

WEST VIRGINIA

GOVERNOR'S HIGHWAY SAFETY PROGRAM

Annual Report 2019



GHSP

WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM
OCTOBER 1, 2018 | SEPTEMBER 30, 2019

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294
TRAFFIC FATALITIES
 AS OF 12/31/18

22 PEDESTRIANS WERE KILLED BY MOTORISTS

5 BICYCLISTS WERE KILLED BY MOTORISTS

33 WERE DRIVERS UNDER AGE 20

70 WERE UNRESTRAINED (NOT USING A SEAT BELT)

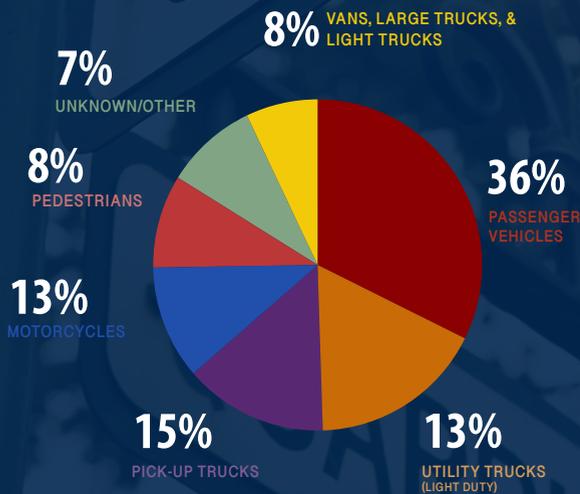
57 WERE ALCOHOL-IMPAIRED WITH A BAC OVER .08

88 MOTORISTS WERE KILLED IN SPEED-RELATED CRASHES

23 WERE MOTORCYCLISTS WEARING HELMETS

14 WERE MOTORCYCLISTS NOT WEARING HELMETS

FATALITIES BY VEHICLE TYPES



90.17%
SEAT BELT USE

993 TOTAL SERIOUS CRASH INJURIES

1.54 TOTAL FATALITIES PER VMT

Executive Summary

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. On September 30, 2018, 167

agencies were using eCitation. By September 30, 2019, the total number of agencies grew from 167 to 189.

- *In FFY 2018, 184,303 eCitations were processed into the Electronic Citation System and has grown by 60,776 to FFY 2019: 245,079 total eCitations.*
- *In FFY 2018, 178,935 of those eCitations were of the traffic type; the other 5,368 are of the criminal type. In FFY 2019 of the 60,776 eCitations, 57,983 eCitations are of the traffic type; the other 2,793 are of the criminal type.*
- *In FFY 2018, 77,455 of those traffic type eCitations were Warnings and 101,480 were Non-Warnings. In FFY 2019: 15,883 of those traffic type eCitations were Warnings and 42,100 were Non-Warnings.*
- *In FFY 2018, 80,039 of the total 184,303 eCitations have been adjudicated by a Magistrate Court or Municipal Court and for FFY 2019: 29,438 of the 60,776 eCitations have been adjudicated by a Magistrate Court or Municipal Court.*

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.

In FFY 2019, an electronic bridge between UJA and DMV was tested, but did not provide the required DMV information. It was decided to table the bridge project and start a warehouse project that is driven by secure Service Oriented Architecture.

This will allow the warehouse repository to be the sole source of eCitation information. When the secure Service Oriented Architecture is in place, the Courts (Magistrate and Municipal) will be able to download pending eCitations in an XML or Json format to incorporate into their case management systems. It will also allow the Courts to securely upload their adjudication information to the warehouse. The warehouse will be where DMV retrieves the needed adjudicated eCitations to apply to the driver's record.

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	5	53
CPS Technician Renewal	2	8
CPST Technical Update	5	80
Specialized Needs Class	1	16
Law Enforcement Only Training	Classes	Students
Speed Enforcement & Radar/Lidar	3	25
LE Occupant Protection	11	313
Sobriety Checkpoints	4	91
DUI Detection (Drugs and/or Alcohol)	9	371
Crash Data & Reconstruction	1	3

The GHSP hosted its 7th annual *Highway2 Enforcement* Conference in FFY 2019 and provided 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 provided up-to-date training on various issues, including impaired driving and substance abuse trends with the motoring public. The expectation for conference attendees was that they take this knowledge and apply it to more successfully combat impaired driving issues.

Having a Traffic Safety Resource Prosecutor (TSRP) for a full year, FFY 2019 was expected to be no less busy than FFY 2018. In FFY 2019, the TSRP program trained 220 prosecutors, as well as 561 law enforcement officers and other traffic safety personnel across the state. Training included a DRE program overview for Assistant Attorneys General, *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 2019 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.

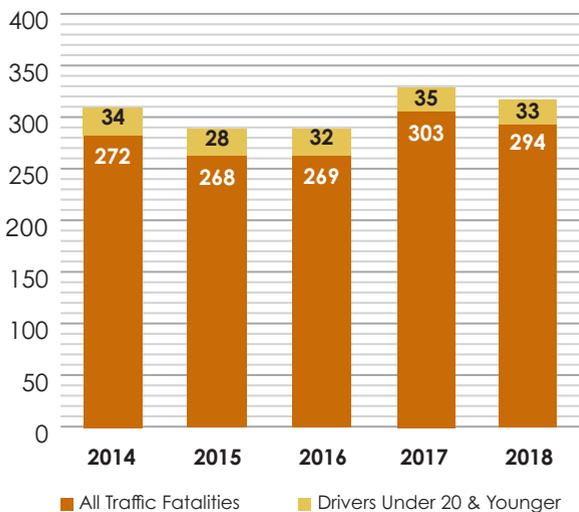
The task force is comprised of more than 30 members, including representatives from the West Virginia Governor's Highway Safety Program. Based upon an analysis of crash data, the SMTF identified the following emphasis areas for the 2017-2021 plan which represented the most fatalities and serious injuries. 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.

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

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.

All Traffic Fatalities -vs- Fatalities of Drivers 20 & Younger
From 2014 to 2018



Evidence-Based Traffic Safety Enforcement

A significant portion of West Virginia’s highway safety grant funds is awarded to law enforcement

agencies in FFY 2019 through five Regional Traffic Safety Coordinators, Regional Law Enforcement Programs, and the West Virginia State Police.

Status on Core Performance Goals & Measures

The core performance measures mirror the 11 outcome and one behavior performance measures developed by NHTSA in collaboration with the Governor’s Highway Safety Association (GHSA). The FFY 2019 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 page 6.

Enforcement agencies participate each year through five Regional Traffic Safety Coordinators, Regional Law Enforcement Programs, 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 components on page 5.

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 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 five 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 are 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 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).

GHSP Grant-Funded Enforcement	Citations
Seat Belt Violations	9,563
Child Restraint Violations	149
Speeding Violations	12,762
Red Light, Stop Sign & Yield Violations	1,872
Distracted (Cell phone) Violations	4,502
Grant-Funded Arrests	Total
Impaired Driving Arrests	1,206
Misdemeanor Arrests	1,726
Felony Arrests	447
Drug Arrests	997
Fugitive Arrests	156
Other Results	
Underage Alcohol Violations	274

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 five Regional Traffic Safety Coordinators. Each law enforcement agency that is a recipient of Highway Safety funding must have an assigned officer to serve as the agency Law Enforcement Liaison (LEL). Enforcement activities and efforts are monitored continuously, not only from the GHSP Program Manager and the Regional Traffic Safety Coordinator, but also by agency LELs and the State 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.



Core Performance Measures Review

In reviewing the FFY 2018 Performance Measures and Targets and comparing those targets to preliminary data for 2019 (January 1, 2019 – November 30, 2019), West Virginia is confident that the majority of these measures will be attained. To date, we are showing significant reductions in fatalities, serious injuries, and speed-related fatalities. There is also an indication that Fatalities per VMT will decrease (using 2018 VMT and preliminary FFY 2019 fatalities). Performance measures and targets that are of concern are:

- *Motorcyclist Fatalities*
- *Unhelmeted Motorcyclist Fatalities*
- *Pedestrian Fatalities*
- *Bicyclist Fatalities*

While preliminary motorcycle fatality data shows that we are just above the 2019 target (28 fatalities/27 target), the unhelmeted motorcyclist data is unclear at this time.

Preliminary data for unhelmeted motorcycle fatalities for 2019 shows that 3 individuals killed were wearing helmets, but not USDOT approved. Additionally, the helmet status was marked “unknown” on 5 of those motorcycle fatalities. In order to combat these fatalities involving motorcyclists, the West Virginia GHSP plans to increase its paid media efforts to educate motorcyclists on the importance of obtaining an “F” endorsement on their driver’s license by completing a Basic Rider Course (BRC). Statistics show that over 50% of the motorcyclists killed do not have an endorsement. Efforts will also continue to educate the West Virginia Legislature on the importance of motorcycle helmets and hopefully thwart annual efforts to repeal the motorcycle helmet law in the state.

Pedestrian and bicycle fatalities in West Virginia are increasing. While the 2019 target for pedestrian fatalities is set at 18, preliminary 2019

continued on page 8

Core Performance Goals and Measures	5-Year Average 2012 to 2016	Total 12/31/18	2019 HSP Target	Total Through 11/30/19
Fatalities A 4.4% reduction target was established in the 2019 HSP.	296	294	283	241
Serious Injuries A 32.5% reduction in serious injuries was established in the 2019 HSP.	1,448	993	977	611
Fatalities Per VMT A 3.7% reduction in fatalities/VMT was established in the 2019 HSP.	1.55	1.54	1.49	1.26
A 3.7% reduction in urban fatalities per VMT was established in the 2019 HSP.	0.94	N/A	0.91	N/A
A 3.7% reduction in rural fatalities per VMT was established in the 2019 HSP.	1.99	N/A	1.92	N/A
Unrestrained Passenger Vehicle Occupant Fatalities A 15.7% reduction target was established in the 2019 HSP.	104	70	88	67 Known 16 Unable to Determine Due to Vehicle Damage
Alcohol-Impaired Driving Fatalities A 25% reduction target for these fatalities was established in the 2019 HSP.	82	57	62	34 Known 57 Fatalities Unknown at This Time
Speeding-Related Fatalities A 30% reduction target was established in the 2019 HSP.	93	88	65	22
Motorcyclist Fatalities A 3% reduction target was established in the 2019 HSP.	28	39	27	28*
Unhelmeted Motorcyclist Fatalities A 24.4% reduction target was established in the 2019 HSP.	9	14	7	0 Known 5* Unknown 3* Not DOT Approved
Driver Fatalities Age 20 & Younger A 25% reduction target for these fatalities was set in the 2019 HSP.	32	35	24	7
Pedestrian Fatalities A 25.6% reduction target was established in the 2019 HSP.	24	22	18	33*
Bicyclist Fatalities A 100% reduction target was established on the 2019 HSP.	1	5	0	3*

* Indicates 2019 targets not met/further explanation is needed.

Observed Seat Belt Use	2018	Goal	2019
Maintain a minimum of 90% seat belt use rate for 2019.	90.5%	90%	90.17%

Cost Summary for 2019

HS FORM 217, O.M.B. NO. 2127-0003

154 Alcohol Programs	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Alcohol Transfer SAFETEA-LU	\$266.17	\$100.00	\$266.17	\$500.00
MAP 21 405c	Approved \$	State/Local \$	Current Balance	Fed Share to Local
MAP21 405c Data Program	\$154,764.95	\$40,000.00	\$0	\$65,000.00
MAP 21 405f	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Motorcycle Program	\$35,468.90	\$10,000.00	\$1,594.65	\$15,000.00
Total for All SAFETEA-LU & MAP 21 Programs	\$190,500.02	\$50,100.00	\$1,860.82	\$80,500.00
FAST-ACT 402	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Planning and Administration	\$312,893.59	\$148,752.41	\$384,997.59	\$0
Alcohol	\$266,169.32	\$67,000.00	\$217,748.19	\$110,000.00
Motorcycle Safety	\$5,000.00	\$1,500.00	\$5,000.00	\$2,000.00
Occupant Protection	\$50,000.00	\$13,000.00	\$28,466.97	\$20,000.00
Pedestrian/Bicycle Safety	\$5,000.00	\$1,500.00	\$4,383.00	\$2,000.00
Police Traffic Services	\$90,000.00	\$25,000.00	\$2,929.66	\$40,000.00
Driver Education	\$30,000.00	\$8,000.00	\$8,410.00	\$0
Safe Communities	\$3,470,412.22	\$870,000.00	\$2,457,615.00	\$1,400,000.00
Pupil Transportation	\$75,000.00	\$20,000.00	\$68,019.86	\$30,000.00
Speed Enforcement	\$295,000.00	\$75,000.00	\$62,807.58	\$120,000.00
Paid Media	\$500,000.00	\$125,000.00	\$80,509.83	\$200,000.00
Special Occupant Protection	\$360,000.00	\$90,000.00	\$249,334.85	\$150,000.00
Distracted Driving	\$160,000.00	\$40,000.00	\$1,518.30	\$65,000.00
Total for FAST-ACT 402 Programs	\$5,619,475.13	\$1,491,708.72	\$3,358,543.11	\$2,151,000.00
FAST-ACT 405b Occupant Protection	Approved \$	State/Local \$	Current Balance	Fed Share to Local
High Visibility Enforcement	\$614,125.64	\$155,000.00	\$322,485.57	\$0
Training	\$30,000.00	\$8,000.00	\$27,107.10	\$0
Public Education	\$50,000.00	\$13,000.00	\$26,042.50	\$0
Child Passenger Safety	\$50,000.00	\$13,000.00	\$32,910.97	\$0
Child Seats	\$20,000.00	\$5,000.00	\$11,715.96	\$0
Information System	\$40,000.00	\$10,000.00	\$29,850.01	\$0
Total for FAST-ACT 405b Programs	\$804,125.64	\$204,000.00	\$450,112.11	\$0
FAST-ACT 405c	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Traffic Safety Information Program	\$950,429.10	\$250,000.00	\$780,917.93	\$0
Total for FAST-ACT 405c Programs	\$950,429.10	\$250,000.00	\$780,917.93	\$0
FAST-ACT 405d	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Impaired Driving High Visibility Enforcement	\$1,348,211.20	\$350,000.00	\$716,352.41	\$0
Coordinator	\$75,000.00	\$20,000.00	\$3,500.00	\$0
Paid Media	\$661,017.52	\$170,000.00	\$195.30	\$0
Training	\$500,000.00	\$125,000.00	\$247,670.71	\$0
Driving Information System	\$10,000.00	\$3,000.00	\$10,000.00	\$0
Impaired Driving Other Prob	\$55,000.00	\$15,000.00	\$9,058.17	\$0
Impaired Driving General	\$140,000.00	\$35,000.00	\$125,873.56	\$0
Total for FAST-ACT 405d Programs	\$2,789,228.72	\$718,000.00	\$1,112,650.15	\$0

Cost Summary for 2019

HS FORM 217, O.M.B. NO. 2127-0003

FAST-ACT 405e	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Distracted Driving	\$17,571.41	\$5,000.00	\$11,306.31	\$0
Total for FAST-ACT 405e Programs	\$17,571.41	\$5,000.00	\$11,306.31	\$0
FAST-ACT 405f	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Motorcycle Safety	\$104,733.51	\$27,000.00	\$97,429.80	\$0
Total for FAST-ACT 405f Programs	\$104,733.51	\$27,000.00	\$97,429.80	\$0
Total for FAST-ACT Programs	\$10,285,563.51	\$2,695,708.72	\$5,810,959.41	\$2,151,000.00
Total for all NHTSA Programs	\$10,476,063.53	\$2,745,808.72	\$5,812,820.23	\$2,231,500.00
Other Funding Sources (DOH)	Approved \$		Current Balance	
Distracted Driving	\$159,916.65	N/A	\$39,684.27	N/A
Construction Zones	\$535,246.92	N/A	\$406,044.75	N/A
Total for Other Funding Sources	\$695,163.57		\$445,729.02	
Total for All Programs	\$11,171,227.10	\$2,745,808.72	\$6,258,549.25	\$2,231,500.00

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data shows 33 pedestrian fatalities as of November 30, 2019, an all-time high. For many years, bicycle fatalities were basically non-existent in West Virginia with generally one or no fatalities yearly. In 2018 there were 5 bicycle fatalities, and currently at 3 fatalities using preliminary 2019 data. Using the current available data, it appears that West Virginia could qualify for a 405h (non-motorized safety) grant in FFY 2021, which requires that combined pedestrian and bicycle fatalities exceed 15% of the state's total fatalities.

Regional Traffic Safety Coordinators will be encouraged to boost local educational and media efforts aimed at pedestrians and bicyclists in their areas. The GHSP will continue to partner with a growing number of pedestrian and bicycle groups throughout the state to better assess the reasons behind, and devise a plan of action for, this growing problem.

Data Tracking & Agency Support Program (DTASP)

The GHSP 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 assist law enforcement agencies with highway safety-related equipment purchases and training opportunities through a detailed justification process. DTASP also serves as a data collection point for both highway safety grant funded and non-grant funded enforcement activity.

Budget & Funding Summary

State and local match was collected and utilized in accordance with federal grant program requirements and is outlined in approximate amounts on pages 7 and 8.



Occupant Protection Program

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 five Regional Traffic Safety Coordinators, statewide community partners, and the media.

Strategic occupant protection tactics that were utilized in FFY 2019 are listed on page 10.

OP HVE: Click It or Ticket

The Regional Traffic Safety 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 2019 the campaign resulted in:

- 2,075 seat belt citations
- 582 DUI arrests
- 223 drug-impaired DUI arrests
- 20 child safety seat violations
- 38 felony arrests
- 11 fugitives apprehended

These were accomplished through patrols and checkpoints by 86 law enforcement agencies, including 26 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



Coordinator Melissa Taylor speaks during Region 4's Border-to-Border **Click It or Ticket** National Seat Belt Enforcement Mobilization Event.

participation by eight county sheriff's departments, 20 municipal departments, several West Virginia State Police detachments, the Public Service Commission and West Virginia University Police Department, as well as agencies from Maryland and Virginia. All agencies coordinated seat belt enforcement on Monday, May 20, 2019, from 4:00 pm to 8:00 pm. West Virginia also conducted three mini CIOT enforcement blitzes throughout the state in November 2018, March 2019 and August 2019.

Paid media for all CIOT enforcement was as follows:

May 2019 National CIOT Campaign

Approximately \$270,000 in 402 funds were spent across the state on:

- 1,691 Broadcast Television Spots
- 5,519 Radio Spots
- 115 Billboards
- 10 Facebook post boosts
- 10 Twitter post boosts

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Paid Media: Occupant Protection/Click It or Ticket Billboards

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 2019.
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, community 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 Certification and Renewal Courses</i> • <i>CPS Technician Technical Updates</i> • <i>Below 100 Training and TOPS Training</i> <p>Law Enforcement 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>55 Permanent Seat Fitting Stations were maintained in 31 of 55 counties to ensure parents and caregivers have one-on-one assistance on how child safety seats are properly installed.</p> <p>57 Seat Fitting Education Events were hosted in FFY 2019 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 community agencies 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 and with the Data Tracking and Agency Support Program (DTASP) to provide agencies with in-service tools to equip officers for 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 West Virginia 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, with 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>

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Boosted posts on Facebook and Twitter for May CIOT garnered 213,385 impressions and 13,671 engagements.

Facebook and Twitter Campaign Results

	Totals	Average Cost Per	
Budget	\$3,070.64	Boost	\$153.53
Impressions	213,385	Impression	\$0.01
Engagement	13,671	Engagement	\$0.22

State CIOT Campaigns

West Virginia directed three mini CIOT enforcement blitzes throughout the state in FFY 2019.

CIOT November 2018 Mini Blitz

Approximately \$20,000 in 402 funds were spent across the state on:

- 2,945 radio spots
- 20 streaming web ads (MetroNews TalkLine)

CIOT March 2019 Mini Blitz

Approximately \$20,000 in 402 funds were NOT spent due to approval delays. Those funds were rolled over to the National CIOT Campaign in May.

CIOT August 2019 Mini Blitz

Approximately \$20,000 in 402 funds were spent across the state on:

- 2,222 radio spots

With regional media buys, an additional \$19,260 in 402 and 405b funds were spent on CIOT media throughout FY 2019 on:

- 59 television spots
- 1,845 radio spots
- 125 web/digital ads

Earned media value was significant through state and local efforts of the five Regional Traffic Safety Coordinators wherein stories were aired and/or printed covering CIOT campaign activities. Free advertising space was also provided, earning more than \$200,000 in earned media through radio spots (\$29,364.00) and billboard space (\$199,416.45).



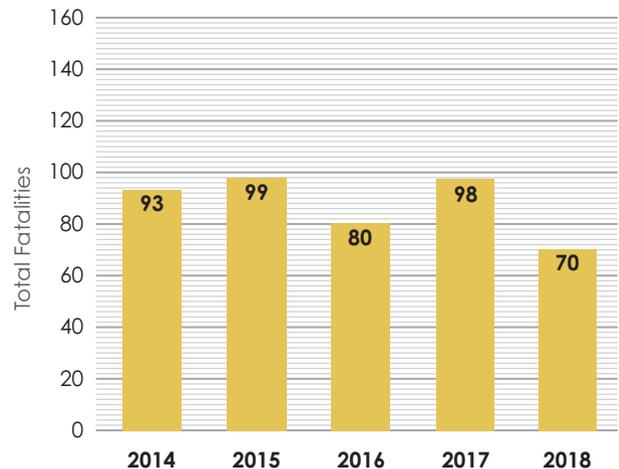
Local Law Enforcement Officers look on during Region 4's Border-to-Border **Click It or Ticket** National Seat Belt Enforcement Mobilization Event.

Seat Belt Survey

In FFY 2019 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 determined that 90.17 percent of West Virginians were buckling up.

Unrestrained Passenger Fatalities

From 2014 to 2018



Child Passenger Safety Program

To combat the non-use and misuse of Child Passenger Safety (CPS) seats, 55 permanent fitting stations are available across the state. FFY 2019 ended with 258 CPS Technicians statewide, including 11 CPST Instructors.

CPS programs in FFY 2019, primarily funded with Section 405b funds, were utilized for fitting station supplies, clinics, courses, and child safety devices.

Approximately 327 child safety devices were purchased in FFY 2019, and \$9,359.17 was spent on social media advertising leading up to and including National CPS Week. Non-boosted posts on Facebook and Twitter were also utilized to promote awareness.

Five CPST Technical Updates were held, with a total of 71 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. There were five CPST Certification Courses with 53 new CPSTs certified, and two CPST Renewal Courses with eight former CPSTs recertified. West Virginia's CPST recertification rate in FFY 2019 was 47.8%, up 5.2% from FFY 2018.

Checks & Installations

Approximately 1,876 child safety devices were checked in FFY 2019 and another 344 car seats were provided to low income families. Additionally, 57 events were held throughout the year to educate or provide hands-on instruction to parents and caregivers.

CPS Fitting Stations

Several new child safety seat fitting stations were established in FFY 2019 although some existing fitting stations had CPSTs who failed to recertify, bringing the total to 55 statewide.



Region 8 Coordinator Sgt. Adam Ballard and CPS Techs during a car seat check event in Oceana. The event was held in conjunction with Child Passenger Safety Week.

ATV Safety Program

West Virginia law requires an All Terrain Vehicle Safety (ATV) Awareness Program for riders under 18 years old. In 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 West Virginia DMV regional offices. The GHSP promotes an expanded version of the training through partnerships with a number of state agencies including the 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.

Impaired Driving Program

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 five Regional Traffic Safety 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 the GHSP's Alcohol Program Coordinator and the state Law Enforcement Liaison, and takes a comprehensive approach by using city, county, and state law enforcement agencies, Regional Traffic Safety 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:

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

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 2019 are listed on page 16.

DUI HVE: Drive Sober or Get Pulled Over

West Virginia participates in NHTSA's National DUI Blitzes 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, the 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:

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

Media

The 2018 Holiday campaign began Thanksgiving week (November 2018) through New Year's Day (2019), and utilized \$200,000 in Section 405d funds to purchase billboards, radio ads, cinema ads, and Facebook post boosts.



Paid Media: DSOGPO Billboards

During the Labor Day enforcement campaign, from August 14, 2019, through September 2, 2019, \$122,926.03 in 405d funds were used to buy TV

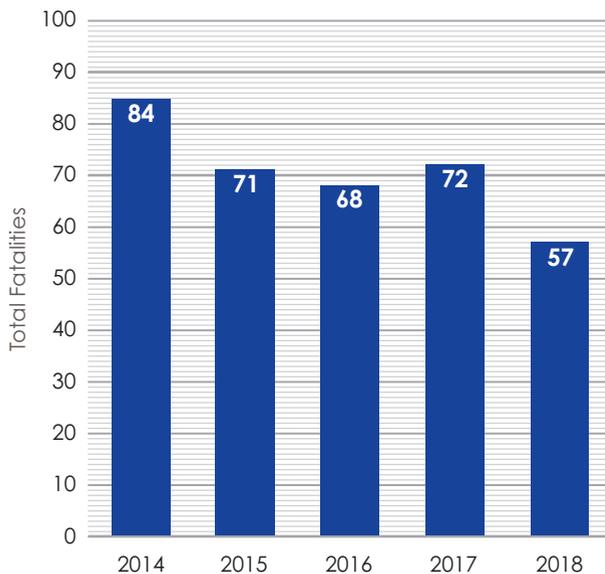
spots, billboards, and social media boosts. Earned media was generated year-round by Regional Traffic Safety Coordinators presenting impaired driving prevention information through media outlets such as TV, radio, billboards, and news sites, and at community-based events. Social media was also utilized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

Funding

The federal funding sources for impaired driving initiatives is paid with 405(d) funding. Additional funds are also generated through a six percent excise tax on the sale of liquor and wine, and funding for impaired driving projects is available through a quarterly application process by any law enforcement agency in West Virginia.

Alcohol-Impaired Driving Fatalities (.08 BAC+)

From 2014 to 2018



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 2019, the CDDP provided nearly \$64,038 for DUI enforcement

activities, resulting in 1,806 hours of overtime to 96 police officers, and 148 DUI arrests. Additionally, the CDDP paid for 72 West Virginia State Police checkpoints resulting in 34 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 Drug Evaluation and Classification Program (DEC) status with the International Association of Chiefs of Police (IACP) in 2013 to establish a statewide Drug Evaluation and Classification Program.

Since then, the GHSP has maintained a State Drug Recognition Expert (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 West Virginia 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 2019, there were 44 DREs, and ten more officers completed DRE training during FFY 2019. Of these 54 DREs, 24 are County Sheriffs' Deputies, 20 are Municipal Police Officers, and 10 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 298 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 FFY 2018 and remained in that position in FFY 2019.

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 provided training to West Virginia magistrates, law enforcement officers, and prosecutors through a variety of opportunities. Training topics included *Following Through with DUI Cases*, *West Virginia 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.

Highway2Enforcement Conference

The GHSP held its seventh annual DUI Conference May 22-24, 2019, at the Glade Springs Resort near Beckley, West Virginia. This conference is 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 200 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.



GHSP Director Bob Tipton speaks during the opening session at the 2019 HighwaysEnforcement Conference.



Acting DMV Commissioner Adam Holley addresses the audience during the awards banquet at the 2019 Highway2Enforcement Conference.

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 2019.
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>ABCs 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 2019, the GHSP had a total of 54 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>130 Sobriety checkpoints were conducted in FFY 2019 as part of HVE activities to spread awareness on the dangers and consequences of impaired driving and removed impaired drivers from West Virginia 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 2019</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 West Virginia schools to promote DUI and OP awareness</i> • <i>High School No School Spirits PSA Contest Partnership 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 West Virginia Day, the July Fourth Weekend, and from Thanksgiving through New Years Eve with law enforcement agencies statewide.
Media Activities	Various events provided opportunities for Regional Coordinators to partner with schools and community groups to spread safety messages that generated media attention. Press events were also hosted to promote DSOGPO as part of the National Enforcement Blitz for Labor Day. Grant-funding also provided paid media including TV, radio, online ads, billboards, and print ads.

Motorcycle Safety Program

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 2019 totaled 53,832 with 106,998 West Virginia licensees holding a valid motorcycle endorsement.

Safety Training

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).

Motorcycle Safety Trainees	Passed	Failed	Pass Rate
Basic Rider Skills	824	14	98%
Expert Rider Skills	43	0	100%
3Wheel Basic Skills	31	0	100%
Mobile Training Unit	27	0	100%

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

Program Highlights

The WVMSP participated in a number of motorcycle-related events and rallies in FFY 2019

where program promotion, safety training, and media coverage was attained:

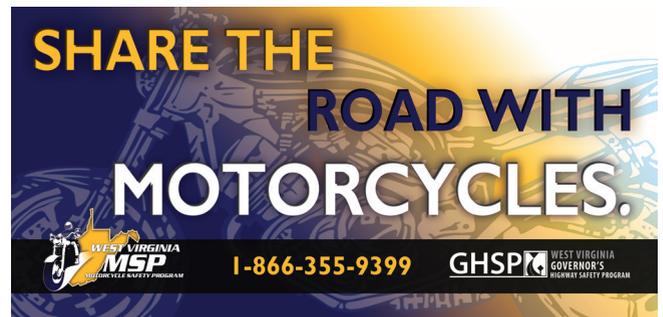
- *Capitol City FOP Car & Bike Show*
- *Donel C. Kinnard Memorial Run*
- *Dagger’s Toy Run*
- *Mountain Fest Bike Rally*
- *Road Riders for Jesus*
- *Rod Run and Doo Wop*
- *The McKee’s Sky Ranch Vintage Motorcycle Rally*

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

Media

The WVMSP utilized radio PSAs, 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 WVMSP BRC training.



Paid Media: Share the Road with Motorcycles Billboards

Additionally, Section 405f funds were used to run Facebook post boosts and for billboards around the state in geographic locations closest to motorcycle events that displayed the message, “Share the Road with Motorcycles.”

Bicycle Safety Program

Bicyclist fatalities are minimal in West Virginia, although 2018 data showed an increase in bicyclist fatalities from three to five. The GHSP would like to see fatal bicycle-involved crashes decrease in 2019 and continue the downward trend into the future. 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.



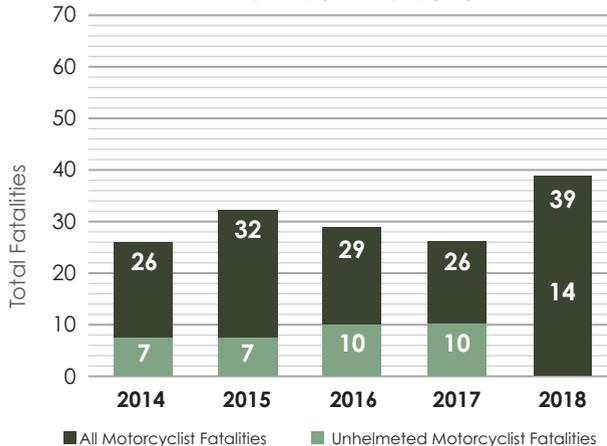
Motorcycle Safety Training Coordinator Mary Jarrell presents Jim Daggostine a check for Dagger's Toy Run.

Program Budget

The WVMSP is primarily funded through the Motorcycle Safety Fund, which is established in *West Virginia Code §17B-1D-7*. This account retains all motorcycle endorsement fees (except for instruction permit fees) for WVMSP use. Additionally, the WVMSP also utilized federal Section 405f funds to operate its programs.

Motorcyclist Fatalities

From 2014 to 2018

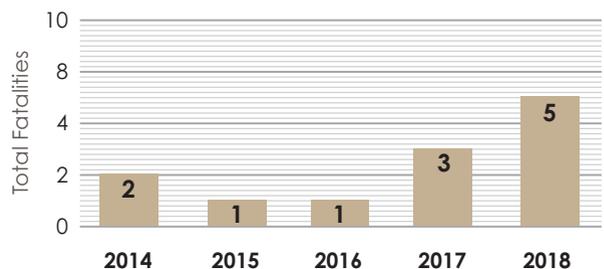


Several news stories ran in the media pertaining to bicycle safety events, and social media was utilized to share these stories as well as other bicycle safety messages throughout the year.

Projects for this program were funded with Section 402 funds.

Bicyclist Fatalities

From 2014 to 2018



Traffic Safety Program

Red Light & Stop Sign HVE Campaigns

To combat the traffic safety issue of red light and stop sign violations, the GHSP conducted its annual Target Red campaign August 1-15, 2019.

The Regional Traffic Safety Programs promoted Target Red through enforcement patrols, media, and public information and education materials.

A total of 63 law enforcement agencies, plus the West Virginia State Police with 45 detachments collaborating, participated statewide in the August Target Red campaign. 2,278 hours were worked, and 608 citations were issued for running red lights and stop signs. There were 2,943 other citations written during the campaign as well.

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

Regional Traffic Safety 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.

Speeding HVE Campaigns

Speed-related crashes contributed to nearly 30% of all motor vehicle fatalities. In FFY 2018, the GHSP had 88 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. West Virginia State Police focused enforcement efforts primarily on interstates.

Weekday “rush-hours” of 7:00 am – 9:00 am and 4:00 pm – 6:00 pm, Saturday and Sunday

Fatalities in Crashes Involving Speeding

Speeding Fatalities Per 100,000 Population

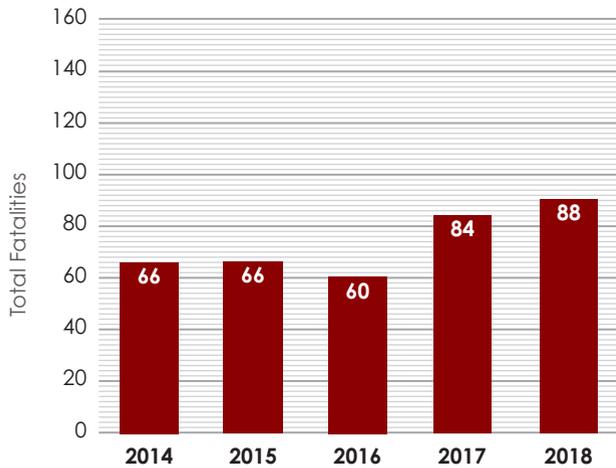
County	Fatalities	Per 100k	County	Fatalities	Per 100k
Barbour	1	6.05	Mineral	3	11.14
Berkeley	8	6.83	Mingo	0	0.00
Boone	0	0.00	Monongalia	2	1.88
Braxton	1	7.10	Monroe	1	7.53
Brooke	1	4.50	Morgan	0	0.00
Cabell	4	4.29	Nicholas	2	8.05
Calhoun	0	0.00	Ohio	2	4.79
Clay	1	11.58	Pendleton	2	28.58
Doddridge	1	11.90	Pleasants	0	0.00
Fayette	2	4.65	Pocahontas	0	0.00
Gilmer	1	12.46	Preston	1	2.96
Grant	2	17.20	Putnam	5	8.82
Greenbrier	1	2.87	Raleigh	5	6.73
Hampshire	1	4.28	Randolph	2	6.94
Hancock	1	3.44	Ritchie	1	10.29
Hardy	3	21.78	Roane	0	0.00
Harrison	5	7.40	Summers	1	7.84
Jackson	0	0.00	Taylor	0	0.00
Jefferson	1	1.76	Tucker	0	0.00
Kanawha	11	6.10	Tyler	1	11.43
Lewis	0	0.00	Upshur	2	8.19
Lincoln	0	0.00	Wayne	1	2.50
Logan	1	3.07	Webster	0	0.00
Marion	0	0.00	Wetzel	1	6.55
Marshall	0	0.00	Wirt	1	17.15
Mason	1	5.49	Wood	2	2.38
McDowell	1	5.49	Wyoming	0	0.00
Mercer	5	8.46			

afternoons, and holiday weekends were the targeted times for speed enforcement.

A total of 69 law enforcement agencies participated in speed enforcement in FFY 2019, working 5,216 hours, and issuing 12,762 citations specifically for speeding. In FFY 2019, 62 law enforcement

agencies participated in Work Zone Safety with 3,200 hours on work zone speed enforcement. Approximately \$111,845 was spent in total by law enforcement agencies on this effort. Twenty-two speed detection devices (radars/lidars) were purchased in FFY 2019 for various law enforcement agencies throughout West Virginia.

Speed-Related Fatalities
From 2014 to 2018



Distracted Driving Program

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 2019, GHSP grant-funded activities include 4,075 cell phone citations, 426 texting citations. The GHSP provided \$177,071 in FFY 2019 for distracted driving enforcement, using funding from Section 405e and the West Virginia Division of Highways (WVDOH). While enforcement funds were spent throughout FFY 2019, 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 105 law enforcement agencies participated in the statewide Distracted Driving campaign in April 2019, working 2,434 hours, and issuing 1,318 citations for cell phone use/texting.

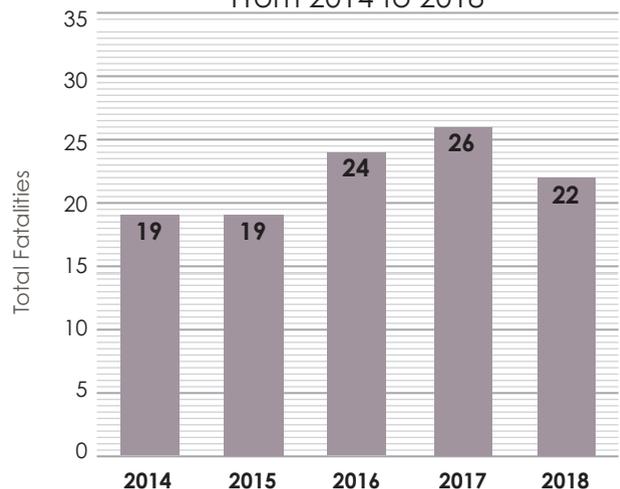
Pedestrian Safety Program

Even though the number of pedestrian fatalities made up less than 10% of all traffic fatalities and decreased from 26 to 22 from 2017 to 2018, there has been a significant rise in pedestrian fatalities to date in 2019 (33). Safety presentations given to various age groups on a variety of traffic safety topics along with pedestrian safety has been the primary method of educating citizens in pedestrian safety awareness.

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. 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.

Pedestrian Fatalities
From 2014 to 2018



Regional Programs

The GHSP has divided the state's 55 counties into eight regions based on geography and demographics. Prior to FFY 2019, each region employed a Regional Coordinator who was 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 supported state and national highway safety initiatives in their respective regions.

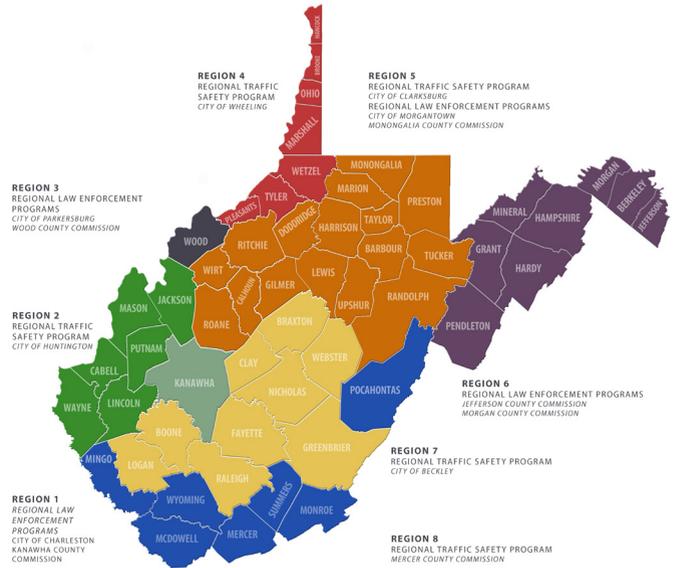
Beginning with FFY 2019, the regions were restructured. All 55 counties are still part of a region, however, only five regions are true **Regional Traffic Safety Programs** (with a Coordinator); three of the regions are now considered **Regional Law Enforcement Programs** only. (See map.)

Regional Traffic Safety Program 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 and 405 funds, and West Virginia Division of Highways HSIP funds for Distracted Driving and Work Zone Safety.

Regional Law Enforcement Programs generally consist of multiple grantees (city and/or county) with complete focus on evidence based enforcement activities. Federal funding for these programs consist of 402 and 405 funds, and West Virginia Division of Highways HSIP funds for Distracted Driving and Work Zone Safety. These regions are coordinated by GHSP staff.



Region 1 - Regional Law Enforcement Programs
City of Charleston
Kanawha County Commission

Region 2 - Regional Traffic Safety Program
Safe Traffic Operations Program
Coordinator: Beau Evans
Counties: Cabell, Jackson, Lincoln, Mason, Putnam, and Wayne

Region 3 - Regional Law Enforcement Programs
City of Parkersburg
Wood County Commission

Region 4 - Regional Traffic Safety Program
Northern Regional Highway Safety Office
Coordinator: Melissa Taylor
Counties: Brooke, Hancock, Marshall, Ohio, Pleasants, Tyler, and Wetzel

Region 5 - Regional Traffic Safety Program
High-Technology Corridor Region Highway Safety Program
Coordinator: Pat McCarty
Counties: Barbour, Calhoun, Doddridge, Gilmer, Harrison, Lewis, Marion, Randolph, Ritchie, Roane, Taylor, Tucker, Upshur, and Wirt

Region 5 - Regional Law Enforcement Programs
City of Morgantown
Monongalia County Commission

Region 6 - Regional Law Enforcement Programs
Jefferson County Commission
Morgan County Commission

Region 7 - Regional Traffic Safety Program
Southern Regional Highway Safety Program
Coordinator: Sgt. Jamie Wilhite
Counties: Boone, Braxton, Clay, Fayette, Greenbrier, Logan, Nicholas, Raleigh, and Webster

Region 8 - Regional Traffic Safety Program
West Virginia Coalfields Highway Safety Program
Coordinator: Sgt. Adam Ballard
Counties: McDowell, Mercer, Mingo, Monroe, Pocahontas, Summers, and Wyoming

West Virginia 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.

Transportation Services Manager II

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 two of the Regional Traffic Safety Programs and grants with the City of Charleston, the Kanawha County Commission, 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 one of the Regional Traffic Safety Programs and grants with the Jefferson County Commission, the Morgan County Commission, the City of Parkersburg, 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, and oversees the eCitation project. Funding is 100 percent Federal.

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.

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. This position 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 the GHSP. Funding is 50 percent Federal and 50 percent State.

Accounting Tech IV

Tonya Smith

Assistant to Fiscal Officer for the GHSP. 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.

Assistant Law Enforcement Liaison

Brett Pickens

This individual provides assistance to the LEL in the northern half of West Virginia. This position is contractual.

Data Tracking & Agency Support Program (DTASP)

Amanda Green

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

Drug Recognition Expert (DRE) Program Coordinator

Joey Koher

This position coordinates the statewide Drug Recognition Expert (DRE) 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.

Grant Status Report

	GRANT #	GRANTEE	PROGRAM	9/30/19 AWARD	9/30/19 EXPENDED	9/30/19 BALANCE	GRANTEE TOT EXP TO DATE	PROGRAM % SPENT	T/GRANTEE % SPENT
402	1GHSP19	GHSP PLANNING & ADMIN	FA402PA	170,000.00	149,094.92	20,905.08		87.70%	
402	1GHSP19	GHSP ALCOHOL COOR	FA402AL	62,000.00	52,251.84	9,748.16		84.28%	
402	1GHSP19	GHSP COORDINATION	FA402SA	320,000.00	241,623.53	78,376.47		75.51%	
402	1GHSP19	GHSP PAID MEDIA	FA402PM	351,000.00	325,293.17	25,706.83	768,263.46	92.68%	85.08%
402	2HUNT19	CITY OF HUNTINGTON	FA402AL	2,000.00	67.00	1,933.00		3.35%	
402	2HUNT19	CITY OF HUNTINGTON	FA402DE	5,000.00	5,000.00	0.00		100.00%	
402	2HUNT19	CITY OF HUNTINGTON	FA402OP	18,500.00	9,855.37	8,644.63		53.27%	
402	2HUNT19	CITY OF HUNTINGTON	FA402PM	47,000.00	47,000.00	0.00		100.00%	
402	2HUNT19	CITY OF HUNTINGTON	FA402PS	3,000.00	717.50	2,282.50		23.92%	
402	2HUNT19	CITY OF HUNTINGTON	FA402PT	15,000.00	15,000.00	0.00		100.00%	
402	2HUNT19	CITY OF HUNTINGTON	FA402SA	85,500.00	74,871.32	10,628.68		87.57%	
402	2HUNT19	CITY OF HUNTINGTON	FA402SB	3,000.00	1,786.94	1,213.06		59.56%	
402	2HUNT19	CITY OF HUNTINGTON	FA402SE	45,000.00	45,000.00	0.00	199,298.13	100.00%	88.97%
402	3WOOD19	WOOD CO COMMISSION	FA402SA	35,968.00	26,752.85	9,215.15		74.38%	
402	3WOOD19	WOOD CO COMMISSION	FA402SE	4,000.00	2,085.04	1,914.96	28,837.89	52.13%	72.15%
402	4WHEEL19	CITY OF WHEELING	FA402PM	2,000.00	524.85	1,475.15		26.24%	
402	4WHEEL19	CITY OF WHEELING	FA402PT	4,000.00	2,193.53	1,806.47		54.84%	
402	4WHEEL19	CITY OF WHEELING	FA402SA	80,880.00	73,566.93	7,313.07		90.96%	
402	4WHEEL19	CITY OF WHEELING	FA402SB	2,000.00	161.34	1,838.66		8.07%	
402	4WHEEL19	CITY OF WHEELING	FA402SE	21,000.00	11,624.97	9,375.03	88,071.62	55.36%	80.15%
402	5CLARK19	CITY OF CLARKSBURG	FA402DE	3,000.00	0.00	3,000.00		N/A	
402	5CLARK19	CITY OF CLARKSBURG	FA402OP	4,000.00	560.00	3,440.00		14.00%	
402	5CLARK19	CITY OF CLARKSBURG	FA402PM	26,000.00	25,900.00	100.00		99.62%	
402	5CLARK19	CITY OF CLARKSBURG	FA402PT	3,000.00	1,141.20	1,858.80		38.04%	
402	5CLARK19	CITY OF CLARKSBURG	FA402SA	84,800.00	69,310.81	15,489.19		81.73%	
402	5CLARK19	CITY OF CLARKSBURG	FA402SB	2,500.00	711.15	1,788.85		28.45%	
402	5CLARK19	CITY OF CLARKSBURG	FA402SE	25,000.00	16,908.05	8,091.95	114,531.21	67.63%	77.23%
402	6JEFF19	JEFFERSON CO COMM	FA402PT	1,600.00	0.00	1,600.00		N/A	
402	6JEFF19	JEFFERSON CO COMM	FA402SA	154,000.00	123,518.52	30,481.48		80.21%	
402	6JEFF19	JEFFERSON CO COMM	FA402SE	11,000.00	7,857.05	3,142.95	131,375.57	71.43%	78.86%
402	7BECK19	CITY OF BECKLEY	FA402DE	5,000.00	0.00	5,000.00		N/A	
402	7BECK19	CITY OF BECKLEY	FA402MC	500.00	0.00	500.00		N/A	
402	7BECK19	CITY OF BECKLEY	FA402OP	7,000.00	3,385.00	3,615.00		48.36%	
402	7BECK19	CITY OF BECKLEY	FA402PM	3,500.00	1,800.00	1,700.00		51.43%	
402	7BECK19	CITY OF BECKLEY	FA402PT	2,000.00	95.00	1,905.00		4.75%	
402	7BECK19	CITY OF BECKLEY	FA402SA	75,300.00	65,531.17	9,768.83		87.03%	
402	7BECK19	CITY OF BECKLEY	FA402SB	3,000.00	675.93	2,324.07		22.53%	
402	7BECK19	CITY OF BECKLEY	FA402SE	30,000.00	26,048.86	3,951.14		86.83%	
402	7BECK19	CITY OF BECKLEY	FA402SO	45,000.00	18,781.00	26,219.00	116,316.96	41.74%	67.90%
402	8CHAS19	CITY OF CHARLESTON	FA402PT	2,000.00	1,945.00	55.00		97.25%	
402	8CHAS19	CITY OF CHARLESTON	FA402SA	1,000.00	1,000.00	0.00		100.00%	
402	8CHAS19	CITY OF CHARLESTON	FA402SB	3,000.00	2,647.72	352.28		88.26%	
402	8CHAS19	CITY OF CHARLESTON	FA402SE	25,000.00	24,800.73	199.27	30,393.45	99.20%	98.04%
402	9BECKLL19	CITY OF BECKLEY	FA402DE	12,000.00	0.00	12,000.00		N/A	
402	9BECKLL19	CITY OF BECKLEY	FA402PT	20,000.00	14,570.22	5,429.78		72.85%	
402	9BECKLL19	CITY OF BECKLEY	FA402SA	171,720.00	111,317.67	60,402.33		64.83%	
402	9BECKLL19	CITY OF BECKLEY	FA402SO	125,000.00	18,060.10	106,939.90	143,947.99	14.45%	43.79%
402	10WVSP19	STATE POLICE	FA402SE	14,256.27	14,256.27	0.00		100.00%	
402	10WVSPOL19	WV STATE POLICE	FA402DD	120,000.00	120,000.00	0.00		100.00%	
402	10WVSPOL19	WV STATE POLICE	FA402SE	105,743.73	105,642.09	101.64	239,898.36	99.90%	99.96%
402	11TSRP19	KANAWHA CO COMM	FA402AL	194,400.00	150,214.50	44,185.50	150,214.50	77.27%	77.27%
402	14MERC19	MERCER CO COMM	FA402DE	4,000.00	4,000.00	0.00		100.00%	
402	14MERC19	MERCER CO COMM	FA402MC	5,000.00	0.00	5,000.00		N/A	
402	14MERC19	MERCER CO COMM	FA402OP	8,000.00	2,000.00	6,000.00		25.00%	
402	14MERC19	MERCER CO COMM	FA402PM	13,100.00	9,815.00	3,285.00		74.92%	
402	14MERC19	MERCER CO COMM	FA402PS	500.00	0.00	500.00		N/A	
402	14MERC19	MERCER CO COMM	FA402PT	5,500.00	1,585.86	3,914.14		28.83%	
402	14MERC19	MERCER CO COMM	FA402SA	86,300.00	71,937.39	14,362.61		83.36%	
402	14MERC19	MERCER CO COMM	FA402SB	3,000.00	0.00	3,000.00		N/A	
402	14MERC19	MERCER CO COMM	FA402SE	30,000.00	18,441.18	11,558.82		61.47%	
402	14MERC19	MERCER CO COMM	FA402SO	45,000.00	42,070.20	2,929.80	149,849.63	93.49%	74.78%
402	15DTASP19	CITY OF BECKLEY DTASP	FA402SA	56,000.00	56,000.00	0.00		100.00%	
402	15DTASP19	CITY OF BECKLEY DTASP	FA402SO	150,000.00	48,867.58	101,132.42	104,867.58	32.58%	50.91%
402	17MONCO19	MONONGALIA CO COMM	FA402SA	1,000.00	97.99	902.01		9.80%	
402	17MONCO19	MONONGALIA CO COMM	FA402SB	3,000.00	1,482.50	1,517.50		49.42%	

Grant Status Report

	GRANT #	GRANTEE	PROGRAM	9/30/19 AWARD	9/30/19 EXPENDED	9/30/19 BALANCE	GRANTEE TOT EXP TO DATE	PROGRAM % SPENT	T/GRANTEE % SPENT
402	17MONCO19	MONONGALIA CO COMM	FA402SE	19,000.00	12,762.10	6,237.90	14,342.59	67.17%	62.36%
402	18MRGTN19	CITY OF MORGANTOWN	FA402SA	1,000.00	0.00	1,000.00		N/A	
402	18MRGTN19	CITY OF MORGANTOWN	FA402SB	1,000.00	0.00	1,000.00		N/A	
402	18MRGTN19	CITY OF MORGANTOWN	FA402SE	8,000.00	3,721.28	4,278.72	3,721.28	46.52%	37.21%
402	19MORG19	MORGAN CO COMM	FA402PT	800.00	0.00	800.00		N/A	
402	19MORG19	MORGAN CO COMM	FA402SA	62,000.00	50,947.28	11,052.72		82.17%	
402	19MORG19	MORGAN CO COMM	FA402SE	8,000.00	350.68	7,649.32	51,297.96	4.38%	72.45%
402	20KANS19	KAN CO COMM-SHERIFFS	FA402PT	4,000.00	0.00	4,000.00		N/A	
402	20KANS19	KAN CO COMM-SHERIFFS	FA402SA	1,000.00	685.30	314.70		68.53%	
402	20KANS19	KAN CO COMM-SHERIFFS	FA402SB	2,000.00	813.66	1,186.34		40.68%	
402	20KANS19	KAN CO COMM-SHERIFFS	FA402SE	20,000.00	10,215.34	9,784.66	11,714.30	51.08%	43.39%
402	21PARK19	CITY OF PARKERSBURG	FA402SE	4,000.00	3,909.81	90.19	3,909.81	97.75%	97.75%
402	402	TOTAL 402 SAFE COMM AWARDS		3,098,368.00	2,350,852.29	747,515.71	2,350,852.29	75.87%	75.87%
402	402	UNAWARDED (2019 RECVD \$2,186,119.40)		2,521,107.13	0.00	2,521,107.13	N/A	N/A	N/A
402	402	TOTAL 402 SAFE COMM GRANTS		5,619,475.13	2,350,852.29	3,268,622.84	N/A	N/A	N/A
						0.00			
405B	1GHSP19	GHSP OP PUBLIC EDUC	FA405BPE	10,000.00	0.00	10,000.00		N/A	
405B	1GHSP19	GHSP OP CPS	FA405BCPS	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405B	2HUNT19	CITY OF HUNTINGTON	FA405BCPS	12,000.00	8,233.26	3,766.74		68.61%	
405B	2HUNT19	CITY OF HUNTINGTON	FA405BCSS	3,500.00	117.25	3,382.75		3.35%	
405B	2HUNT19	CITY OF HUNTINGTON	FA405BHV	54,000.00	52,285.27	1,714.73		96.82%	
405B	2HUNT19	CITY OF HUNTINGTON	FA405BPE	25,000.00	22,482.51	2,517.49	83,118.29	89.93%	87.96%
405B	3WOOD19	WOOD CO COMMISSION	FA405BHV	4,900.00	1,496.82	3,403.18	1,496.82	30.55%	30.55%
405B	4WHEEL19	CITY OF WHEELING	FA405BCPS	5,200.00	5,132.90	67.10		98.71%	
405B	4WHEEL19	CITY OF WHEELING	FA405BCSS	2,300.00	1,885.34	414.66		81.97%	
405B	4WHEEL19	CITY OF WHEELING	FA405BHV	17,000.00	11,534.82	5,465.18		67.85%	
405B	4WHEEL19	CITY OF WHEELING	FA405BPE	1,000.00	24.85	975.15	18,577.91	2.49%	72.85%
405B	5CLARK19	CITY OF CLARKSBURG	FA405BCPS	5,999.00	1,893.17	4,105.83		31.56%	
405B	5CLARK19	CITY OF CLARKSBURG	FA405BCSS	3,001.00	3,000.95	0.05		100.00%	
405B	5CLARK19	CITY OF CLARKSBURG	FA405BHV	20,000.00	5,659.15	14,340.85		28.30%	
405B	5CLARK19	CITY OF CLARKSBURG	FA405BTRNG	2,000.00	0.00	2,000.00	10,553.27	N/A	34.04%
405B	6JEFF19	JEFFERSON CO COMM	FA405BHV	2,500.00	61.00	2,439.00	61.00	2.44%	1.36%
405B	7BECK19	CITY OF BECKLEY	FA405BCPS	3,500.00	627.69	2,872.31		17.93%	
405B	7BECK19	CITY OF BECKLEY	FA405BCSS	3,000.00	2,997.60	2.40		99.92%	
405B	7BECK19	CITY OF BECKLEY	FA405BHV	27,250.00	26,642.44	607.56		97.77%	
405B	7BECK19	CITY OF BECKLEY	FA405BPE	2,000.00	0.00	2,000.00		N/A	
405B	7BECK19	CITY OF BECKLEY	FA405BTRNG	1,000.00	0.00	1,000.00	30,267.73	N/A	82.36%
405B	8CHAS19	CITY OF CHARLESTON	FA405BCPS	2,500.00	896.57	1,603.43		35.86%	
405B	8CHAS19	CITY OF CHARLESTON	FA405BCSS	2,000.00	1,993.00	7.00		99.65%	
405B	8CHAS19	CITY OF CHARLESTON	FA405BHV	13,000.00	12,979.35	20.65	15,868.92	99.84%	90.68%
405B	9BECKLL19	CITY OF BECKLEY LEL	FA405BCSS	1,500.00	0.00	1,500.00		N/A	
405B	9BECKLL19	CITY OF BECKLEY LEL	FA405BTRNG	20,000.00	5,892.90	14,107.10	5,892.90	29.46%	27.41%
405B	10WVSPOL19	WV STATE POLICE	FA405BHV	116,000.00	116,000.00	0.00	116,000.00	100.00%	100.00%
405B	14MERC19	MERCER CO COMM	FA405BCPS	3,000.00	2,482.20	517.80		82.74%	
405B	14MERC19	MERCER CO COMM	FA405BCSS	2,500.00	0.00	2,500.00		N/A	
405B	14MERC19	MERCER CO COMM	FA405BHV	27,000.00	11,468.57	15,531.43		42.48%	
405B	14MERC19	MERCER CO COMM	FA405BPE	6,000.00	2,312.50	3,687.50	16,263.27	38.54%	42.24%
405B	15DTASP19	CITY OF BECKLEY DTASP	FA405BTRNG	4,000.00	0.00	4,000.00		N/A	
405B	15DTASP19	CITY OF BECKLEY DTASP	FA405BGEN	39,500.00	9,730.25	29,769.75	9,730.25	24.63%	22.37%
405B	16PSCOM19	PUBLIC SERVICE COMM	FA405BHV	10,000.00	10,000.00	0.00	10,000.00	100.00%	100.00%
405B	17MONCO19	MONONGALIA CO COMM	FA405BHV	15,000.00	13,123.10	1,876.90	13,123.10	87.49%	87.49%
405B	18MRGTN19	CITY OF MORGANTOWN	FA405BHV	16,000.00	3,669.10	12,330.90	3,669.10	22.93%	22.93%
405B	19MORG19	MORGAN CO COMM	FA405BHV	2,000.00	124.08	1,875.92	1,875.92	6.20%	6.20%
405B	20KANS19	KAN CO COMM-SHERIFFS	FA405BHV	23,000.00	13,525.73	9,474.27	13,525.73	58.81%	58.81%
405B	21PARK19	CITY OF PARKERSBURG	FA405BHV	5,500.00	5,500.00	0.00	5,500.00	100.00%	100.00%
405B	405B	TOTAL 405B OCC PROT AWARDS		518,650.00	353,772.37	164,877.63	355,524.21	68.21%	68.55%
405B	405B	UNAWARDED (2019 RECVD \$287,421.87)		285,475.64	0.00	285,475.64	N/A	N/A	N/A
405B	405B	TOTAL 405B OCC PROT GRANTS		804,125.64	353,772.37	450,353.27	N/A	N/A	N/A
						0.00			
405C	1GHSP19	GHSP TRAFFIC RECORDS	FA405C	80,000.00	80,000.00	0.00	80,000.00	100.00%	100.00%
405C	2HUNT19	CITY OF HUNTINGTON	FA405C	68,000.00	15,640.59	52,359.41	15,640.59	23.00%	23.00%
405C	3WOOD19	WOOD CO COMMISSION	FA405C	12,000.00	6,580.00	5,420.00	6,580.00	54.83%	54.83%
405C	4WHEEL19	CITY OF WHEELING	FA405C	40,000.00	40,000.00	0.00	40,000.00	100.00%	100.00%
405C	5CLARK19	CITY OF CLARKSBURG	FA405C	80,000.00	79,996.72	3.28	79,996.72	100.00%	100.00%
405C	6JEFF19	JEFFERSON CO COMM	FA405C	40,000.00	0.00	40,000.00	0.00	N/A	0.00%

Grant Status Report

	GRANT #	GRANTEE	PROGRAM	9/30/19 AWARD	9/30/19 EXPENDED	9/30/19 BALANCE	GRANTEE TOT EXP TO DATE	PROGRAM % SPENT	T/GRANTEE % SPENT
405C	7BECK19	CITY OF BECKLEY	FA405C	60,000.00	17,649.00	42,351.00	17,649.00	29.42%	29.42%
405C	8CHAS19	CITY OF CHARLESTON	FA405C	30,000.00	0.00	30,000.00	0.00	N/A	0.00%
405C	9BECKLL19	CITY OF BECKLEY	FA405C	60,000.00	6,153.94	53,846.06	6,153.94	10.26%	10.26%
405C	10WVSPOL19	WV STATE POLICE	FA405C	30,000.00	14,167.86	15,832.14	14,167.86	47.23%	47.23%
405C	14MERC19	MERCER CO COMM	FA405C	40,000.00	24,168.16	15,831.84	24,168.16	60.42%	60.42%
405C	19MORG19	MORGAN CO COMM	FA405C	20,000.00	11,247.09	8,752.91	11,247.09	56.24%	56.24%
405C	20KANS19	KANAWHA CO COMM	FA405C	50,000.00	29,693.75	20,306.25	29,693.75	59.39%	59.39%
405C	21PARK19	CITY OF PARKERSBURG	FA405C	15,000.00	0.00	15,000.00	0.00	N/A	0.00%
405C	405C	TOTAL 405C TRAFFIC RECORDS AWARDS		625,000.00	325,297.11	299,702.89	325,297.11	52.05%	52.05%
405C	405C	UNAWARDED (2019 RECVD \$327,559.73)		480,194.05	0.00	480,194.05	N/A	N/A	N/A
405C	405C	TOTAL 405C TRAFFIC RECORDS GRANTS		1,105,194.05	325,297.11	779,896.94	N/A	N/A	N/A
						0.00			
405D	1GHSP19	GHSP PAID MEDIA	FA405DPM	416,000.00	416,000.00	0.00	416,000.00	100.00%	100.00%
405D	2HUNT19	CITY OF HUNTINGTON	FA405DHVE	153,500.00	40,558.99	112,941.01		26.42%	
405D	2HUNT19	CITY OF HUNTINGTON	FA405DIDC	73,000.00	67,425.44	5,574.56		92.36%	
405D	2HUNT19	CITY OF HUNTINGTON	FA405DPM	15,000.00	5,330.00	9,670.00		35.53%	
405D	2HUNT19	CITY OF HUNTINGTON	FA405DTRNG	275,200.00	108,506.15	166,693.85	221,820.58	39.43%	42.93%
405D	3WOOD19	WOOD CO COMMISSION	FA405DHVE	10,000.00	0.00	10,000.00		N/A	
405D	3WOOD19	WOOD CO COMMISSION	FA405DTRNG	2,000.00	0.00	2,000.00	0.00	N/A	0.00%
405D	4WHEEL19	CITY OF WHEELING	FA405DGEN	1,000.00	12.43	987.57		1.24%	
405D	4WHEEL19	CITY OF WHEELING	FA405DHVE	54,000.00	21,942.94	32,057.06		40.64%	
405D	4WHEEL19	CITY OF WHEELING	FA405DOPB	2,000.00	24.85	1,975.15		1.24%	
405D	4WHEEL19	CITY OF WHEELING	FA405DPM	4,000.00	1,095.50	2,904.50		27.39%	
405D	4WHEEL19	CITY OF WHEELING	FA405DTRNG	6,000.00	3,514.02	2,485.98	26,589.74	58.57%	39.69%
405D	5CLARK19	CITY OF CLARKSBURG	FA405DGEN	3,000.00	2,850.00	150.00		95.00%	
405D	5CLARK19	CITY OF CLARKSBURG	FA405DHVE	115,000.00	69,377.16	45,622.84		60.33%	
405D	5CLARK19	CITY OF CLARKSBURG	FA405DOPB	30,500.00	30,306.67	193.33		99.37%	
405D	5CLARK19	CITY OF CLARKSBURG	FA405DPM	12,000.00	0.00	12,000.00		100.00%	
405D	5CLARK19	CITY OF CLARKSBURG	FA405DTRNG	9,000.00	1,664.30	7,335.70	116,198.13	18.49%	68.55%
405D	6JEFF19	JEFFERSON CO COMM	FA405DHVE	13,250.00	5,657.37	7,592.63	5,657.37	42.70%	42.70%
405D	7BECK19	CITY OF BECKLEY	FA405DHVE	84,000.00	51,971.18	32,028.82		61.87%	
405D	7BECK19	CITY OF BECKLEY	FA405DOPB	13,500.00	2,500.00	11,000.00		18.52%	
405D	7BECK19	CITY OF BECKLEY	FA405DPM	4,000.00	2,316.00	1,684.00		57.90%	
405D	7BECK19	CITY OF BECKLEY	FA405DTRNG	13,000.00	2,029.20	10,970.80	58,816.38	15.61%	51.37%
405D	8CHAS19	CITY OF CHARLESTON	FA405DHVE	47,000.00	27,090.39	19,909.61		57.64%	
405D	8CHAS19	CITY OF CHARLESTON	FA405DTRNG	6,000.00	1,801.30	4,198.70	28,891.69	30.02%	54.51%
405D	9BECKLL19	CITY OF BECKLEY	FA405DTRNG	187,000.00	115,346.60	71,653.40	115,346.60	61.68%	61.68%
405D	10WVSPOL19	WV STATE POLICE	FA405DHVE	270,000.00	263,087.66	6,912.34		97.44%	
405D	10WVSPOL19	WV STATE POLICE	FA405DIS	10,000.00	2,704.22	7,295.78		27.04%	
405D	10WVSPOL19	WV STATE POLICE	FA405DTRNG	40,000.00	40,000.00	0.00	305,791.88	100.00%	95.56%
405D	12ABC19	AL BEVRG CNTRL ADM	FA405DHVE	60,000.00	60,000.00	0.00		100.00%	
405D	12ABC19	AL BEVRG CNTRL ADM	FA405DTRNG	3,000.00	3,000.00	0.00	63,000.00	100.00%	100.00%
405D	14MERC19	MERCER CO COMM	FA405DGEN	7,500.00	0.00	7,500.00		N/A	
405D	14MERC19	MERCER CO COMM	FA405DHVE	107,000.00	19,402.01	87,597.99		18.13%	
405D	14MERC19	MERCER CO COMM	FA405DOPB	6,000.00	0.00	6,000.00		N/A	
405D	14MERC19	MERCER CO COMM	FA405DPM	10,000.00	7,835.00	2,165.00		78.35%	
405D	14MERC19	MERCER CO COMM	FA405DTRNG	19,000.00	4,916.50	14,083.50	32,153.51	25.88%	21.51%
405D	15DTASP19	CITY OF BECKLEY	FA405DGEN	116,800.00	22,937.00	93,863.00		19.64%	
405D	15DTASP19	CITY OF BECKLEY	FA405DTRNG	20,000.00	6,162.00	13,838.00	29,099.00	30.81%	21.27%
405D	17MONCO19	MONONGALIA CO COMM	FA405DHVE	85,000.00	50,455.01	34,544.99		59.36%	
405D	17MONCO19	MONONGALIA CO COMM	FA405DTRNG	4,000.00	1,378.94	2,621.06	51,833.95	34.47%	58.24%
405D	18MRGTN19	CITY OF MORGANTOWN	FA405DHVE	34,000.00	15,652.27	18,347.73		46.04%	
405D	18MRGTN19	CITY OF MORGANTOWN	FA405DTRNG	2,500.00	783.20	1,716.80	16,435.47	31.33%	45.03%
405D	19MORG19	MORGAN CO COMM	FA405DHVE	9,000.00	749.60	8,250.40	749.60	8.33%	8.33%
405D	20KANS19	KANAWHA CO COMM	FA405DHVE	47,000.00	17,975.19	29,024.81		38.25%	
405D	20KANS19	KANAWHA CO COMM	FA405DTRNG	8,000.00	0.00	8,000.00	17,975.19	N/A	32.68%
405D	21PARK19	CITY OF PARKERSBURG	FA405DHVE	4,000.00	1,567.68	2,432.32	1,567.68	39.19%	39.19%
405D	405D	TOTAL 405D IMP DRIVING AWARDS		2,411,750.00	1,507,926.77	903,823.23	1,507,926.77	62.52%	62.52%
405D	405D	UNAWARDED (2019 RECVD \$1,129,221.22)		377,478.72	0.00	377,478.72	N/A	N/A	N/A
405D	405D	TOTAL 405D IMPAIRED DRIVING GRANTS		2,789,228.72	1,507,926.77	1,281,301.95	N/A	N/A	N/A
						0.00			
405E	6JEFF19	JEFFERSON CO COMM	FA405E	5,800.00	1,669.06	4,130.94	1,669.06	28.78%	28.78%
405E	17MONCO19	MONONGALIA CO COMM	FA405E	5,000.00	2,969.03	2,030.97	2,969.03	59.38%	59.38%
405E	19MORG19	MORGAN COUNTY COMM	FA405E	6,500.00	1,627.01	4,872.99	1,627.01	25.03%	25.03%

Grant Status Report

	GRANT #	GRANTEE	PROGRAM	9/30/19 AWARD	9/30/19 EXPENDED	9/30/19 BALANCE	GRANTEE TOT EXP TO DATE	PROGRAM % SPENT	T/GRANTEE % SPENT
405E	19MORG19	MORGAN COUNTY COMM	FA405E	6,500.00	1,627.01	4,872.99	1,627.01	25.03%	25.03%
405E	405E	TOTAL 405E DIST DRIVING AWARDS		17,300.00	6,265.10	11,034.90	6,265.10	36.21%	36.21%
405E	405E	UNAWARDED (2019 RECVD \$-0-)		271.41	0.00	271.41	N/A	N/A	N/A
405E	405E	TOTAL 405E DIST DRIVING GRANTS		17,571.41	6,265.10	11,306.31	N/A	N/A	N/A
						0.00			
405F	1GHSP19	GHSP PAID MEDIA	FA405FMA	40,000.00	40,000.00	0.00	40,000.00	100.00%	100.00%
405F	9BECKLL19	CITY OF BECKLEY LEL	FA405FMT	5,000.00	1,177.96	3,822.04	1,177.96	23.56%	23.56%
405F	FA405F	TOTAL 405F MOTORCYCLE SFTY AWARDS		45,000.00	41,177.96	3,822.04	41,177.96	91.51%	91.51%
405F	FA405F	UNAWARDED (2019 RECVD \$35,855.37)		95,202.41	0.00	95,202.41	N/A	N/A	N/A
405F	FA405F	TOTAL 405F MTRCYCL SFTY GRANTS		140,202.41	41,177.96	99,024.45	N/A	N/A	N/A
						0.00			
154AL	N/A	UNWRD (TO BE DEOBLIGATED)	154AL	266.17	0	266.17	N/A	N/A	N/A
	FED	TOTAL FEDERAL NHTSA AWARDS		6,716,334.17	4,585,291.60	2,131,042.57	4,585,291.60	68.27%	68.27%
	FED	T/UNWRDD (2019 RECVD \$3,830,058.19)		3,759,729.36	0.00	3,759,729.36	N/A	N/A	N/A
	FED	TOTAL FEDERAL NHTSA GRANTS		10,476,063.53	4,585,291.60	5,890,771.93	N/A	N/A	N/A
						0.00			
DOHD	2HUNT19	CITY OF HUNTINGTON	DOHD	18,500.00	16,374.37	2,125.63	16,374.37	88.51%	88.51%
DOHD	3WOOD19	WOOD CO COMM	DOHD	2,000.00	218.28	1,781.72	218.28	10.91%	10.91%
DOHD	4WHEEL19	CITY OF WHEELING	DOHD	10,000.00	6,266.94	3,733.06	6,266.94	62.67%	62.67%
DOHD	5CLARK19	CITY OF CLARKSBURG	DOHD	20,000.00	9,493.85	10,506.15	9,493.85	47.47%	47.47%
DOHD	7BECK19	CITY OF BECKLEY	DOHD	17,500.00	17,500.00	0.00	17,500.00	100.00%	100.00%
DOHD	8CHAS19	CITY OF CHARLESTON	DOHD	17,500.00	16,127.25	1,372.75	16,127.25	92.16%	92.16%
DOHD	10WVSPOL19	WV STATE POLICE	DOHD	22,500.00	22,500.00	0.00	22,500.00	100.00%	100.00%
DOHD	14MERC19	MERCER CO COMM	DOHD	15,000.00	5,684.00	9,316.00	5,684.00	37.89%	37.89%
DOHD	16PSCOM19	PUBLIC SERVICE COMM	DOHD	10,000.00	6,528.24	3,471.76	6,528.24	65.28%	65.28%
DOHD	17MONCO19	MONONGALIA CO COMM	DOHD	5,000.00	5,000.00	0.00	5,000.00	100.00%	100.00%
DOHD	18MRGTN19	CITY OF MORGANTOWN	DOHD	12,000.00	5,252.59	6,747.41	5,252.59	43.77%	43.77%
DOHD	20KANS19	KAN CO COMM SHERIFFS	DOHD	7,500.00	7,500.00	0.00	7,500.00	100.00%	100.00%
DOHD	21PARK19	CITY OF PARKERSBURG	DOHD	2,000.00	1,786.86	213.14	1,786.86	89.34%	89.34%
DOHD	DOHD	TOTAL DOH DISTRACTED DRIVING		159,500.00	120,232.38	39,267.62	120,232.38	75.38%	75.38%
DOHD	DOHD	UNAWARDED		416.65	0.00	416.65	N/A	N/A	N/A
DOHD	DOHD	TOTAL DOH DISTRACTED DRIVING GRANTS		159,916.65	120,232.38	39,684.27	N/A	N/A	N/A
						0.00			
DOHW	2HUNT19	CITY OF HUNTINGTON	DOHW	36,500.00	4,602.98	31,897.02	4,602.98	12.61%	12.61%
DOHW	3WOOD19	WOOD CO COMM	DOHW	11,000.00	321.65	10,678.35	321.65	2.92%	2.92%
DOHW	4WHEEL19	CITY OF WHEELING	DOHW	20,000.00	11,931.43	8,068.57	11,931.43	59.66%	59.66%
DOHW	5CLARK19	CITY OF CLARKSBURG	DOHW	30,000.00	0.00	30,000.00	0.00	N/A	0.00%
DOHW	6JEFF19	JEFFERSON CO COMM	DOHW	19,500.00	6,070.52	13,429.48	6,070.52	31.13%	31.13%
DOHW	7BECK19	CITY OF BECKLEY	DOHW	20,000.00	19,558.24	441.76	19,558.24	97.79%	97.79%
DOHW	8CHAS19	CITY OF CHARLESTON	DOHW	50,000.00	30,520.68	19,479.32	30,520.68	61.04%	61.04%
DOHW	10WVSPOL19	WV STATE POLICE	DOHW	40,000.00	40,000.00	0.00	40,000.00	100.00%	100.00%
DOHW	14MERC19	MERCER CO COMM	DOHW	50,000.00	4,435.27	45,564.73	4,435.27	8.87%	8.87%
DOHW	17MONCO19	MONONGALIA CO COMM	DOHW	20,000.00	0.00	20,000.00	0.00	N/A	0.00%
DOHW	18MRGTN19	CITY OF MORGANTOWN	DOHW	20,000.00	167.62	19,832.38	167.62	0.84%	0.84%
DOHW	19MORG19	MORGAN CO COMM	DOHW	9,000.00	0.00	9,000.00	0.00	N/A	0.00%
DOHW	20KANS19	KAN CO COMM SHERIFFS	DOHW	30,000.00	11,593.78	18,406.22	11,593.78	38.65%	38.65%
DOHW	21PARK19	CITY OF PARKERSBURG	DOHW	3,000.00	0.00	3,000.00	0.00	N/A	0.00%
DOHW	DOHWZ	TOTAL DOHWZ AWARDS		359,000.00	129,202.17	229,797.83	129,202.17	35.99%	35.99%
DOHW	DOHWZ	UNAWARDED (2019 RECVD \$500,000)		176,246.92	0.00	176,246.92	N/A	N/A	N/A
DOHW	DOHWZ	TOTAL DOHWZ GRANTS		535,246.92	129,202.17	406,044.75	N/A	N/A	N/A
						0.00			
DOH	STATE	TOTAL STATE DOH AWARDS		518,500.00	249,434.55	269,065.45	249,434.55	48.11%	48.11%
DOH	STATE	T/UNAWARDED (2019 RECVD \$500,000)		176,663.57	0.00	176,663.57	N/A	N/A	N/A
DOH	STATE	TOTAL STATE DOH GRANTS		695,163.57	249,434.55	445,729.02	N/A	N/A	N/A
						0.00			
ALL		TOTAL HIGHWAY SAFETY AWARDS		7,234,834.17	4,834,726.15	2,400,108.02	4,834,726.15	66.83%	66.83%
ALL		T/UNWRDD (2019 RECVD \$4,330,058.19)		3,936,392.93	0.00	3,936,392.93	N/A	N/A	N/A
ALL		TOTAL HIGHWAY SAFETY GRANTS		11,171,227.10	4,834,726.15	6,336,500.95	N/A	N/A	N/A
						0.00			
FED		TOTAL PAID MEDIA (MEMO)		977,600.00	919,729.38	57,870.62	919,729.38	94.08%	94.08%

West Virginia Governor's Highway Safety Program Annual Report
Federal Fiscal Year 2019
Submitted December 27, 2019

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