media for online and radio advertising during CPS Week. Facebook and Twitter were also utilized to promote awareness.

Four Kidz in Motion (KIM) courses were also held, with a total of 48 technicians at these classes. Students learned the latest in car seat technology and hands-on demonstrations. Upon successful completion of the course, CPSTs obtained all six of the required CEUs in order to re-certify with Safe Kids. Additionally, a “Safe Travel for All Children: Transporting Children with Special Health Care Needs” course was held in October 2017, with 16 CPSTs receiving certification on special needs children and car seats. WV’s CPST recertification rate in FFY 2018 was 42.6%, down 13.7% from FFY 2017.

Checks & Installations

Approximately 2,106 child safety devices were checked in FFY 2018 and another 472 car

seats were provided to low income families. Additionally, 69 events were held throughout the year to educate or provide hands-on instruction to parents and caregivers.

During National CPS Week, September 23-29, 2018, the GHSP held 8 free car seat check-up events throughout the state.

CPS Fitting Stations

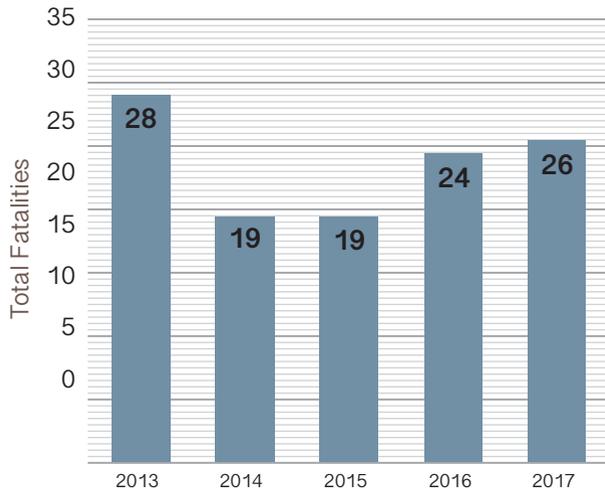
Several new child safety seat fitting stations were established in FFY 2018, bringing the total to 53 statewide.



OP Tactics	Activities
High Visibility Enforcement Activities (Daytime and nighttime)	Informational checkpoints, saturation patrols, directed patrols and media events provided a strong presence of HVE activities in FFY 2018.
Public Education & Information Activities (Age and Audience Specific)	<p>Materials such as brochures, fliers, posters, coloring books, and informational cards with OP messages were produced and distributed at various events to promote OP safety.</p> <p>OP and CPS activities were hosted to educate the public including informational booths at community events, baby showers, fairs, and in schools.</p> <p>Regional coordinators also utilized local task force groups to spread OP awareness.</p>
OP Training Classes	<p>Various courses were held including:</p> <ul style="list-style-type: none"> • <i>CPS Technician and Technician Renewal Courses</i> • <i>Kidz in Motion Classes</i> • <i>Below 100 Training</i> • <i>TOPS Training</i> • <i>Safe Travels for All Children: Transporting Children with Special Healthcare Needs</i> <p>LE Officers who participate in GHSP grant-funded activities are required to adhere to their department's OP regulations.</p>
Child Passenger Safety Program Technician	<p>51 Permanent Seat Fitting Stations were maintained in 33 of 55 counties to ensure parents and caregivers have one-on-one assistance on how child safety seats are properly installed.</p> <p>67 Seat Fitting Education Events were hosted in FFY 2018 to reach large public segments and spread awareness.</p> <p>Additionally, regional activities included:</p> <ul style="list-style-type: none"> • <i>Safety City Education Events</i> • <i>Partnerships with the Gabriel Project and County Family Resource Networks, for providing Child Safety Seats to low income qualifying families in need</i>
Law Enforcement Recognition & Awareness	Annual Recognition (Statewide & Regional) took place throughout the year during regional awards banquets, at the annual H2E Conference, and with the Data Tracking and Agency Support (DTAS) program to provide agencies with in-service tools to equip officers with GHSP enforcement.
Community Outreach	<p>The Occupant Protection Committee, comprised of medical, emergency medical services, transportation and highway safety professionals met to discuss community-based approaches on OP issues.</p> <p>Additionally, regional activities included:</p> <ul style="list-style-type: none"> • <i>Battle of the Belts (High School Seatbelt Use Competition)</i> • <i>Buckle Up Bear (GHSP OP Mascot) Appearances at Schools, Events, and Parades</i> • <i>The "Think Fast" Game show toured several WV schools to promote OP and DUI awareness</i>
National & Statewide Enforcement Initiatives	Click It Or Ticket (CIOT) HVE Campaigns were held in November, March, May, and August with law enforcement agencies statewide.
Participation in OP Legislation <i>There have not been any occupant protection related legislative changes since FFY 2013.</i>	<p>A Primary Seat Belt law went into effect July 9, 2013. The law carries a \$25 fine, but no points or associated court fees. Back seat passengers over the age of 18 are not required to wear seat belts.</p> <p>West Virginia's Child Passenger Safety Law requires children up to the age of eight and less than 4'9" to be secured in a child safety device.</p>
Media Activities	<p>Various events provided opportunities for Regional Coordinators to partner with schools and community groups to spread safety messages that generated media attention.</p> <p>Press events were hosted to promote Click It or Ticket and Border to Border during the month of May as part of the National Enforcement Blitz in addition to earned and paid media activities.</p> <p>During National CPS week, social media was used to draw attention to the challenges of properly installing car seats.</p>

Pedestrian

Pedestrian Fatalities
From 2013 to 2017



Even though the number of pedestrian fatalities made up less than 10% of all traffic fatalities, the GHSP feels that some education on pedestrian safety is warranted. This is accomplished through safety presentations, given to various age groups on a variety of traffic safety topics along with pedestrian safety.

During Back to School initiatives, students are educated on safely walking to and from school, the bus stop, and when crossing the street; especially when walking to and from the bus.

Also, Safety City in Charleston and Safety Town in Huntington teach students about a wide variety of topics, including pedestrian safety through videos, lectures, demonstrations, and question-and-answer sessions. The City of Morgantown is currently working on their own version of Safety Town.

The GHSP also works to gain earned media for pedestrian safety, whether due to participation in an upcoming event or a recent crash. When there

is a pedestrian fatality, the media often reaches out to the GHSP to discuss the issues as well as applicable state laws.

Projects for this program were funded with Section 402 funds.

Bicycle Safety

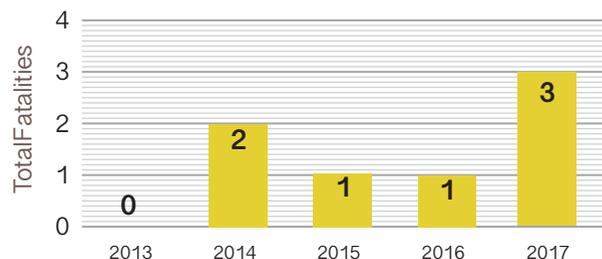
Fortunately in West Virginia, bicycle fatalities are very minimal. The GHSP wants that trend to continue, therefore bicycle safety messages were spread yearlong with messages geared toward bicyclists and drivers while driving alongside bicyclists.

Students were educated through bicycle rodeos and other youth events in which youth are taught bicycle safety and provided with a variety of bicycle safety materials.

Several news stories ran in the media pertaining to bicycle safety events, and social media was utilized to share these stories as well as other bicycle safety messages throughout the year.

Projects for this program were funded with Section 402 funds.

Bicyclist Fatalities
From 2013 to 2017



ATV Safety

West Virginia law requires an **ATV Safety Awareness Program** for riders under 18 years old. In FFY 2018, West Virginia had 16 ATV fatalities occurring on the state’s roadways. Though West Virginia law focuses on riders under 18, fatalities occur with all ages of riders.

Data supports that helmet use remains the most productive deterrent in preventing ATV injuries and fatalities, and that riders of all ages should be educated on ATV safety and helmet use.

The ATV Safety and Awareness Program provides safety training at WV DMV regional offices.

The GHSP promotes an expanded version of the training through partnerships with a number of state agencies including West Virginia University (WVU) Extension Service, the Department of Natural Resources, the West Virginia National Guard, the Department of Education, and the Division of Forestry. A 2.5 hour online ATV safety course is also available for riders to increase safe ATV practices.

In addition to safety training, the GHSP has helped facilitate the construction of ATV trail systems that provide ATV riders the opportunity of riding on a dedicated course off public roads and reducing ATV fatalities.

Though NHTSA has no measures for the GHSP on ATV Safety, and no federal funding is received for the ATV Safety Program, the GHSP will continue to improve public awareness and reinforce outreach efforts to reduce ATV fatalities and injuries.

Motorcycle

The GHSP utilizes the **West Virginia Motorcycle Safety Program (WVMSP)** to enhance motorcycle safety awareness, promoting alcohol and drug effect awareness for motorcyclists, rider improvement, licensing improvement, program promotions, and education.

Motorcycle Data

Motorcycle registrations for FFY 2018 totaled 54,716 with 107,211 West Virginia licensees holding a valid motorcycle endorsement.

Safety Training

Motorcycle Safety Trainees	Passed	Failed	Pass Rate
Basic Rider Skills	920	19	98%
Expert Rider Skills	17	0	100%
3Wheel Basic Skills	3	0	100%
Mobile Training Unit	14	0	100%

The GHSP utilizes the **Motorcycle Safety Foundation (MSF)** to provide motorcycle training, technical assistance, and all of the required equipment and training materials. The MSF also certifies the WVMSP’s curriculum and its RiderCoaches (trainers).

Additionally, the Safe Motorcyclist Awareness & Recognition Trainer (SMART) motorcycle safety training simulator was utilized to train riders by creating a virtual environment where the rider could negotiate road hazards in a safe manner while helping them learn valuable crash avoidance skills. They are frequently utilized in high school Driver’s Education programs, as well as at safety fairs throughout the state as a powerful teaching tool.

The WVMSPP also used a Mobile Training Unit for safety training at special events and in more remote locations in the state.

Program Highlights

The WVMSPP participated in a number of motorcycle-related events and rallies in FFY 2018 where program promotion, safety training, and media coverage was attained.

- *The McKee’s Sky Ranch Vintage Motorcycle Rally*
- *Mountain Fest Bike Rally*
- *Rod Run and Doo Wop*
- *Dagger’s Toy Run*
- *Capitol City FOP Car & Bike Show*
- *Donel C. Kinnard Memorial Run*
- *Road Riders for Jesus*

These events garnered media coverage and were promoted by the GHSP on social media as well.

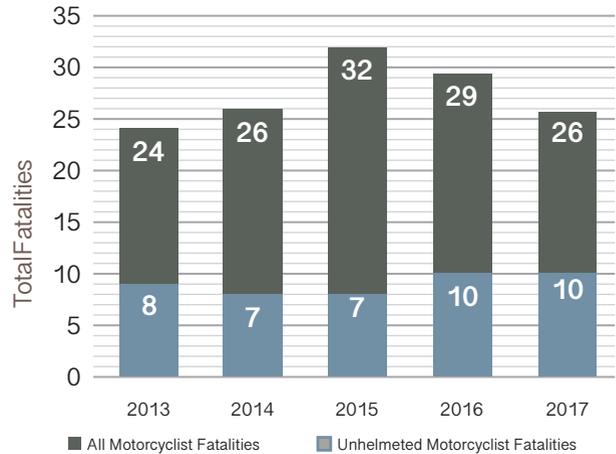
Media

The WVMSPP utilized radio PSAs, talk shows, billboards, social media, and event sponsorships to promote motorcycle safety.

The primary focus of motorcyclist messages was the enforcement elements of helmet use and impaired-free riding, as well as efforts to encourage potential and future riders to obtain their motorcycle endorsement by taking the BRC prior to experiencing riding on our public roads. A radio campaign ran from February through October to encourage riders to take the WVMSPP BRC training.

Additionally, Section 2010 funds were used to run Facebook post boosts and for billboards around the state in geographic locations closest to motorcycle fatalities that displayed the message “Look Once, Look Twice for Motorcycles.”

Motorcyclist Fatalities From 2013 to 2017



Program Budget

The WVMSPP is primarily funded through the “Motorcycle Safety Fund”, which is established in *WV Code §17B-1D-7*. This account retains all motorcycle endorsement fees (except for instruction permit fees) for WVMSPP use. Additionally, the WVMSPP utilized residual federal funding from Section 2010 and Section 405(f) funds to operate its programs. Federal 2010 funds were exhausted at the end of FFY 2018.



Traffic Safety

Red Light & Stop Sign HVE Campaigns

To combat the traffic safety issue of red light and stop sign violations, the GHSP utilized “Target Red” during August 1-15, 2018.

Target Red Billboards	Count	Paid \$ Total Spent	Earned \$	Total Campaign Value
WV Outdoor and Lamar	100	\$50,000	\$6,750	\$56,750

During the campaign, the GHSP funded enforcement patrols, public information and education materials, and media.

A total of 66 law enforcement agencies participated statewide in the August Target Red campaign, working 2,983 hours, and issuing 610 citations for running red lights and stop signs. There were 4,000 other citations written during the campaign as well.

Speeding HVE Campaigns

Speed-related crashes contributed to nearly one-fourth of all motor vehicle fatalities.

In FFY 2018, the GHSP had 84 speed-related fatalities, and the GHSP funded enforcement and saturation patrols in efforts to reduce speed-related crash fatalities.

Participating county and municipal law

enforcement agencies focused on city, county, and state routes, with locations determined primarily by crash frequency, fatalities, volume of citizen complaints regarding speeders, and traffic volume. State Police focused enforcement efforts primarily on interstates.

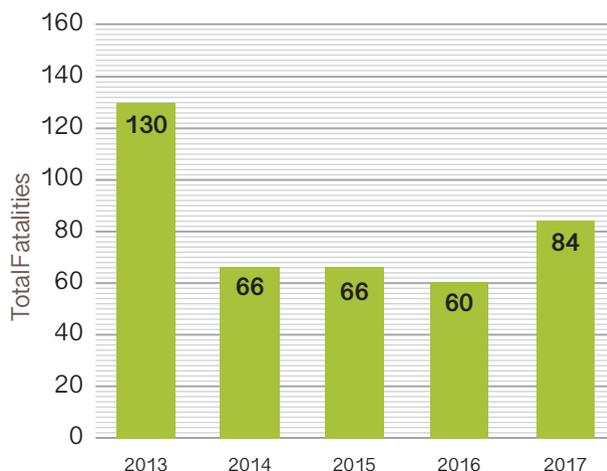
Weekday “rush-hours” of 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m., Saturday and Sunday afternoons, and holiday weekends were the targeted times for speed enforcement.

A total of 254 law enforcement agencies participated in speed enforcement in FFY 2018, working 4,127 hours, and issuing 10,799 citations specifically for speeding.

In FFY 2018, 73 law enforcement agencies participated in work zone safety with 1018 hours on work zone speed enforcement. Approximately \$30,557 was spent in total by law enforcement agencies on this effort.

Thirty-seven speed detection devices (radars/ lidars) were purchased in FFY 2018 for various law enforcement agencies throughout West Virginia.

Speed-Related Fatalities
From 2013 to 2017



Fatalities in Crashes Involving Speeding

Speeding Fatalities Per 100,000 Population

County	Fatalities	Per 100k	County	Fatalities	Per 100k
Barbour	1	6.06	Mineral	2	7.35
Berkeley	3	2.61	Mingo	2	8.29
Boone	0	0.00	Monongalia	2	1.90
Braxton	0	0.00	Monroe	0	0.00
Brooke	0	0.00	Morgan	1	5.65
Cabell	1	1.05	Nicholas	3	11.98
Calhoun	1	13.69	Ohio	1	2.38
Clay	0	0.00	Pendleton	0	0.00
Doddridge	2	23.36	Pleasants	0	0.00
Fayette	2	4.60	Pocahontas	1	11.83
Gilmer	3	37.48	Preston	1	2.97
Grant	1	8.57	Putnam	4	7.04
Greenbrier	1	2.83	Raleigh	1	1.33
Hampshire	1	4.26	Randolph	0	0.00
Hancock	2	6.79	Ritchie	0	0.00
Hardy	1	7.29	Roane	5	35.60
Harrison	4	5.90	Summers	1	7.70
Jackson	2	6.90	Taylor	0	0.00
Jefferson	2	3.55	Tucker	0	0.00
Kanawha	13	7.09	Tyler	1	11.37
Lewis	0	0.00	Upshur	0	0.00
Lincoln	0	0.00	Wayne	1	2.49
Logan	3	9.11	Webster	2	23.89
Marion	1	1.78	Wetzel	1	6.48
Marshall	2	6.41	Wirt	0	0.00
Mason	2	7.46	Wood	2	4.70
McDowell	1	5.42	Wyoming	0	0.00
Mercer	2	3.35			

Public Information & Education (PI&E) and Media Efforts

Regional Coordinators conducted outreach through schools and community events to educate and generate earned media. Social media also took place during the Target Red campaign and with year-long speed enforcement.

Distracted Driving

Despite West Virginia’s primary cell phone and texting laws, distracted driving is still a problem in West Virginia. While detailed distracted driving crash data is currently not available, the GHSP’s citation data supports the need to address distracted driving.

In FFY 2018, GHSP grant-funded activities include 5,164 cell phone citations, 586 texting citations, and 252n warnings.

The GHSP provided \$183,884 in FFY2018 for distracted driving enforcement, using funding from Section 402 and the West Virginia Division of Highways (WVDOH).

While enforcement funds were spent throughout FFY 2018, there was a major focus during April for Distracted Driving Awareness Month and HVE activities included paid media from grants provided by WVDOH.

A total of 124 law enforcement agencies participated statewide in the statewide Distracted Driving campaign in April 2018, working 4,132 hours, and issuing 1,407 citations for cell phone use/texting.

Radio Campaign Breakdown	Count	Cost \$
Paid Radio Spots	5,025	\$22,537
Online Streaming Spots	43	\$2,451

Impaired Driving

The GHSP's Impaired Driving Plan is designed to reduce injuries and fatalities through decreasing instances of alcohol-impaired and drug-impaired driving. It is a continual, multi-year plan that is evaluated annually, with changes made as needed.

This GHSP approach utilizes city, county, and state law enforcement agencies, as well as the eight Regional Coordinators, statewide community partners, and the media.

Sustained DUI Enforcement Plan

The GHSP has developed a statewide plan to reduce DUI-related crashes, injuries, and fatalities by using a sustained enforcement effort.

This plan is led by GHSP's Alcohol Programs coordinator and the Law Enforcement Liaison, and takes a comprehensive approach by using city, county, and state law enforcement agencies, Regional Coordinators, the enforcement agents of the West Virginia Alcohol Beverage Control Administration (ABCA), community agencies, schools, and colleges.

The plan covers the entire state in a comprehensive and sustained manner using the following categories:

- Public Information & Education Activities
- Media Activities
- Training Activities
- Age Group Activities
- Underage Enforcement Activities
- Sobriety Checkpoints
- Focused Patrols

The plan also includes GHSP's efforts to enhance the effectiveness of its impaired driving program by equipping the criminal justice community and law enforcement officials with the knowledge and skills to detect, arrest and prosecute impaired drivers.

Specific sustained DUI Enforcement tactics that were utilized in FFY 2018 are listed on **page 21**.

DUI HVE: Drive Sober or Get Pulled Over

West Virginia participates in NHTSA's National DUI Blitz for Labor Day and Christmas. Additionally, the GHSP has designated HVE periods established as State Mandated Blitz periods, which take place around West Virginia Day, Fourth of July weekend, and Thanksgiving through New Year's Day.

High Visibility Enforcement

Each campaign utilizes the NHTSA message "Drive Sober or Get Pulled Over" (DSOGPO) to convey the dangers of impaired driving through paid media and on social media.

Enforcement activities that took place included:

- *Visible Saturation Patrols in high DUI areas*
- *Saturation/Directed Patrols (in accordance with the state's Section 410 Plan)*
- *Sobriety Checkpoints*
- *Underage alcohol sales stings*
- *Targeted enforcement activities during peak alcohol-related crash times including holidays, special events, and at high alcohol-related crash locations.*
- *DUI Patrols in the "Top 100" alcohol-related crash locations (locations provided by DOH)*

Media

The 2017 Holiday campaign began Thanksgiving week (November 2017) through New Year's Day (2018), utilized \$257,609 of Section 402 and 405d funds to purchase TV spots, cinema ads, Facebook post boosts, and radio.

During the Labor Day enforcement campaign, from August 15, 2018 through September 3, 2018, \$360,000.00 of 405d funds were used to buy TV spots, cinema ads, billboards, and social media boosts.



Paid Media: DSOGPO Billboards

Additional paid media included year-round sports advertising during basketball and football sporting events at the state's largest universities to target males 18 to 34 for a total of \$104,250.

Earned media was also generated year-round by Regional Coordinators presenting impaired driving prevention information through media outlets such as TV, radio, newspaper and news sites, and at community based events. Social media was also utilized heavily to promote awareness messages and to share news stories that ran.

Funding

The federal funding sources for impaired driving initiatives include Sections 154AL, 410, 410 HVE, 410HFR, 402 AL, and 405(d). Funds are also generated through a six percent excise tax on the sale of liquor and wine, and



Kicking off Drive Sober or Get Pulled Over campaign in Kentucky, Ohio, and West Virginia at the I-64 rest stop in

funding for impaired driving projects is available through a quarterly application process by any law enforcement agency in West Virginia.

State Specific Impaired Driving Prevention

Commission on Drunk Driving Prevention

The GHSP works closely with the Commission on Drunk Driving Prevention (CDDP) to combat impaired driving in West Virginia. The CDDP is a state-funded program addressing drunk driving, and receives its funding from a dedicated state tax on alcoholic beverages. In FFY 2018, the CDDP provided nearly \$54,054 for DUI enforcement activities, resulting in 1,157 hours of overtime to 90 police officers, and 94 DUI Arrests. Additionally, the CDDP paid for 85 West Virginia State Police checkpoints resulting in 41 DUI arrests.

The CDDP also provides funds for the maintenance and purchase of the GHSP-approved

Intoximeter evidentiary breath testing devices, preliminary portable breath testing devices (PBTs), Mobile Breath Alcohol Test Vehicles (BAT Mobiles), and some expenses incurred by the blood testing lab, in addition to the funding granted to enforcement.

Law enforcement agencies use these machines,

without cost, to prosecute all persons who are arrested in West Virginia for driving under the influence.

Drug Evaluation Classification (DEC) Program

West Virginia was granted DEC status with the International Association of Chiefs of Police (IACP) in 2013 to establish a statewide Drug Evaluation and Classification Program (DEC).

Ever since, the GHSP has maintained a State DRE Coordinator, who reports to the GHSP Alcohol Program Coordinator and together they have worked diligently to develop a DEC program designed to remove alcohol and drug-impaired drivers from WV roadways.

The strategic approach of the DEC program is to train law enforcement officers how to detect drug-impaired drivers affected by seven major drug categories via a twelve step process. Once the law enforcement officers complete the training, they become Drug Recognition Experts, or DREs.

At the beginning of FFY 2018, there were 38 DREs, and ten more officers completed DRE training during FFY 18, for a total of 48. Of these 48 DRE's, 21 are Sheriff Department Deputies, 16 are Municipal Police Officers, and 11 are State Police Troopers.

The state DRE Coordinator also conducted classes for Standardized Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Evaluation (ARIDE) training around the state to 312 law enforcement officers.

Alcohol Advisory Board

The GHSP maintains an Alcohol Advisory Board to establish and modify the alcohol enforcement measures for the GHSP.

The Alcohol Advisory Board meets quarterly and helps establish the expectations and standards for the law enforcement officers who work under the highway safety grants. They also aid in determining the type of training, as well as the content of the training, for the law enforcement officers who work the alcohol grants.

The Alcohol Advisory Board assists in the preparation of the GHSP's Alcohol Enforcement Plan as well as the state's Section 405d federal grant application and the state's federal grant application.

Traffic Safety Resource Prosecutor

The GHSP provides funding for a Traffic Safety Resource Prosecutor (TSRP), and after a year of not having that position filled, a TSRP was hired through the Kanawha County Prosecuting Attorney's Office for FFY2018.

The TSRP also coordinates traffic safety efforts between prosecutors, magistrates and law enforcement. Prior to the TSRP program, no consistent statewide training on traffic-related issues existed between prosecutors and law enforcement.

The TSRP will provide training to WV magistrates, law enforcement officers and prosecutors through a variety of opportunities. Training topics at these included Following Through with DUI Cases, WV DRE Program, Common Defense Misconceptions, Preparing DUI Cases for Trial, DUI Direct and Cross Examinations, and updates to DUI and Traffic Safety laws. With medical marijuana becoming legal in West Virginia in 2019, a special focus has been placed on training prosecutors on how to prosecute the drug impaired driver.

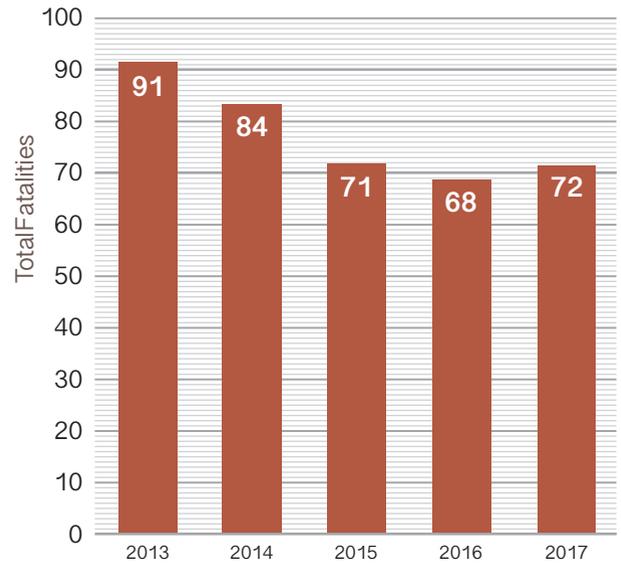
Highway 2 Enforcement Conference

The GHSP held its fifth annual DUI Conference May 23 - 25, 2018 at the Glade Springs Resort near Beckley, WV. This conference was branded the *Highway2Enforcement* Conference with the motto “Recognize-Act-Enforce”.

During this conference the state’s top law enforcement agencies, as well as the top individual officers from county sheriff departments, municipal police departments and State Police detachments, were officially recognized for their DUI enforcement efforts.

More than 230 officers and administrative staff attended the conference, which also included a two-day training curriculum that offered several core and special subject areas with ample drugged-driving themed sessions that earned in-service training credit.

Alcohol-Impaired Driving Fatalities (.08 BAC+) From 2013 to 2017



Impaired Driving Tactics	Activities
High Visibility Enforcement Activities	Informational checkpoints, saturation patrols, directed patrols and media events provided a strong presence of HVE activities in FFY 2018.
Public Education & Information Activities (Age and Audience Specific)	<p>Educational brochures with impaired driving rules and consequences were produced by the GHSP for display in DMV regional offices, at sobriety checkpoints, and for use in any other informational setting.</p> <p>GHSP Regional Coordinators presented impaired driving prevention information to groups such as school classes, civic groups, and in face-to-face settings or public forums.</p> <p>GHSP Regional Coordinators arranged DUI enforcement activities in each of their areas every week on high-risk days and times for DUI crashes.</p> <p>The seven WVSP Troop coordinators arrange DUI enforcement activities within each of their troop areas weekly and during high-risk days and times for DUI crashes.</p>
Impaired Driving Training Classes	<p>Various courses were held to train law enforcement on impaired driving issues, including:</p> <ul style="list-style-type: none"> • <i>Advanced Roadside Impaired Driving Enforcement (ARIDE)</i> • <i>Standardized Field Sobriety Testing (SFST)</i> • <i>Drug Recognition Expert (DRE)</i> • <i>ABC's to Impairment</i> • <i>H2E sessions on DUI Driving</i> • <i>Prosecuting the Drugged Driver</i> <p>GHSP Regional Coordinators and LEL recruited law enforcement officers who showed dedication to DUI enforcement to participate in grant-funded activities, to attend additional training, and in some cases to invite them to the H2E Conference.</p>
Drug Recognition Expert Program	In FFY 2018 the GHSP had a total of 48 Drug Recognition Experts available to conduct drug impaired driving evaluations.
Law Enforcement Recognition & Awareness	<p>Annual Recognition (Statewide & Regional) took place throughout the year during regional awards banquets, at the annual H2E Conference, and with the Data Tracking and Agency Support (DTASP) program to provide agencies with in-service tools to equip officers for GHSP related enforcement.</p> <p>GHSP Regional Coordinators and LEL worked with law enforcement agencies to recruit officers to participate in GHSP DUI Enforcement and recognize their enforcement efforts</p>
Community Outreach	<p>A statewide DUI TaskForce, formed to implement the Impaired Driving Enforcement Plan, also focuses on this issue and includes the West Virginia State Police, local law enforcement agencies, GHSP, Regional Traffic Safety Programs, other state and community agencies, and advocacy groups.</p> <p>138 Sobriety checkpoints were conducted in FFY 2018 as part of HVE activities to spread awareness on the dangers and consequences of impaired driving and removed impaired drivers from WV roadways.</p> <p>Additionally, regional activities included:</p> <ul style="list-style-type: none"> • <i>High School "Mock DUI Crash" scenes (Prom & Graduation Activities)</i> • <i>ABCA/GHSP Impaired Driving Simulator and drunk driving goggles were used as hands on education at various events across the state in FFY 2018</i> • <i>Educational sessions and discussions targeted toward specific age groups to educate the public on the dangers of impaired driving were held at colleges, in high schools, and other age appropriate events with added focus on underage drinking</i> • <i>The "Think Fast" Game show toured several WV schools to promote DUI and OP awareness</i> • <i>High School "No School Spirits" PSA Contest Sponsorship with the ABCA</i> • <i>"Students Against Destructive Decisions" (SADD) with 178 chapters statewide</i>
National & Statewide Enforcement Initiatives	Drive Sober or Get Pulled Over (DSOGPO) HVE Campaigns were held in September and December, as well as around July Fourth Weekend, and from Thanksgiving through New Years Eve with law enforcement agencies statewide.

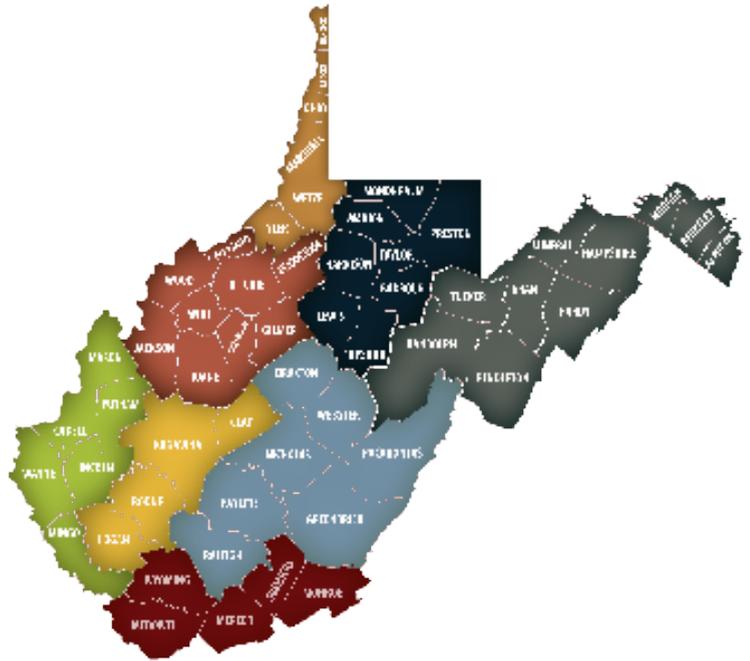
Regional Program & Coordinators

The GHSP contracts with eight counties and/or municipalities to create eight regional programs that cover all 55 counties in the state. The regions are divided up based on geography and demographics, and each region employs a full-time Regional Coordinator who maintains a fixed office site and coordinates a broad-based community task force.

Regional Coordinators are responsible for the implementation of evidence-based highway safety programs and projects throughout their region. Acting as an extension of the GHSP by facilitating training, media, PI&E, law enforcement activities, and legislative initiatives, they also support state and national highway safety initiatives in their respective regions.

Regional Coordinators plan their traffic safety improvement programs based on specific regional issues, then submit applications for grant funds providing problem identification and their plans to address them. The GHSP reviews the applications, and if grants are approved, specific activities or tasks they must complete are outlined as part of the grant agreement.

Additionally, the Regional Coordinators have created broad-based community task forces and programs which draw heavily upon traditional traffic safety partners such as law enforcement, local governments, and the court system, but this concept is also expanded to include media, medical professionals, EMS, rehabilitation specialists, private businesses, schools and the general public. Federal funding for regional programs comes from: Sections 402, 406, 408, 410, 2010, 405 funds, and WV Department of Highways HSIP funds for Distracted Driving and Work Zone Safety.



#1: Metro Valley

Coordinator: Sgt. Chris Burford

Counties: Boone, Clay, Kanawha, and Logan

#2 Safe Traffic Operations

Coordinator: Beau Evans

Counties: Cabell, Lincoln, Mason, Mingo, Putnam, and Wayne

#3 Mid-Ohio Valley Regional

Coordinator: Toni Tiano

Counties: Calhoun, Doddridge, Gilmer, Jackson, Pleasants, Ritchie, Roane, Wirt, and Wood

#4 Northern Regional

Coordinator: Melissa Taylor

Counties: Brooke, Hancock, Marshall, Ohio, Taylor, and Wetzel

#5 High-Tech Corridor Region

Coordinator: Pat McCarty

Counties: Barbour, Harrison, Lewis, Marion, Monongalia, Preston, Taylor, and Upshur

#6 Eastern Panhandle Community

Coordinator: Margaret Walker

Counties: Berkeley, Grant, Hampshire, Hardy, Jefferson, Mineral, Morgan, Pendleton, Randolph, and Tucker

#7 Southern Regional

Coordinator: Sgt. Jamie Wilhite

Counties: Braxton, Fayette, Greenbrier, Nicholas, Pocahontas, Raleigh, and Webster

#8 WV Coalfields

Coordinator: Cpl. Adam Ballard

Counties: Mercer, Monroe, McDowell, Summers, and Wyoming

GHSP Staff

Director

Bob Tipton

The Director is responsible for planning, organizing, and directing the programs and activities of the GHSP in accordance with Federal and State rules, regulations, and guidelines. Funding for the position is 50 percent State and 50 percent Federal.

Administrative Services Assistant III

Trish Anderson

Administrative Assistant to the Director and Office Manager. Funding is 50 percent Federal and 50 percent State.

Public Information Specialist II

Aimee Cantrell

Serves as the primary spokesperson for the GHSP and is responsible for public relations and event planning. Coordinates, plans, and develops all types of media, as well as graphic design and web site development/maintenance. Funding is 100 percent Federal.

Community Development Specialist III

Barbara Lobert

The Federal Programs Administrator/Program Manager is responsible for administration of all Federal highway safety funding. The position is also responsible for developing the GHSP Administrative Manual, the Highway Safety Plan (HSP), and Annual Report content. Funding is 100 percent Federal.

Community Development Specialist II

Amy Boggs

This Program Manager is currently responsible for three of the Regional Traffic Safety Programs and grants with the Monongalia County Commission, and the City of Morgantown. This position also serves as the statewide Occupant Protection Coordinator, Child Passenger Safety Coordinator and Pedestrian/Bicycle Coordinator. Funding is 100 percent Federal.

Community Development Specialist I

Jolene Willard

This Program Manager is currently responsible for three of the Regional Traffic Safety Programs and grants with the Alcohol Beverage Control Administration (ABCA) and the Public Service Commission (PSC). This position also serves as the Distracted Driving Coordinator. Funding is 100 percent Federal.

Data Warehouse Specialist I

Scott Harvey

The Traffic Records Coordinator performs technical and business systems analytical research to obtain statistics and conducts evaluation. The traffic safety data collected by this position is reported to the GHSP and other agencies. He serves as Chair of the Traffic Records Coordinating Committee. Funding is 100 percent Federal.

Transportation Services Manager I

Harry Anderson

The State Programs Administrator/Program Manager serves as the Administrator of the Motorcycle Safety Awareness Program and ATV

Safety Program. He also serves as the Alcohol Programs and Drug Recognition Expert (DRE) Program Coordinator. He is currently responsible for two Regional Traffic Safety Programs, the West Virginia State Police, the DTAS Program, and the state LEL grant. Funding is 100 percent Federal.

Administrative Services Assistant III

Donnie Hale

Program Coordinator of the Motorcycle Safety Awareness Program and ATV Safety Program. Funding is 100 percent State.

Administrative Services Assistant I

Mary Jarrell

Motorcycle Safety Training Coordinator. Funding is 100 percent State.

Accountant/Auditor IV

William King

Fiscal Officer for Governor's Highway Safety Program. Funding is 50 percent Federal and 50 percent State.

Accounting Tech IV

Tonya Smith

Assistant to Fiscal Officer for Governor's Highway Safety Program. Funding is 50 percent Federal and 50 percent State.

Law Enforcement Liaison

Dean Capehart

The position is responsible for the coordination of all law enforcement activities with GHSP projects and programs, including law enforcement training, the Traffic Occupant Protection Strategies (TOPS) course, the Standardized Field Sobriety Testing (SFST) training, and Mobile Video Training. The individual serves as the Project Director of the DTAS Program, and provides assistance to law enforcement agencies as needed with enforcement events. This position is contractual.

Child Passenger Safety Training Coordinator

Dean Capehart

This position oversees the Child Passenger Safety Training and Certification process. The position is contractual.

Data Tracking & Agency Support (DTASP)

Amanda Green

This position coordinates the statewide Data Tracking & Agency Support Program (DTASP) for West Virginia law enforcement officers. This position is contractual.

DRE Program Coordinator

Joey Koher

This position coordinates the statewide DRE (Drug Recognition Expert) Program, and is a contractual position.

Traffic Safety Resource Prosecutor

Nicole Cofer

This position coordinates Traffic Safety training for prosecutors and other related highway safety professionals statewide, and is funded through a grant with the Kanawha County Commission.

