



2020
VIRGINIA
HIGHWAY SAFETY ANNUAL REPORT

Annual Report Fiscal Year 2020

Virginia Department of Motor Vehicles

Virginia Highway Safety Office

2300 West Broad Street

Richmond, Virginia 23220



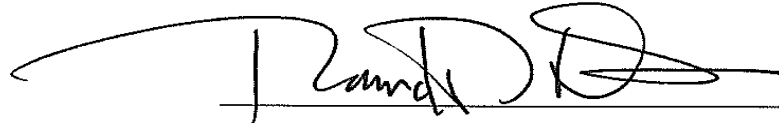
Table of Content

Commissioner’s Messages	2
Executive Summary	3
Mission Statement / Statutory Authority	5
Program Overview / Demographics / Responsibilities	6
Governor’s Highway Safety Executive Staff	7
Highway Safety Office Staff	8
Traffic Safety Partners	11
Traffic Safety Plans and Assessments	12
Surveys (Seat Belt Observation and Self-Reported)	13
Legislation	16
Evidence Based Traffic Safety Enforcement Program	20
Performance Report on Core Measures Targets	26
Core Outcome Performance Measures – (C-1 through C-11)	33
Fatalities	33
Serious Injuries	33
Fatalities per VMT	34
Fatalities per VMT (Rural)	35
Fatalities per VMT (Urban)	35
Occupant Protection Program (High Visibility Enforcement and Media)	36
Impaired Driving Program	57
Speed Program	65
Motorcycle Safety Program	68
Drivers Age 20 or Younger Program	74
Pedestrian Safety Program	77
Bicycle Safety Program	81
Core Behavior Performance Measure – (B-1) Seat Belt Use Rate	85
Core Activity Performance Measures – (A-1, A-2, A-3)	86
Traffic Records Program	87
Other Program Area Performance Measures: Drugged Driver, Distracted Driver, Drowsy Driver, Driver’s Education, Community Traffic Safety, Police Traffic Services, Roadway Safety	93
Additional Traffic Safety Programs	105
Highway Safety Media Plan	107
Appendix A - FFY2020 Summary of Expenditures	110
Appendix B – FFY2020 Expenditures and Non-Implementation Grants	112

Commissioner's Message

The Virginia Department of Motor Vehicles (DMV) Highway Safety Office (VAHSO) is pleased to present Virginia's 2020 Highway Safety Annual Report. The Annual Report provides an extensive description of the projects and activities funded as well as the amount of funds expended on projects implemented under the 2020 Virginia Highway Safety Plan (HSP). The Report describes the accomplishments and challenges experienced by the DMV/VAHSO, to include performance measures, targets, strategies, and funding identified in the HSP. You will also find the results and outcomes achieved through implementation of the initial HSP and any revisions that may have been made during the fiscal year. The Annual Report allows for the evaluation of the prior year's HSP as well as showcasing the Commonwealth's highway safety achievements.

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



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

12-16-2020

Date

Executive Summary

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

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

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

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

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it was determined that Virginia could make a positive impact on improving highway safety by placing a major emphasis on the following program areas for 2020:

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

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

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

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

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

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

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

Mission Statement for the Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Statutory Authority to Complete this Mission

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

Overview of Virginia's Highway Safety Office Program

The DMV/VAHSO continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety; thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities are data-driven and will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During **Federal Fiscal Year** 2019-2020, the Virginia Highway Safety Office, the Governor's Highway Safety Representative and the Virginia Secretary of Transportation approved the award of 400 grants totaling \$24,695,620.

Demographics of Virginia

Virginia is comprised of 37 cities and 95 counties. The Capitol is located in the city of Richmond. In 2019, the Commonwealth's total population was 8,535,519, and there were 8,405,302 registered vehicles. Virginia has 74,553.93 roadway miles, of which 63,400.10 are secondary roads (85%), 10,034.76 are primary roads (13%), and 1,119.07 are interstate roads (1.5%).

The combined number of active licensed drivers in Virginia is 6,164,342. Virginia's law enforcement community consists of seven state police field divisions with 49 area offices and 1,100 state troopers. It also includes 125 city and county sheriff's offices and 242 police departments, which includes private, institutional and collegiate departments.

Responsibilities

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

Governor's Highway Safety Executive Staff

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

Highway Safety Office Staff

The DMV/VAHSO is comprised of headquarters staff members and field personnel. Brief descriptions of each position are as follows:

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

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

Governor's Highway Safety Office Director: Provides direct oversight and is responsible for planning, organizing and administering operations and programs. Directs the administration of the DMV/VAHSO to include Planning, Data Analysis and Reporting and Program Development and Implementation.

Administrative Coordinator: Provides support to the DMV/VAHSO Director. Coordinates the information needed for the completion of DMV/VAHSO administrative processes, highway safety legislation, and Virginia's highway safety plan and annual report. Oversees the planning and implementation of the annual Judicial Transportation Safety Conference and Governor's Highway Safety Awards. Responsibilities include submitting, monitoring, coordinating and evaluation of approved highway safety grants for the DMV/VAHSO special projects and travel and training for DMV/VAHSO staff. Handles day to day operations by ensuring office requirements and needs are met.

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

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

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

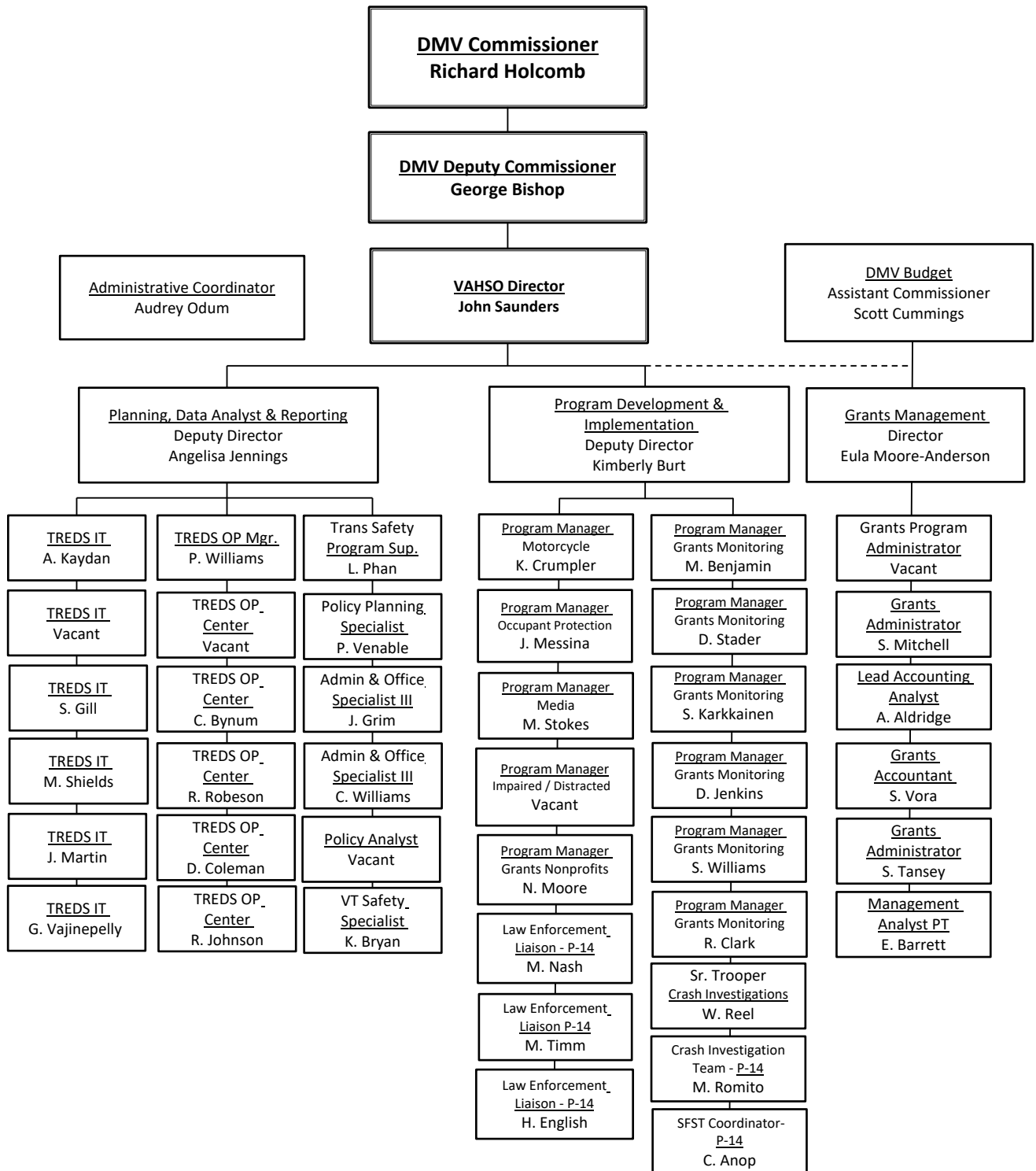
Office Manager (TREDS Operations Center): Supervises staff responsible for conducting quality assurance of the state's electronic police crash reports as well as related DMV business processes.

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

Program Managers/Grant Monitors: Responsibilities include monitoring and evaluation of approved highway safety projects within the various countermeasure areas; dissemination of information; public awareness campaigns and media events, and presentation of safety education programs. Also includes part-time staff for ARIDE and SFST coordination as well as crash investigation.

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

**Department of Motor Vehicles
Highway Safety Office
June 2020**



Traffic Safety Partners

Enforcement

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

Non-Profits

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

State Agencies

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

Traffic Safety Plans and Assessments

Virginia Highway Safety Plan

Virginia Annual Report

Occupant Protection Program Assessment

Occupant Protection Strategic Plan

Motorcycle Safety Program Assessment

Crash Investigation & Reconstruction Program Plan

Strategic Plan for Traffic Records and Information Systems

Traffic Records Program Assessment

Virginia Strategic Highway Safety Plan

Seat Belt Use in Virginia Survey

Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, this notice waives and postpones certain statutory and regulatory grant requirements for the State highway safety programs authorized under 23 U.S.C. Chapter 4 and implementing regulations at 23 CFR Part 1300 (“grant programs”). The waivers and postponements identified in this notice apply to all States and jurisdictions covered by the requirements, except where noted. In addition, this notice waives one statutory requirement imposed on the National Highway Traffic Safety Administration (NHTSA) in connection with these grant programs.

Annual Seat Belt User Surveys: NHTSA waived the requirement for States to conduct an annual seat belt survey and provides flexibility for States to decide on their own whether they want to conduct a survey this year. For applications due on July 1, 2021, if the State did not complete a survey in calendar year 2020, NHTSA will use the results of the State’s most recent survey, conducted in 2019, to determine designations of high or low seat belt use rates. (23 U.S.C. § 402(b)(1)(F)(iii)).

Virginia did not complete a Seat Belt Use Survey in 2020. Below are the findings for 2019.

(Summary of Findings for 2019)

The procedures that were used to develop the 2019 Seat Belt Use rate for Virginia are the result of the federally-mandated “re-design” based on the final rule for 23 CFR Part 1340: Uniform Criteria for State Observational Surveys of Seat Belt Use. The rule was published in the *Federal Register* Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Virginia’s plan was approved by the National Highway Traffic Safety Administration in February 2017 after working closely with federal personnel to ensure compliance with the law.

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

- (1) The 2019 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2017, was 85.4%.
- (2) The 95% confidence interval for the seat belt use rate was between 84.3% and 86.6%.
- (3) The error rate was 0.58%, well below the maximum 2.5% allowed by code.
- (4) The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 7.9%, below the maximum 10% allowed by Code.
- (5) These results were based on a weighted survey design sample of 16,629 vehicles providing driver and/or passenger belt use observations.

Note: On October 23, 2019, Virginia received NHTSA’s approval that the 2019 seat belt use certification met NHTSA’s requirements.

Virginias' Self-Reported Perceptions of and Actions Involving Targeted Safe-Driving Behaviors (Summary of Findings for 2019)

This report summarizes the work completed in 2019, the tenth year Virginia carried out the survey.

The DMV/VAHSO wished to add two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey). This report summarizes the work completed in 2019, the tenth year Virginia carried out the survey. (Virginia began its survey in 2010, one year before it was mandated to do so.)

The 2019 survey was deployed by telephone to licensed drivers in Virginia. Overall, two samples were targeted. First, a sample of 1,000 licensed drivers aged 18 and older completed the survey. This sample was distributed across Virginia proportionally by regional population levels. Therefore, more of the sample came from northern and southeastern regions of Virginia than from the southwestern areas. It was appropriately representative of the Commonwealth. A second sample was derived from licensed drivers 18 – 34 years old. This age group was a particular focus of various interventions in Virginia, most notably the *Click It or Ticket* seat-belt enforcement program. The 18 - 34 sample was drawn from those in that age category from the main sample (292 of the 1,000 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 final sample for analysis a total of 592 participants. This latter augment sample was used to make comparisons to the full sample, or the average Virginia driver.

Overall, key *statewide* findings included:

Seat-Belt Use

- The majority of respondents reported always-wearing seat belts while driving (88.7%) or riding as passengers (88.3%).
- A few more than 1 in 4 (27.9%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- More than half of the respondents (51.1%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- More than half the respondents (54.5%) reported they do not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 24.8% had driven within two hours after drinking alcohol in the past 60 days (defined as at least one drive within 2 hours).
- Most believed the chances of arrest after drinking and driving were at least “likely.”
- Fewer than 4 in 10 (36.9%) recalled police activities targeting impaired driving in the time period prior to the survey. Even fewer (21.9%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- More than half (55.1%) of participants reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); slightly less than half (48.7%) reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (58.5%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Fewer than 3 in 10 (28.3%) recalled law enforcement activity targeting speeding in the past 30 days.

Distracted Driving

- More than half of the respondents (56.3%) “seldom” or “never” talk on mobile phones while driving; 0.3% reported not owning a mobile phone.
- A significant majority (69.0%) said they “never” text while driving.

Legislation

During the 2019 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws were enacted and became effective July 1, 2019 unless noted otherwise:

Highway Safety Bills

VIRGINIA DEPARTMENT OF MOTOR VEHICLES

Highway Safety

HB 1662 and SB 1677: Child restraint devices and safety belts; emergency and law-enforcement vehicles. (Head and Suetterlein) (Chapter 196 and Chapter 319)

Amends § 46.2-1095 of the Code of Virginia.

Exempts the operators of emergency medical services agency vehicles, fire company vehicles, fire department vehicles, and law-enforcement agency vehicles during the performance of their official duties from (i) the requirement that certain minors be secured with a safety belt and (ii) the requirement that minors under the age of eight be secured in a child restraint device provided that exigent circumstances exist and no child restraint device is readily available.

HB 1802 and SB 1254: Amber warning lights; vehicles hauling forest products. (Tyler and Ruff) (Chapter 145 and Chapter 112)

Amends § 46.2-1025 of the Code of Virginia.

Authorizes vehicles hauling forest products to use amber warning lights approved by the Superintendent of State Police, provided that the lights are mounted or installed so as to be visible from behind the vehicle.

HB 1911: Duties of drivers of vehicles approaching stationary vehicles displaying certain warning lights; penalty. (Peace) (Chapter 850)(The Governor's proposed amendments were rejected by the Senate)

Amends the Code of Virginia by adding a section numbered 46.2-861.1 and repeals § 46.2-921.1 of the Code of Virginia.

Makes a driver's failure to move into a nonadjacent lane on a highway with at least four lanes when approaching a stationary vehicle displaying flashing, blinking, or alternating blue, red, or amber lights, or, if changing lanes would be unreasonable or unsafe, to proceed with due caution and maintain a safe speed, reckless driving, which is punishable as a Class 1 misdemeanor. Under current law, a first such offense is a traffic infraction punishable by a fine of not more than \$250, and a second such offense is punishable as a Class 1 misdemeanor.

HB 2143: Air bags; manufacture, importation, sale, etc., of counterfeit or nonfunctional air bag prohibited; penalty. (Bell) (Chapter 392)

Amends § 46.2-1088.3 of the Code of Virginia.

Provides that a person is guilty of a Class 1 misdemeanor if he knowingly manufactures, imports, sells, installs, or reinstalls a counterfeit air bag or nonfunctional air bag, or any device that is intended to conceal a counterfeit air bag or nonfunctional air bag, in a motor vehicle. The bill provides an exemption for the sale, installation, reinstallation, or replacement of a motor vehicle air bag on a vehicle solely used for police work. The bill also provides that any sale, installation, reinstallation, or replacement of a motor vehicle air bag with a counterfeit, nonfunctional, or otherwise unlawful air bag shall not be construed as a superseding cause that limits the liability of any party in any civil action.

HB 2718 and SB 1716: Interstate 81; Interstate 81 Corridor Improvement Fund. (Landes and Obenshain) (Chapter 837 and Chapter 846)

Amends §§ 46.2-698, 58.1-2701, 58.1-2299.20 the Code of Virginia and adds in Title 33.2 a chapter numbered 36, consisting of sections numbered 33.2-3600 through 33.2-3605, 46.2-697.2, 46.2-702.1:1, 58.1-2217.1, and 58.1-2295.1.

Creates an Interstate 81 Committee, tasked with developing and updating a program related to Interstate 81 Corridor safety and improvements, and creates an Interstate 81 Corridor Improvement Fund (Fund). The bills provide revenues for the Fund through the creation of a new registration fee, a diesel tax, a regional gas tax, and a roads tax. The new registration fee would apply to non-passenger vehicles weighing over 10,000 pounds. Additionally, private and for-hire nonpassenger vehicles would pay the existing registration fee at the rate currently paid by for-hire vehicles. Beginning July 1, 2021, a tax at the rate of 2.03 percent of the statewide average wholesale price of a gallon of diesel fuel would be imposed statewide on the sale of diesel fuel. A regional gas tax, like the tax imposed in the Northern Virginia and Hampton Roads regions, would be applied to the sale of gasoline and diesel at a rate of 2.1 percent of the statewide average price of a gallon of gasoline and diesel fuels. The existing roads tax, currently \$0.035 per gallon of fuel, would be determined annually by the Commissioner by multiplying the average fuel economy (defined in the amendment as the total taxable miles driven in the Commonwealth divided by the total taxable gallons of fuel consumed in the Commonwealth, as reported on International Fuel Tax Agreement Returns) by \$0.01125 for fiscal year 2020, and by \$0.0225 for fiscal year 2021 and each year thereafter. All of the revenues generated by the regional gas tax would be deposited in the Fund.

The other new revenues would be apportioned among the Fund, the Northern Virginia Transportation Authority Fund, and Commonwealth Transportation Board for use in other interstate corridors based upon total vehicle miles driven by vehicles classified as Class 6 or higher on Interstate 81, interstates within the boundaries of Planning District 8, and other interstate corridors, respectively, as compared with total vehicle miles driven in on interstates in the Commonwealth by vehicles classified as Class 6 or higher.

HB 2752: Motorized skateboards or scooters; operation; local authority. (Pillion) (Chapter 870)

Amends §§ 46.2-100, 46.2-800, 46.2-849, 46.2-903, 46.2-904, 46.2-905, 46.2-908.1, 46.2-1015, 46.2-1041, and 46.2-1081 of the Code of Virginia and amend the Code of Virginia by adding in Chapter 13 of Title 46.2 a section numbered 46.2-1315.

Authorizes localities to regulate the operation of companies providing motorized skateboards or scooters for hire. The bill changes the definition of motorized skateboard or scooter by (i) removing the requirement that such device have no seat and requiring that the device be designed to allow a person to stand or sit, (ii) removing the maximum power limits for such device and providing that the device may be powered in whole or in part by an electric motor, (iii) providing that the device has a speed of no more than 20 miles per hour, and (iv) providing that such device weighs less than 100 pounds. The bill makes consistent the operational requirements for motorized skateboards or scooters and similar devices, including (a) allowing motorized skateboards and scooters to be driven on sidewalks, (b) requiring motorized skateboards and scooters driven on a roadway to be driven as close to the right curb as is safely practicable, (c) prohibiting the operation of motorized skateboards or scooters on any Interstate Highway System component, and (d) requiring operators of motorized skateboards and scooters to give hand signals and have lights on such devices. The bill prohibits operating a motorized skateboard or scooter at a speed faster than 20 miles per hour. Certain provisions of this bill have a delayed effective date of January 1, 2020.

HB 2800 and SB 1775: Commissioner of Highways; overweight trucks. (Garrett and Carrico) (Chapter 401 and Chapter 568)

§ 1 Bill

Requires the Commissioner of Highways to report annually by December 1 to the Governor, the General Assembly, and the Commonwealth Transportation Board regarding overweight trucks. The bill expires on January 1, 2021.

SB 1521: Handheld photo speed monitoring devices; DSP may operate in or around a highway work zone. (Carrico) (Chapter 842)

Amends § 46.2-882 of the Code of Virginia and amends the Code of Virginia by adding s section numbered 46.2-882.1.

Provides that the Department of State Police may operate a handheld photo speed monitoring device, defined in the bill, in or around a highway work zone for the purpose of recording images of vehicles that are traveling at speeds of at least 12 miles per hour above the posted highway work zone speed limit within such highway work zone when (i) workers are present and (ii) such highway work zone is indicated by appropriately placed signs displaying the maximum speed limit and the use of such handheld automated speed monitoring device. The bill also provides that the operator of a vehicle shall be liable for a monetary civil penalty, not to exceed \$125, if such vehicle is found to be traveling at speeds of at least 12 miles per hour above the posted highway work zone speed limit by the handheld photo monitoring device.

HJ 581 and SJ 276: Interstate 95 Corridor Improvement Plan; report. (Cole and Reeves)

Requesting the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange, financing options for improvements to the corridor, and the feasibility of an eastern bypass for U.S. Route 29 around Charlottesville. Report.

Requests the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange, financing options for improvements to the corridor, and the effect that enhanced transit service would have on mitigating traffic along the corridor.

SJ 286: Move Over Awareness Month; designating as June 2019, and in honor & memory of Lt. Bradford T. Clark. (McDougle)

Move Over Awareness Month. Recognizing June 2019 as Move Over Awareness Month in honor of Lieutenant Bradford Turner Clark.

Evidence-Based Traffic Safety Enforcement Program

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

Data-driven Problem Identification

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

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

Implementation of Evidence-based Strategies

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

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

Several State supported enforcement blitzes are also included. Multi-jurisdictional enforcement efforts are also encouraged and supported by the DMV/VAHSO. Strategies that use street level data to identify high crash locations have proven to be effective, providing for a more efficient use of the available resources; thereby, enhancing the success of enforcement efforts.

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

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of DMV/VAHSO's enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by DMV/VAHSO. Law enforcement agencies receiving grant funding are required to report on the progress of their programs in their quarterly activity reports. These reports must include data on the activities conducted, such as the times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project. Enforcement grants are monitored throughout the year by the Field Program Managers for the DMV/VAHSO. Program managers and associated Law Enforcement Liaisons (LELs) maintain contact with enforcement agencies through meetings, conferences, grant monitoring sessions, emails, phone calls and press events.

Risk Assessments

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

Example of the Highest Jurisdiction Data used to Develop and Select Evidence-based Countermeasure Strategies and Projects

**Top 48 Jurisdictions - Overall Fatalities
Representing 76% of Virginia Fatalities
Calendar Year 2019**

Rank	County/City	Fatalities	Area
1	Fairfax County	45	Fairfax
2	Henrico County	26	Richmond
3	Norfolk City	24	Portsmouth
5	Chesterfield County	22	Richmond
5	Spotsylvania County	22	Fairfax
5	Va. Beach City	22	Portsmouth
7.5	Chesapeake City	17	Portsmouth
7.5	Newport News City	17	Portsmouth
10.5	Albemarle County	16	Staunton
10.5	Bedford County	16	Roanoke
10.5	Franklin County	16	Roanoke
10.5	Richmond City	16	Richmond
14	Hanover County	15	Richmond
14	Pittsylvania County	15	Roanoke
14	Rockingham County	15	Staunton
17	Augusta County	14	Staunton
17	Dinwiddie County	14	Richmond
17	Prince William County	14	Fairfax
19.5	Hampton City	13	Portsmouth
19.5	Loudoun County	13	Fairfax
21.5	Campbell County	12	Roanoke
21.5	Louisa County	12	Richmond
26	Fauquier County	11	Staunton
26	Frederick County	11	Staunton
26	Isle of Wight County	11	Portsmouth
26	Orange County	11	Staunton
26	Prince George County	11	Richmond
26	Roanoke County	11	Roanoke
26	Southampton County	11	Portsmouth
31.5	Culpeper County	10	Staunton
31.5	Henry County	10	Roanoke
31.5	Nottoway County	10	Richmond

31.5	Suffolk City	10	Portsmouth
34.5	Halifax County	9	Richmond
34.5	York County	9	Portsmouth
37	Mecklenburg County	8	Richmond
37	Montgomery County	8	Roanoke
37	Russell County	8	Bristol
43.5	Appomattox County	7	Roanoke
43.5	Goochland County	7	Richmond
43.5	Page County	7	Staunton
43.5	Prince Edward County	7	Richmond
43.5	Pulaski County	7	Bristol
43.5	Rockbridge County	7	Staunton
43.5	Scott County	7	Bristol
43.5	Stafford County	7	Fairfax
43.5	Sussex County	7	Portsmouth
43.5	Warren County	7	Staunton

Driving Trends

In 2019 as compared to 2018 there were:	
108,026 more licensed drivers	1.8% increase
99,669 more registered vehicles	1.2% increase
3,676 less total crashes	2.8% decrease
8 more total fatalities	1.0% increase
815 less total injuries	1.2% decrease

Trend Statistics									
CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.11
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.10
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,737	0.96	1.14
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,258	0.92	1.10
2014	120,282	703	63,384	5,892,082	7,898,197	8,326,289	80,985	0.86	1.08
2015	125,800	753	65,029	6,003,526	8,005,505	8,382,993	82,970	0.91	1.15
2016	128,525	760	67,294	6,491,377	8,121,216	8,411,808	84,278	0.90	1.19
2017	127,375	839	65,306	6,087,245	8,234,406	8,470,020	85,263	0.99	1.16
2018	131,848	819	66,523	6,056,316	8,305,633	8,517,685	86,968	0.94	1.22
2019	128,172	827	65,708	6,164,342	8,405,302	8,535,519	86,829	0.93	1.10

* Fatality rate per 100 million miles

Coordinated Data Collection and Information for SHSP Development

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

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

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

DMV and VDOT agreed to the following identical FY2020 HSP measures and targets for the HSP, HSIP and SHSP: Fatalities – 950, Fatalities/VMT – 1.08 and Serious Injuries – 7,473.

Virginia's final SHSP was completed in May 2017.

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

Core Performance Measure Target Chart – FY2020 Annual Report

Assessment of Results in Achieving Performance Targets for FY20 and FY19									
Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY20 Progress Results	On Track to Meet FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	950	2015 – 2019 FARS 801	Y	840	2015-2019	2015 – 2019 FARS 801	Y
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	7,473	2016 – 2020 STATE/TREDS 7,172	Y	7,689	2015-2019	2016 – 2020 STATE/TREDS 7,172	Y
C-3) Fatalities/VMT	5 year	2016-2020	1.08	2015 – 2019 FARS 0.94	Y	0.94	2015-2019	2015 – 2019 FARS 0.94	Y
C-3b) Rural Fatalities (per 100M VMT)	Annual	2016-2020	1.70	2019 FARS 1.70	Y	1.58	2019	2019 FARS 1.70	N
C-3c) Urban Fatalities (per 100M VMT)	5 year	2016-2020	0.57	2015 – 2019 FARS 0.55	Y	0.43	2015-2019	2015 – 2019 FARS 0.55	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	290	2015-2019 FARS 299	N	261	2015-2019	2015-2019 FARS 299	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	230	2015-2019 FARS 231	N	214	2015-2019	2015-2019 FARS 231	N
C-6) Speeding-Related Fatalities	5 year	2020	215	2015-2019 FARS 210	Y	294	2019	2019 FARS 228	Y
C-7) Motorcyclist Fatalities (FARS)	Annual	2020	108	2019 FARS 102	Y	70	2019	2019 FARS 102	N
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2020	0	2019 FARS 11	N	0	2019	2019 FARS 11	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	77	2015-2019 FARS 82	N	77	2015-2019	2015-2019 FARS 82	N
C-10) Pedestrian Fatalities	Annual	2020	104	2019 FARS 123	N	82	2019	2019 FARS 123	N
C-11) Bicyclist Fatalities	5 year	2016-2020	10	2015 – 2019 FARS 12	N	9	2015-2019	2015 – 2019 FARS 12	N
B-1) Observed Seat Belt Use	Annual	2020	87	State survey/ 85	N	87	2019	State survey/ 85	N

for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)									
--	--	--	--	--	--	--	--	--	--

*Virginia uses State data/TREDS to evaluate the target achievement for the C-2) Serious Injuries in Traffic Crashes and FARS most recent data for all other performance measures.

Performance Measures – Not on Track to Meet

For those performance measures not on track to meet the FY20 targets, Virginia (DMV/VAHSO) will continue to conduct street-level analysis to develop and implement data-driven approaches to address specific program areas. Virginia uses and analyzes the most recent state data for reporting purposes.

Unrestrained passenger vehicle occupant fatalities:

- Virginia’s 5-year average unrestrained passenger vehicle occupant fatalities (2015-2019) was 299 and FY20 target was 290. Virginia is not on track to meet its target.

Analysis of our data shows 54 percent of occupants killed in Virginia crashes during 2019 were not wearing safety restraints (above the national average of 49 percent.) Two-hundred ninety-nine unrestrained passenger vehicle occupants were killed on Virginia roadways. Fifty-four percent of the fatalities were between the ages of 21-50. The highest percentage of the fatalities, 31 percent occurred in September, October or November (31 fatalities each month). 33 percent of the fatalities occurred on Friday/Saturday and 47 percent occurred between 6pm and 3am. Failing to maintain control of the vehicle, running off the road, along with speeding, accounted for 53 percent of the driver’s actions. The top jurisdictions where the fatalities occurred were (1) Spotsylvania County, (2) Dinwiddie County, (3) Norfolk City, and (4) Albemarle County. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts such as Local Hero’s. This is a regionally based program that will focus in the Tidewater area. Additionally, we will be providing resources to our partners to assist them in enhancing our media messaging on a more community-based level.

Calendar Year 2020

Unrestrained Fatalities	
	% of Total Unrestrained Fatalities
Totally Ejected	30%
Ages 21-50	57%
June	13%
August	12%
January	11%
Saturday	20%
9pm – 3am	36%
Partially Ejected	11%
Failure to Maintain Proper Control and/or Speeding	55%
In Rural Areas	64%
In Urban Areas	36%
Chesterfield County	5%
Hampton City	4%

Impaired Driving Fatalities:

- Virginia’s 5-year average for impaired driving fatalities (2015-2019) was 231 and FY20 target was 230. Virginia is not on track to meet its target.

In Virginia, the average age of the drinking driver killed in alcohol-related fatal crashes was 40 in 2019. Ninety-one percent of the fatalities occurred on non-interstate roadway while only 9% occurred on interstate roadways. 48% percent occurring between 9 pm and 3 am. 14% occurred in September. 49% occurred on the weekend (Saturdays and Sundays). 15% occurred on a Wednesday. Drinking drivers aged 21-35 represent 45% of drivers involved in fatal crashes. Sixty percent of drinking driver fatalities were also speed-related and fifty-six percent were unrestrained. Single vehicle crashes accounted for seventy-nine percent of drinking driver fatalities. Forty percent of the drinking drivers ran off the road during the crash. The top localities for these fatalities were Suffolk City (4 fatalities), Pittsylvania County (4 fatalities), and Hanover County (4 fatalities). In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement as well as education and awareness efforts such as our statewide Driver Sober Don’t Get Pulled Over campaign. Additionally, we will be providing resources to our partners to assist them in enhancing our media messaging on a more community-based level.

Calendar Year 2020

Drinking Driver Fatalities	
	% of Total Drinking Driver Fatalities
Non-Interstate	91%
Interstate	9%
9pm – 3am	57%
June	16%
Tuesday	18%
Friday	18%
Drivers Age 21-35	44%
Speed-Related	68%
Single Vehicle Crash	80%
Ran off the road	73%
VA Beach City	4%
Norton City	4%
Rockingham County	4%
Pittsylvania County	4%

Unhelmeted motorcyclist fatalities:

- Virginia’s unhelmeted motorcyclist fatalities were 11 for 2019 and FY20 target was 0.. Virginia is not on track to meet its target 0 for 2020.

Contributing factors to unhelmeted motorcyclist fatalities were failure to maintain control of the motorcycle, running off the road and speed. These driver actions accounted for 70 percent of the fatalities. Forty percent of unhelmeted motorcyclist fatalities were killed in September, 40 percent were killed on a Monday, and 50 percent were killed between the hours of 6pm and midnight. Seventy percent of unhelmeted motorcyclists were killed on a rural roadway followed by thirty percent on urban/city roadways. Twenty percent or 2 killed were drinking. Ninety percent of the fatalities were male. Forty percent were between the ages of 36 and 50. All unhelmeted motorcyclist fatalities were in different jurisdictions. However, Fairfax Region was the only region with 0 unhelmeted fatalities. In FY2021, Virginia will continue to analyze its most recent data for use in the development and enhancement of education and awareness efforts to address this issue. We will be airing new media messaging that focuses on wearing the correct gear at all times. This messaging will begin in February, the month prior to trend data that shows March is the month we begin to see an increase in our motorcycle fatalities.

Drivers age 20 and younger:

- The 5-year average (2015-2019) Virginia’s young drivers (age 20 and younger) involved in fatal crashes was 82 and the FY20 target was 77. Virginia is not on track to meet its target of 77 fatalities.

Contributing factors to the young drivers age 20 or younger involved in fatal crashes were failure to maintain control of the vehicle resulting in the vehicle running off the road and hitting fixed objects. Speed was also a key contributing factor. These actions accounted for 61% of young drivers involved in fatal crashes. 48% of the crashes were single-vehicle crashes. Young drivers were also not restrained 41% of the time. 15% of the fatalities occurred in October. 22% occurred on a Wednesday. 16% occurred between the hours of 9pm and midnight. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners to address this issue and use our trend data to expand our messaging within the jurisdictions experiencing increases within this group.

Calendar Year 2020

Young-Driver Fatalities	
	% of Total Young-Driver Fatalities
Speed-Involved	63%
Single Vehicle Crash	42%
Unrestrained Young Driver	17%
June	15%
August	15%
Thursday	19%

Saturday	19%
6pm – 9pm	21%

Pedestrian fatalities:

- Virginia’s pedestrian fatalities were 123 for 2019 and FY20 target was 104. Virginia is not on track to meet its target of 104 for 2020.

Top contributing factor to the increase in pedestrian fatalities is pedestrians crossing not at an intersection. Other factors include pedestrians drinking and not wearing reflective clothing. Fifty-one percent of pedestrians were killed between the hours of 6pm and midnight, 20 percent were killed on Saturdays, 17 percent were killed in October. 38 percent occurred on a roadway during darkness with the road not lighted. Seventy-five percent of pedestrians were killed on an urban/city roadway followed by twenty-five percent on rural routes. Ninety-eight percent or 121 of pedestrians killed were not wearing reflective clothing. Twenty-five percent or 31 of the pedestrians killed were drinking. The top jurisdictions for pedestrian fatalities were Fairfax County (17), Henrico County (9) and Chesterfield County (7). Seventy-seven (63%) were over age 50. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners to address this issue. Additionally, Virginia will use its non-motorized funding to create and implement a media outreach effort.

Calendar Year 2020

Pedestrian Fatalities	
	% of Total Pedestrian Fatalities
Crossing not at Intersection	32%
9pm - Midnight	28%
Thursday/Friday	38%
January	13%
Darkness-Road not Lighted	40%
Urban Road	81%
Rural Road	19%
No Reflective Clothing	98%
Pedestrian Drinking	35%
Fairfax County	13%
Richmond City	9%
Chesterfield County	8%

Bicycle fatalities:

- The 5-year average (2015-2019) of bicycle fatalities was 12 and the FY20 target was 10. Virginia is not on track to meet its target of 10 fatalities.

Contributing factors to the bicyclist fatalities were driving without lights, did not have the right-of-way and disregarded traffic signal. Only three of the bicyclist fatalities were wearing helmets. In addition, the bicyclist was at fault 60% of the time. In FY2021, Virginia will continue to analyze its most recent data for use in the development of enforcement and education and awareness efforts. Virginia will also continue to work with its safety partners at the community level to address this issue.

Calendar Year 2020

Bicycle Fatalities	
	% of Total Bicycle Fatalities
Helmet	25%
No Helmet	75%
Bicycle Driver At Fault	50%

Seat belt usage rate:

- Virginia’s seat belt usage rate was 85.4 for 2019 and FY target is 86.7. Virginia will use and report the 2019 usage rate.

Due to COVID19, Virginia chose to accept the NHTSA waiver and did not conduct a 2020 annual seat belt survey. In FY2021, Virginia will continue to focus its seat belt usage efforts on increasing community and law enforcement involvement throughout the Commonwealth. All initiatives will be implemented to make a positive impact on altering driving behavior to continue increasing overall seat belt usage. The implementation of Local Hero’s in the Tidewater

Notes:

* Targets for fatalities, serious injuries and fatalities per 100M VMT are set by DMV and VDOT using 2016 - 2020 as the calendar base year.

**Targets are set by the DMV/VAHSO based on the latest NHTSA/FARS data (2018)

Sources: Virginia Crash Data from the Traffic Records Electronic Data System (TREDS) Data Source*/ FY20 Progress Results - Fatality Analysis Reporting System (FARS)

Core Outcome Performance Measures

Measure (C-1 Fatalities): Target is 950 by December 31, 2020.

Performance - Virginia's 5-year average fatalities (2015-2019) were 801 and FY20 target is 950. Virginia is on track to meet its target.

Fatalities	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	740	703	754	760	839	820	827	950

Note: Target for fatalities is set by DMV/VDOT using 2018 as the calendar base year.

Measure (C-2 Serious Injuries): Decrease traffic **serious injuries** 2% from the 2017 calendar base year of 7,624 to 7,473 by December 31, 2020.

Performance - Virginia's 5-year average serious injuries (2016-2020) were 7,172 and FY20 target is 7,473. Virginia is on track to meet its target.

Serious Injuries	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	8,650	7,585	8,014	8,084	7,624	7,439	7,182	7,473

Note: Target for serious injuries is set by DMV/VDOT using 2018 as the calendar base year.

Measure (C-3a): Increase **fatalities per 100M VMT** 10% from the 2017 calendar base year of 0.98 to 1.08 by year December 31, 2020.

Performance - Virginia's 5-year average (2015-2019) was 0.94 and FY20 target is 1.08. Virginia is on track to meet its target.

Fatalities (per 100M VMT)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	0.92	0.87	0.91	0.90	0.98	0.96	0.95	1.08

Note: Target for fatalities per 100M VMT is set by DMV/VDOT using 2018 as the calendar base year.

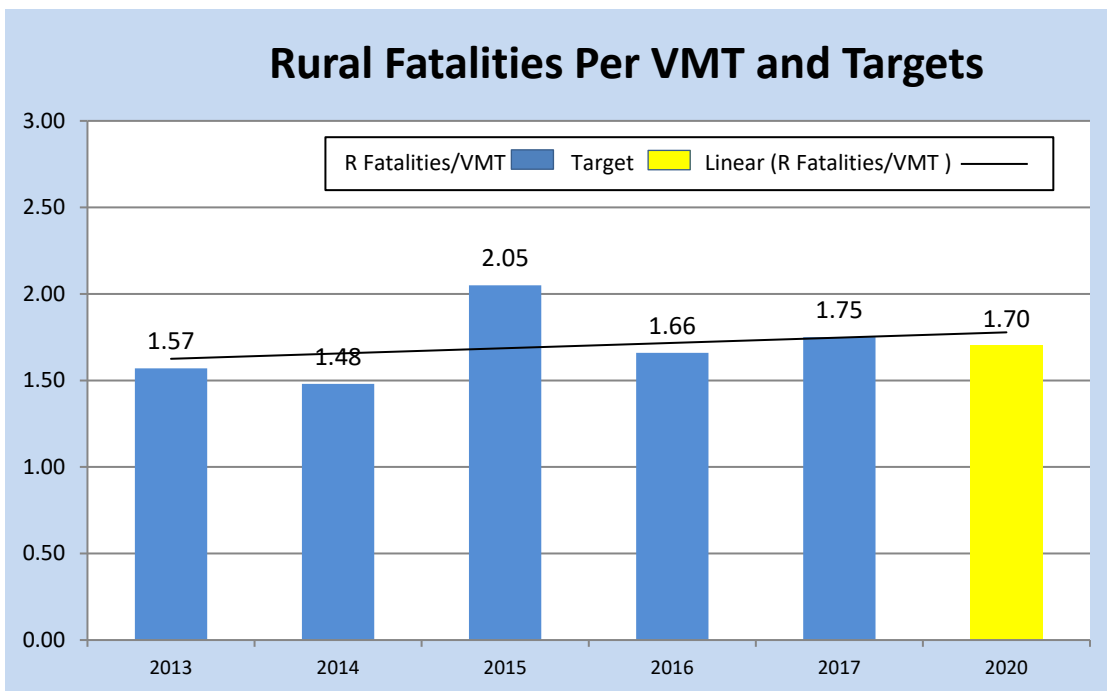
Measure (C-3b): Decrease rural fatalities per 100M VMT 3% from the 2017 calendar base year of 1.75 to 1.70 by December 31, 2020.

Performance – Virginia’s rural fatalities/100M VMT was 1.70 and FY20 target is 1.70. Virginia is on track to meet FY20 target.

Note: Rural fatalities/100M VMT (1.70) is the most recent data based on 2019 FARS data and VMT from VDOT

Rural Fatalities (per 100M VMT)	Baseline Data						2020 Target	
	2013	2014	2015	2016	2017	2018	2019	1.70
	1.57	1.48	2.05	1.66	1.75	1.60	1.66	

Note: 2017 calendar base year FARS data was used to calculate the 2020 target.



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

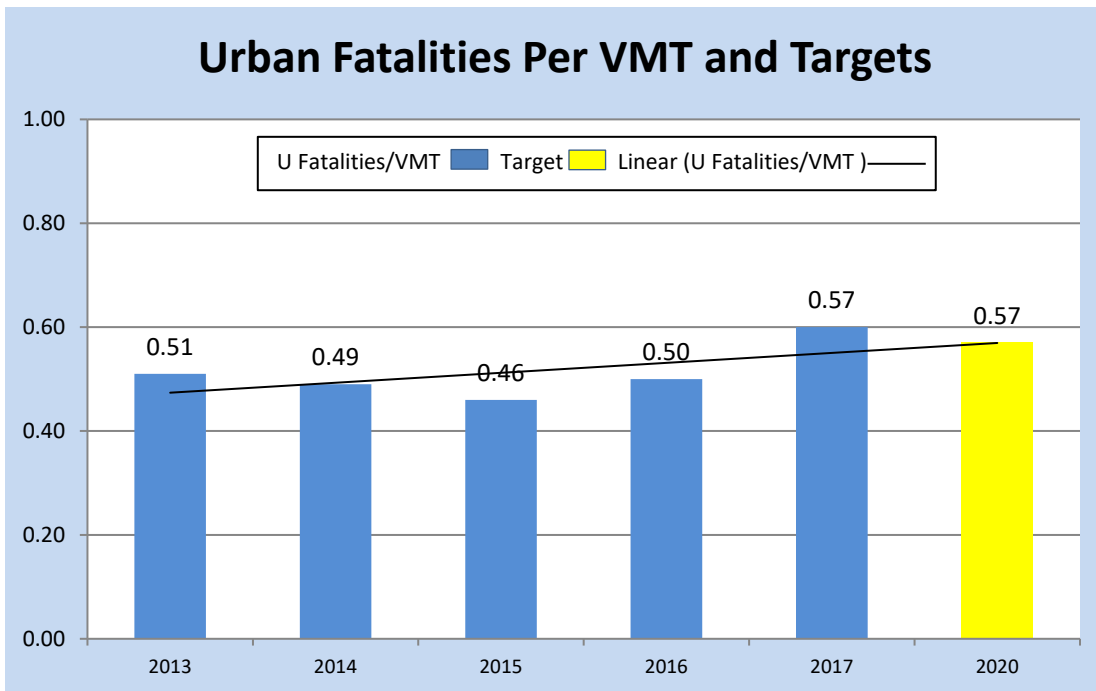
Measure (C-3c): Keep urban fatalities per 100M VMT the same as the 2017 calendar base year of 0.57 by December 31, 2020.

Performance – Virginia’s 5-year average urban fatalities/100M VMT was 0.55 and FY20 target is 0.57. Virginia is on track to meet FY20 target.

Note: Urban fatalities/100M VMT (1.70) is the most recent data based on 2019 FARS data and VMT from VDOT

Urban Fatalities (per 100M VMT)	Baseline Data						2020 Target	
	2013	2014	2015	2016	2017	2018	2019	0.57
	0.51	0.49	0.46	0.50	0.57	0.60	0.56	

Notes: The source of information for fatalities is from FARS data; whereas, VMT information is from Virginia Department of Transportation data. 2017 calendar base year data was used to calculate the 2020 target.



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

Occupant Protection Program (Core Outcome Measure C-4)



Overview of Programs, Projects and Activities Funded

While Virginia’s seat belt law is secondary, our occupant protection program’s primary purpose is to reduce fatalities and injuries to unrestrained motor vehicle occupants through increased and correct use of safety restraints. The program focused on using enforcement and education to increase the public’s awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use. Approximately \$1,104,091 in Section 402 funds and \$995,083 in Section 405b funds was expended on various occupant protection activities and child safety seats.

Measure: (C-4) Decrease **unrestrained** passenger vehicle occupant fatalities in all seating positions 6 percent from the 2017 calendar base year of 307 to 290 by December 31, 2020.

Performance - Virginia’s 5-year average (2015-2019) was 299 and FY20 target is 290. Virginia is not on track to meet its target.

Unrestrained Passenger Vehicle Occupant	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	300	250	301	296	307	293	299	

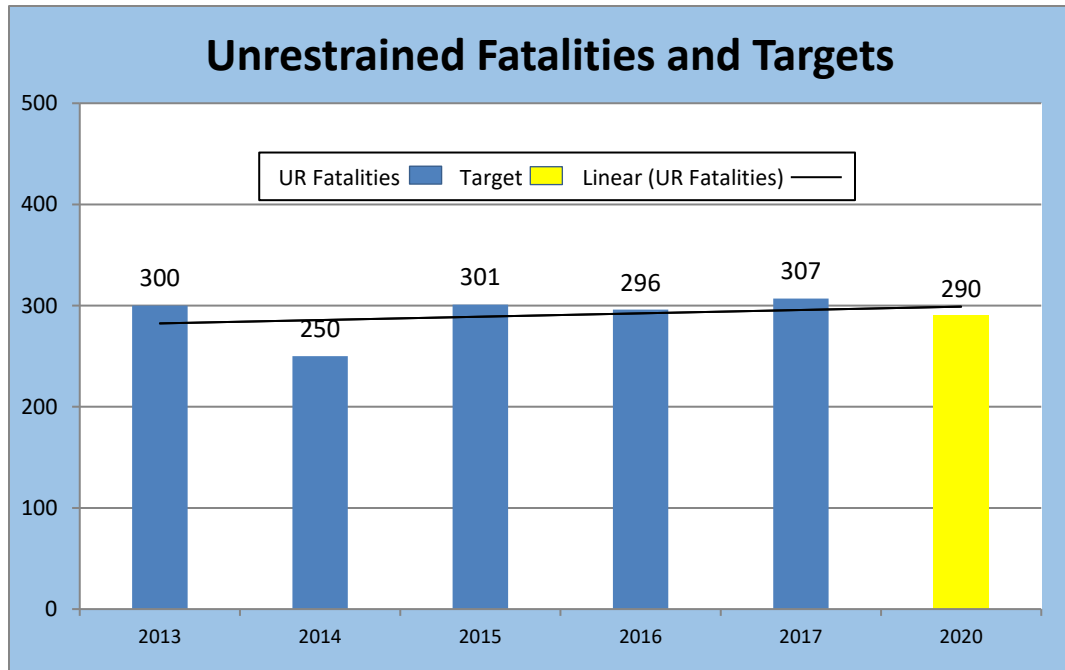
Note: 2017 calendar base year data was used to calculate the 2019 target.

Occupant Protection (OP) is a key focus area in the Department of Motor Vehicles Highway Safety Office’s Highway Safety Plan and Occupant Protection Plan (OPP). These plans include recommendations from the March 2019 OP Assessment. Additionally, innovative strategies and funding assist efforts to increase overall seat belt use – particularly at night, on rural roadways, and among pickup truck and work van drivers – and decrease unrestrained fatalities during the most critical time periods and locations.

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

Specific examples approved for the FY2020 grant year include:

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



Overall Safety Restraint Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2008	81	72,107	1,686
2009	82	72,226	1,723
2010	81	68,956	1,657
2011	82	63,420	1,568
2012	80.7*	60,510	15,347
2013	79.7	61,437	14,359
2014	77.2	50,927	13,581
2015	80.9	44,022	10,757
2016	79.0	39,718	9,317
2017	85.3	36,891	8,683
2018	84.1	44,143	8,738
2019	85.4	40,433	7,257
2020	85.4***	**	**

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

** Data not available.

*** Official State Observational seat belt survey not conducted due to NHTSA waiving the requirement for States to conduct an annual seat belt survey. (Due to COVID19)

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

Strategies and Accomplishments

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

Old Dominion University's Research Foundation did not conduct an observational survey of safety belt use throughout the Commonwealth based upon methodology pre-approved by NHTSA. NHTSA waived the requirement for States to conduct an annual seat belt survey. Virginia continued to use the state's 2019 seat belt use rate of 85.4%.

In moving forward for FY2021 all agencies and jurisdictions are required to and conducted pre- and post-mobilization observational surveys of safety belt use for the November 2020 Click It or Ticket campaign.

2. Implement a grant project to Old Dominion University's Research Foundation (ODURF). This project identifies successful OP programs throughout the commonwealth for use statewide.

COVID-19 prevented the identification of successful OP programs due to the lack of publications, statewide. Old Dominion University's Research Foundation (ODURF) researched national publications. The following is their findings, literature, and conclusions.

Literature/Report Review of Best Practices:

Good Practice to Increase Seat Belt Use: A Brief Literature Review and Future Research

Seat belts can reduce up to 60% of fatalities from motor vehicle crashes. Although seat belt use compliance has increased since the 1980's, roughly 10% of the population currently do not use their seat belts. Differences in government interventions, social norms, along with other factors serve to explain the resistance to seat belt compliance. Automotive companies have employed technological solutions to promote seat belt use such as "smart" seat warnings and ignition interlocks, but in the current COVID pandemic, new considerations must be taken. It is critical to understand how drivers perceive uncertainty of emerging technologies and driving environments and associated risk to decide whether to buckle up, because risk of being killed while not wearing seat belts is presumably the same regardless of the vehicle equipped with advanced technologies at crashes. Finally, a framework for future research concerning seat belt use is suggested.

A. Seat belt use statistics and factors influencing seat belt use

Specific factors such as, but not limited to, state level legal policy, sex, age, and position within the vehicle can account for differences in seat belt compliance (for an in-depth review, see NHTSA 2019 and Richard et al., 2019).

- Risk factors. One of the strongest external factors influencing seat belt use is the legal policy of the state.
- Other statewide factors such as academic achievement, economic prosperity, and overall health have been shown as strong moderators to the effect of primary versus secondary enforcement laws (Ash et al., 2014).

B. Social Norming

People often change their behaviors to match those of the group (Asch, 1955). This influence of social pressure to change someone's behavior was termed, *social norming*.

- Traditionally, social norms are defined as "customs, traditions, standards, rules, values, fashions, and all other criteria of conduct which are standardized as a consequence of the contact of individuals" (Sherif, 1936) For drivers, as public campaigns and social norms changed to seat belt use being something one ought to do, compliance increased to approximately 90%. Note that social norms are one factor among other factors that influence seat belt compliance.

- Social norms are more effective when shared by those deemed local, such as a friend or peer group, than those which are global, such as an age group or gender (Miller & Prentice, 1996). It follows that drivers who have close relatives or friends who encourage seat belt use would have stronger social norming than those who see an advertisement or commercial.
- An alternative to classical social norming (descriptive), which influences by correcting misperceptions about the prevalence of risky behaviors, is *conformity inoculation* (Blanton et al., 2008). Conformity inoculation (injunctive norms) influences behavior by changing misperceptions about how certain actions or behaviors are evaluated by others. For drivers, even if a driver knows they ought to wear a seat belt, if they do not believe that wearing a seat belt would be ethically or morally approved by their social group, then they should be less likely to comply with seat belt usage.

C. Government Interventions

In a NHTSA report evaluating countermeasures to improve occupant safety, Richard and colleagues (2018) identified three avenues to increase seat belt use: seat belt laws, seat belt enforcement, and communications and public messaging. Governments and law enforcement agencies frequently implement these countermeasures simultaneously; indeed, all three components are needed to successfully improve seat belt use (Tison & Williams, 2010).

- States with primary enforcement laws have higher seat belt use than states with secondary enforcement laws. Primary seat belt enforcement increases seat belt use.
- In addition to enacting seat belt laws, state and local governments can work with law enforcement to ensure that citizens take seat belt use seriously and are motivated to buckle up. One way to encourage seat belt use is to raise fines for seat belt violations. Fine increases were associated with higher seat belt compliance (Nichols, 2010). Fines for seat belt violations must be high enough to be taken seriously by drivers. Yet if fines are too high, law enforcement officers may be reluctant to issue citations (Richard et al., 2018). Finding the correct and fair balance would be key to encouraging drivers and occupants to wear their seat belt.
- It seems that enforcement, not PSAs, may be linked to the greatest improvements in seat belt use (Tison & Williams, 2010). More targeted enforcement and messaging might help improve seat belt use for resistant populations. For example, observed seat belt use improved significantly for men and drivers of pickup trucks on a 24-mile stretch of the Blue Ridge Parkway in Virginia after a period of high-visibility seat belt enforcement and signs notifying drivers of seat belt laws were installed on entrance ramps (Elliot et al., 2014).
- Classroom trainings and targeted enforcement can also help improve seat belt use amongst older children and young teens (Richard et al., 2018). Student-led “service learning” where high school students developed pro-seat belt media and messaging to share with their peers, was associated with a 12.8 percentage point increase in student seat belt use (Goldzweig et al., 2013).

D. Existing & emerging technologies for encouraging seat belt use

In addition to the government and state-led initiative enforcement campaign such as the CIOT, the automotive industry in the U.S. has introduced several technologies to encourage seat belt use for general drivers.

- The buzzer system visually alerts the driver if the car is started without proper restraint use for 4-8 seconds and presents a chime of similar duration until the driver's belt is buckled according to Federal Motor Vehicle Safety Standard (FMVSS) 208.
- Air bags were introduced, and then required in passenger vehicles by NHTSA, to protect the driver in a crash.
- The "smart" seat belt reminder (SBR) system introduced in 2000 in the U.S., for example, presents auditory and visual alerts when one or more vehicle occupants were unbuckled with mild alerts when the vehicle was stationary and more aggressive alerts when moving at low speeds, which has been shown effective in increasing the seat belt use and user acceptance (Young et al., 2008). The SBR system may be effective in reducing the number of drivers who unbuckle during a trip, and further research should directly test this hypothesis
- More recent survey works show that enhanced reminder systems such as a persistent reminder and a speed-limiting interlock increase the seat belt use (Kidd & Singer, 2019) and were perceived positively leading to high levels of technology acceptance by general drivers (Kidd et al., 2014). Furthermore, a gearshift interlock increased the likelihood of the seat belt use in part-time belt users compared to the drivers with the enhanced reminder (Kidd et al., 2018).

E. Seat belt use in the current and post-COVID world

The unprecedented coronavirus disease 2019 (COVID-19) crisis has significantly disrupted people's lives, and many public health institutions around the world have implemented policies to help control the spread of the virus including social distancing and quarantine measures. Several recent works discussed potential impacts of the COVID-19 pandemic on behaviors and travel mobility for general drivers such as daily travel patterns based on changes in the number and types of out-of-home activities (De Vos, 2020), driver stress and health (Lemke et al., 2020), and driving safety (Vingilis et al., 2020). The literature has started to see empirical evidence that COVID-19 impacts driver behaviors. Additionally, several anecdotal reports have also started to characterize potential effects of COVID-19 on driver behaviors such as speeding and distracted driving and traffic congestion patterns.

F. Emerging vehicle automation technologies and a proposed framework for future seat belt use research

- Besides modern technologies designed to encourage seat belt use, a number of new and highly advanced technologies are being integrated into modern vehicles at an unprecedented pace, to the level that automatic longitudinal and lateral control of a vehicle is now possible.
- Specifically, according to the Society of Automotive Engineering (SAE International, 2018), the degree of vehicle automation ranges from L0 (no automation) to L5 (full automation).
- Current ADAS or more advanced vehicle automation technologies are expected to reduce drivers' workload and increase drivers' safety and performance.
- However, the literature on human-automation interaction indicates that automated technologies can alter operators' attitude and use of the technologies, sometimes counterproductively (Bainbridge, 1983)
- One critical question to ask is how the use of automated driving technologies influences drivers' trust towards the technology, which may ultimately influence seat belt use while piloting the vehicle. One characteristic of automation trust is that it is dependent on perceived risk and automation reliability. That is, users tend to exhibit more trust to automation when they perceive more risk in the operating environment (Sato et al., 2019) or high reliability of automation (Chancey et al., 2017).

G. Virginia Archival Crash Review

The team received Virginia crash data and will be conducting ongoing analyses into the next fiscal year (with sincere appreciation to the Virginia Highway Safety Office for its assistance). While Task 7 was addressed thoroughly in the next section of this report, crash data at the state level over time segmented by the areas focused on for seat-belt programs was not available for this monitoring period.

This said, there was one finding worth sharing that has consequences for future work: 45.6% of driver and 52.0% of passenger fatalities from 2016 – 2019 were unrestrained. This raises the serious question about how programs – if they do at all – target drivers and passengers differently. Clearly, different occupant positions in the front seat have different outcomes. Further, some of the field data our team have collected demonstrate that passenger use rates, particularly for men and for occupants in lower vehicle-miles-travelled (VMT) areas, are lower than for drivers. Having a focus on passengers as a particular concern in the future would be a significant augmentation to the usual programmatic efforts.

H. Seat Belt Use: Trends within 15 County Areas

Finally, we took time at the end of this fiscal year to conduct more in-depth trend analyses on data the team already had in possession. These data are for 45 locations, three in each of the 15 county aggregates used for the annual seat-belt survey. These sites are arterial locations. The following describes useful data for planning FY2021 program deployments.

Drive 45 Seat Belt Usage Rate Analysis Summary

Seat belt use was observed at 45 sites throughout Virginia from August 2017 to December 2019. These sites were sampled from the 136 locations used for the annual seat-belt survey. Due to staffing and weather issues, not all sites were collected for each round of collection. Seat belt use was defined as drivers and their front seat passengers who were observed wearing a seat belt that touched the shoulder and crossed the chest.

The observed belt use for the 45 arterials across the three years of data collection. The rate was relatively stable, with some dips in use rate in late 2018 and higher rates observed in spring months. Overall, the observed rate ranged from the low 80 percent range to a high of the low 90s.

Trend lines for drivers only separated by gender. In every observation period over the three years, women had higher observed rates than men did. The men's rates were mostly stable although with one 10-point drop in late 2018 followed by a nearly 15-point increase into early 2019. The male rate ranged from low-70s to mid-80s in percent use. Female rates had fluctuations but not as extreme. Female rates ranged from 80 – 90%.

Finally, the team reviewed driver's vehicle type as a correlate of belt use over the three-year period. Vehicles with large sample sizes had mostly stable rates. These included cars, SUVs, and minivans with use rates in the mid- to upper-80s. Two vehicle types had more fluctuations in observed use rate most likely because of smaller sample sizes. Even so, those rates were mostly in the 60s to low 70s for trucks and 50s to 70s for commercial vans

3. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national campaign. The enforcement campaign will have particular emphasis on high-risk locations for two weeks in May /June 2020 and two weeks in November 2019.

The May 2020 two-week mobilization was postponed by NHTSA to November 2020 due to the COVID-19 pandemic. During November 2019 Click It or Ticket campaign, enforcement resulted in 1,199 safety belt violations and 250 child restraint violations.

In FY2020, there was one continued initiative, Local Heroes, (see below) that was implemented, but it was conducted without a May Click It or Ticket campaign or 2020 full OP survey in June to determine a reliable impact. Also, a new initiative, Right Now, these strategies were sent out to our highway safety partners for a social norming campaign we conducted. Effectiveness or impact of these campaigns were not captured because the 2020 Virginia seat belt use rate survey was not conducted due to COVID-19 concerns. Also, due to COVID-19 social climate concerns, data collection stopped in March and no data has been collected since. Therefore, no predictions could be made about June, and without June predictions and plans for 2021 were not formulated.

4. Cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by December 2020.

May 2020 two-week campaign was postponed to November 2020 due to the COVID-19 pandemic. Approximately 200 local law enforcement agencies and Virginia State Police participated in the November Click It or Ticket Mobilization covering over 95% of Virginia's population with law enforcement efforts.

5. Conduct pre-and-post mobilization observational surveys of safety belt use by December 2020.

The May 2020 two-week mobilization was postponed by NHTSA to November 2020 due to the COVID-19 pandemic. In moving forward for FY2021 all agencies and jurisdictions are required to and conducted pre- and post-campaign observational surveys of safety belt use for the November 2020 Click It or Ticket campaign. This year the LELs were limited in the number of conducted independent seat belt surveys throughout the year in various location in the Commonwealth due to the current health pandemic.

6. Conduct a minimum of 50 occupant protection selective enforcement activities.

The current health pandemic, COVID-19 greatly impacted the enforcement activities during FY2020. Many of our law enforcement agencies self-suspend grant activities due to the health and safety of their officers. Even with this major impact, there were 48 local law enforcement agencies with occupant protection selective enforcement grants that conducted 1,691 selective patrols and 131 checkpoints for 1,822 OP selective enforcement activities. In addition, through the Virginia State Police occupant protection selective enforcement grant for the 2019-2020 grant year there were 182 occupant protection selective enforcement activities. Collectively through local law enforcement and Virginia State Police 5,428 seat belt citations were issued and 1,170 child passenger safety citations were issued.

We conducted a Click It or Ticket campaign in November 2019. The campaign citation data is provided in an upcoming section, "High Visibility Enforcement and Media Campaigns".

7. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours

Law enforcement agencies were strongly encouraged and/or required to combine both seat belt enforcement with speed and DUI enforcement during grant-funded selective enforcement activities during nighttime hours throughout the grant year.

8. Conduct a minimum of six, one-day law enforcement Traffic Occupant Protection Strategies (TOPS) and Below 100 safety training workshops in conjunction with the Virginia Association of Chiefs of Police (VACP) by September 2020.

Law Enforcement Liaisons (LELs) conducted two TOPS (Traffic Occupant Protection Strategies) safety-training workshops in FY2020 at the Central Virginia Criminal Justice Academy. This training consisted of 40 law enforcement attendees.

9. Conduct at least 100 outreach events and activities with Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2020.

The current health pandemic prohibited most in person education activities in FY2020. Through Virginia Department of Health, Virginia conducted 43 activities to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and outreach activities.

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

As mentioned the current health pandemic prohibited most in person education activities in FY2020. Two, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 36 new certified child passenger safety technicians. One Refresher Training was conducted with 23 students successfully completing. A total of 59 of 61 participants for all classes successfully completed the course, which is a 97% passing rate: 29% of attendees were law enforcement, 54% were attended by fire and emergency medical services, 12% of attendees were from health services and 7% were civilians. Certification courses conducted were in Wise County and Richmond City in an effort to reach high needs areas.

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

The number of safety seats inspected through safety seat check stations was 3,293. During this grant year, the number of operational safety seat check stations was 43 of 78 throughout the Commonwealth. A total 168 telephonic technical assistance consultations were conducted and 13 site visits conducted. Additionally, 99 safety seats were inspected at one-day check events. Just as most of our activities for FY2020, the current health pandemic impacted the number of safety seats inspected through the safety seat check stations and check events.

12. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible.

Virginia Department of Health, Low Income Safety Seat Distribution and Education Program distributed approximately 4,054 safety seats to indigent children. The program conducted 7 site visits to distribution sites and 14 annual training sessions for 99 program staff. Additionally, 149 distribution sites statewide served low-income families with 43 activities held to promote the program. Seat distribution is higher than reflected in this report due to year-end reporting delays. Statewide locations are provided through the Virginia Department of Health Website at <http://www.vdh.virginia.gov/child-passenger-safety/low-income-safety-seat-program/> for interested parents and caregivers.

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

Outreach through non-profit organizations included DRIVE SMART Virginia's occupant protection public education and awareness campaign through social media and the workplace, Drive Safe Hampton Roads' Get it Together High School Seat Belt Challenge in 25 area high schools, Virginia Department of Health's Low Income Safety Seat Distribution, Virginia State Police-YOVASO "Save Your Tail Gate, Buckle Up" campaign.

High Visibility Enforcement and Media Campaigns



Department of Motor Vehicles continues its partnership with the National Highway Traffic Safety Administration (NHTSA) for the Click It or Ticket (CIOT) campaigns that are designed to increase seat belt use among the highest unbelted population: 18 to 34-year-old males. As prescribed by NHTSA, and in conjunction with the CIOT campaigns operated across the nation, high visibility enforcement mobilizations supported by paid media campaigns were conducted. Pursuant to the CARES Act, the May 2020 Click it or Ticket Campaign was postponed to November 2020 due to the health pandemic, COVID -19.

During the 2019 November CIOT campaign, approximately 200 law enforcement agencies participated and reported pre- and post-seat belt survey rates to the highway safety office. Officers worked 184,815 regular hours and 14,142 overtime hours. They issued 35,971 citations, warnings and arrests, including 1,199 seat belt violations, 250 child restraint citations and 10,199 speeding citations.

Click It or Ticket – 2019 November Campaign and 2020 May campaign

The November 2019 Click It or Ticket campaign surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The three-week campaign aired the NHTSA-created Click It or Ticket television spot titled No Good Excuse from a few days before the holiday through the first week of December. Gas Station TV (GSTV) ran the message on 1,907 screens at 215 gas stations across the state. In addition, digital video, digital audio and social media outlets were utilized. \$210,250 in paid advertising generated total impressions delivered of 19,045,642. Approximately 31% were non-paid advertising during the campaign.

May 2020 two-week campaign was postponed to November 2020 due to the COVID-19 pandemic.

November 2019 Click It or Ticket Citation Results

Citation Type	Citations Written
Total Adult DUI/DUID Arrests:	397
Total Safety Belts Citations:	1,199
Total Child Restraint Citations:	250
Total Juveniles Cited for Underage Drinking Violations:	9
Total Juveniles Arrested for Zero Tolerance(DUI):	2

Total Stolen Vehicles Recovered:	77
Total Felony Arrests:	1,313
Total Weapons Seized:	52
Total Fugitives Apprehended:	428
Total Suspended / Revoked Licenses:	1,977
Total Reckless Driving Citations:	2,760
Total Uninsured Motorists:	109
Total Speeding Citations:	10,199
Total Drug Arrests:	463
Total Open Container Citations:	22
Total No Operators License:	463
Total Other Arrests, Citations and Warnings:	16,251
Total Arrests, Citations and Warnings:	35,971
Total Regular Hours Worked:	184,815
Total Overtime Hours Worked:	14,142

May 2019 Click It or Ticket Citation Results

Citation Type	Citations Written
Total Adult DUI/DUID Arrests:	497
Total Safety Belts Citations:	1,962
Total Child Restraint Citations:	429
Total Juveniles Cited for Underage Drinking Violations:	28
Total Juveniles Arrested for Zero Tolerance(DUI):	4
Total Stolen Vehicles Recovered:	55
Total Felony Arrests:	1,110
Total Weapons Seized:	48
Total Fugitives Apprehended:	809
Total Suspended / Revoked Licenses:	3,074
Total Reckless Driving Citations:	3,428
Total Uninsured Motorists:	133
Total Speeding Citations:	13,436
Total Drug Arrests:	864
Total Open Container Citations:	31
Total No Operators License:	786
Total Other Arrests, Citations and Warnings:	20,889
Total Arrests, Citations and Warnings:	47,583
Total Regular Hours Worked:	265,939
Total Overtime Hours Worked:	11,265

Local Heroes

The purpose of the advertising was to increase seat belt use in Amherst, Bedford, Franklin, Pittsylvania and Wythe counties. Videos depicting local law enforcement providing reasons to buckle up with local scenery as the backdrop aired throughout the month of August 2020. The video message was delivered through cable, gas station TV, Advance TV, paid social media and Hulu at a cost of \$160,000. The DMV Communications Office issued a Local Heroes news release, and posted the videos on the agency's owned social media outlets. An evaluation survey of 80 men in the focus audience residing in the five counties reported an 88 percent recall rate of the buckle up message, and those who recalled the campaign said they thought they would be more likely to be ticketed if they were not buckled. Additionally, 67 percent said the campaign made them feel more positively toward police. The paid advertising schedule reached 83 percent of Men 18-35 with a driver's license in the five counties. Paid and Bonus Impressions totaled 3,634,558.



Occupant Protection and Occupant Protection for Children Program Committee

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

Occupant Protection for Children

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

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

Low Income Program

The current health pandemic has limited most in person education activities in FY2020. The Low Income Safety Seat Distribution and Education Program (LISSDEP) is managed by the Virginia Department of Health (VDH). Income guidelines dictate eligibility for families to receive these seats. Parents/caregivers are required to attend a one-hour training session on basic installation and correct use of safety seats. The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The DMV augments these funds to support training for the distribution sites and creation and maintenance of safety seat check stations statewide. The program conducted 7 site visits to distribution sites and 14 annual training sessions for 99 program staff. Additionally, 149 distribution sites statewide served low-income families with 43 activities held to promote the program. During this grant year, 32 exhibits conducted to promote CPS (25 by LISSDEP operational site staff and 7 by SSCS program sites) and 4,054 safety seats have been distributed for indigent children.

Child Passenger Safety Education

The current health pandemic has limited most in person education activities in FY2020. Through The Virginia Department of Health, the number of operational Safety Seat Check Station (SSCS) was 19 throughout the Commonwealth.

A total 168 telephonic technical assistance consultations have been conducted and 13 site visits conducted. A total of 1 new Safety Seat Check Station (SSCS) opened in a high risk and low seat belt use area of the Commonwealth, with 1 new check stations in the agreement process.

SSCS provided safety seat inspection services throughout Virginia and inspected 99 safety seats. These check stations are staffed with Safe Kids Certified Child Passenger Safety Technicians to assist parents and caregivers with proper installation of their child safety seat. In addition to these year-round check stations, 19 seat check events were held. Of these events, 2 were held in rural areas across the Commonwealth, 3 in high-risk areas, 4 in areas without a SSCS, and 1 in cooperation with Car Fit event. Two events targeting the Hispanic population were held; these events were also in a location without a SSCS. Two additional events were held in an area without an SSCS; these two events were also held in an area that is high-risk. No events held in conjunction with Click It or Ticket as the observance was postponed. During this grant year, 3,293 safety seats were inspected.

During this grant year, 99 safety seats were inspected through one-day safety seat check events. Sites have been provided extensive technical assistance in the reporting of inspections throughout the network.

Through the First Ride, Safe Ride Program (FRSR), a health care provider-focused project that promotes the safe transportation of newborns starting with the first ride home, health care providers are provided with free and accurate resources for patient distribution, as well as guidelines, a website and a listserv. With this level of support, hospitals are able to improve related hospital policies, offer consistent and accurate child passenger safety education to parents and inform parents of local resources for future use. During this grant year, two First Ride Safe Ride trainings were provided. During this grant year, 8 First Ride Safe Ride patient and provider handbooks have been distributed to health care providers for patient distribution.

A total of 26,735 pieces of educational materials were distributed throughout the Commonwealth, with the Virginia Department of Health website for child passenger safety reporting more than 106,052 Child Passenger Safety Program web hits. Inquiries included Virginia-laws and general, Child-passenger-safety, Low-income-safety-seat program Safety-seat-checks, Resources; First-ride-safe-ride; Child-passenger-safety/lissdep-largemap; Pregnancy-and-seatbelts and Child-passenger safety/ Virginia-laws/information.

The Commonwealth also provides a toll-free phone number for Virginia residents to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 597 technical assistance calls were received on the toll-free line.

Child Safety Seat Emergency Identification Sticker

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

for the main sticker – located on another part of the seat that's not visible – containing ID and medical information. The two-part design allows the child's personal information to be protected from view. The stickers are available at various locations in Richmond, and are being distributed to the Commonwealth's safety seat check station sites. The stickers continue to be distributed to hospitals, VDH fitting stations, VDH low income seat program, fire and police departments, hospitals, Children's Museum of Richmond, daycare facilities and DMV Customer Service Centers. In addition, the DMV/VAHSO receives numerous email and phone requests from the public for these stickers. During FY2020, 2,000 Child Safety Seat Emergency Identification stickers were distributed.

Child Passenger Safety Law Card

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

The Virginia child restraint laws are provided as a quick reference guide for enforcement activities. The card has been used by police, fire and other safety advocates at conferences, safety fairs and seat check events to keep parents and caregivers informed. During FY2020 6,094 Child Passenger Safety Law Cards were distributed.

Child Passenger Safety Training

The current health pandemic has limited most in person education activities in FY2020.

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

The current health pandemic has prohibited most in person education activities in FY2020. Two, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 36 new certified child passenger safety technicians. One Refresher Training was conducted with 23 students successfully completing. A total of 59 of 61 participants for all classes successfully completed the course, which is a 97% passing rate: 29% of attendees were law enforcement, 54% were attended by fire and emergency medical services, 12% of attendees were from health services and 7% were civilians. Certification courses conducted were in Wise County and Richmond City in an effort to reach high needs areas.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police (VACP)



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

During FY2020, the VACP Joint Winter Conference took place February 5-7, 2020 in Richmond, Virginia. The VACP Highway Safety Committee conducted no in-person meetings. However, VACP was in communication with the Committee on highway safety issues and topics. The 2020 Law Enforcement Symposium was not able to take place due to COVID-19 restrictions on large gatherings and events.

The Smart, Safe & Sober website that provides current highway safety information for the law enforcement community had a total of 6,917 hits.

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

In FY2020, YOVASO continued to fulfill its mission to engage, educate, and empower youth to influence a safe driving culture through leadership development and innovative outreach programs.

Although the impact of the COVID-19 pandemic closed schools and canceled events, YOVASO staff responded by going virtual! All educational campaigns, training programs, club meetings, awards program, and several interactive programs were updated to virtual platforms.

- School Participation: 128 schools and youth groups actively involved in YOVASO Programs
- Student Reach: 46,600 + students reached through 5 peer-to-peer campaigns and interactive program
- Peer Leadership: 1,724 students actively leading peer-to-peer programs in their schools and communities
- Behavioral Change: 6.6% increase in seat belt use during Fall Save Your Tail-Gate Campaign
- Interactive Programs: 22 programs held, reaching 6,933 students. 31 events were cancelled in spring due to COVID-19
- Social Media Messaging Reach:
- Over 397,454 reached through Facebook messaging and over 211K Impressions on Twitter
- 74,000 Reach - Why Do You Buckle Up Influencer Messaging
- 326,699 Impressions /1,550 Clicks- Summer Arrive Alive PSA
- 87,422 Impressions- Fall 2019 Save Your Tail-Gate Buckle Up Campaign

The YOVASO Summer Leadership Retreat was suspended due to COVID-19. The Retreat is to provide advanced training for youth peer leaders and their club advisors. The four-day retreat provided a variety of speakers, sessions, and hands-on activities on occupant protection and driver safety, as well as leadership development. The goals and objectives of the retreat is educating youth peer leaders about risk factors in a crash and how to prevent risks; preparing them to lead peer-to-peer programs; and fostering strong relationships between youth and law enforcement.

Club Meetings and Sponsor Orientations were held virtually in September 2020. Schools are remaining active on virtual platforms. There are Virtual Formats for ScanEd Physics of a Crash completed for Fall 2020.

Drive Safe Hampton Roads – Occupant Protection

During the 2019-20 school year, thirty-two high schools completed the Get It Together Challenge. Of those, six schools earned Gold medals, ten schools earned Silver medals and thirteen schools earned Bronze medals. Three schools did not return their final reports/documentation so only earned participant designation. Fortunately, the final seat belt check were completed before schools closed due to COVID-19. COVID-19 also limited Car Fit events to one in the fall.

For FY2020, 175 seats were collected and recycled in an effort to prevent serious injuries to babies and small children. Part of the reason for the decline in seats collected was due to Walmart deciding to no longer participate with the Old, Used and Abused Child Safety Seat Roundup.

Children’s Hospital of the King’s Daughters (CHKD) – Occupant Protection

This year’s efforts were severely limited due to the pandemic. However, 14 staff members were trained in either a CPS Advocacy 4-hour class, and/or an extended class on either NICU/fragile infants, or transporting children in casts, depending on their service area. In addition, we now have 22 CPSTs (all but 1 are physical/occupational therapists) NICU nurses are also provided with car seat education as part of their orientation.

CHKD participated in one of two planned special needs training classes. The special needs training was not met as it was taught one time only due to the pandemic.

CHKD completed 235 evaluations. Decrease in numbers were due to temporary and permanent office closures, and decreased inpatient admissions. This is all a result of the pandemic. this year.

CHKD distributed 108 standard car seats to identified families in need, either during an evaluation or through our distribution program.

Ten seat checks at CHKD offices and offer appointments as available as options for families in their service area. CHKD continued to do one on one education when delivering or loaning special needs equipment.

CHKD participated in increasing public awareness of CPS. Again, the first quarter included these events, including the Children's Festival, seat checks, and in-services. After the lockdown, no events or displays were allowed. CPS handouts and posters were provided for CPS week to be set out for parents at pediatrician and therapy offices.

This program has enabled CHKD to greatly impact their ability to have a positive effect on the safe transportation of many children in the community.

The use of the CHKD web site, hospital publications, internal newsletters, and public displays/events were utilized to get the word out about the importance of child passenger safety in our hospital and community.

Through hands on car seat checks (when able) and parent education, web site/social media education, current handouts, events, and available video, we are able to educate families on the correct way to use their car seats, and hopefully reduce the risk of injury and death to those children.

Eastern Virginia Medical School – “Boost ‘em in the Back Seat”

In response to COVID-19 concerns, some efforts had to shift to make everything virtual, whereas normally there was a mix in both in-person and online efforts. A major effort of this grant year included designing a focus group/qualitative survey study and enrolling parents to gather input and feedback on messaging for rear facing seats and booster seat messaging. Fifty-one parents were recruited and participated in one of two study arms; a virtual focus groups or an online survey. Qualitative data from both study arms were analyzed and descriptive survey data were analyzed. Regarding rear-facing seats, more than half of the study parents were aware of the law for rear-facing (57.1%) but not always certain of the age 2 specification. Parents learned about the law via social media (32.1%), newspapers, and at doctors’ visits (each 17.9%). Most parents (46.5%) were unaware

about the AAP guidelines for extended rear facing until age 4 and felt that others were also unaware (64.3%). Most noted barriers of “peer pressure,” discomfort, and lack of seats when multiple children are in the car.

Parents shared many suggestions for message style and content, which we have and will continue to incorporate into future message development. Regarding booster seat use, almost half of survey parents (42.9%) were unaware of current booster recommendations. Analyses revealed that parents found the narrative approach of the Boost ‘em in the Back Seat video impactful and positive. The mother-son narrative was essential for making the content personal. Reactions were mixed on the 30 second version of the video, as some participants liked how it got straight to the point, but others liked the extra detail in the longer version. A mid-length video was recommended. Once again, no matter what the length of the video – it was recommended to be shared in “parent spaces” such as parent groups (online or otherwise), WIC appointments, and doctor’s offices.

Another task completed this grant year included hiring a graphic artist for help with updating posters and creating a unifying logo for our programs. The team translated all posters into Spanish to better serve the community. Once the posters were complete, we worked with the graphic artist to develop a new logo for Car Safety Now that will serve as a unifying logo for moving all of our content under one website and one program name in the coming grant year.

Throughout this year, our team continued extensive outreach efforts to parents on social media, directly via community engagement, and through our partner networks. This included planning and participation in the car seat tent (with CHKD) at the Norfolk Children’s Festival, service at CPS virtual check events during CPS week, and Dr. England serving as a national expert for CDC’s Prevent Child Injury’s push out of CPS week toolkit for 2020. Many of our materials were featured in their CPS week toolkit. Throughout the year, updates were made to car safety now program websites and materials as needed to ensure the information shared is kept current and to more effectively engage with safety professionals and parents. Website traffic for this grant year is up 93.99% compared to the prior grant year, with 97,745 users from all 50 states (most from VA) and in 176 countries during this grant year alone. Our @CarSafetyNow program has 5,568 followers across Facebook, YouTube, Instagram and Twitter, with 23 million video views across our and partner platforms.

Finally, our outreach included a successful online media campaign, which was launched in August and September 2020. Top-delivering OTT providers included: Investigation Discovery, Food Network, Discovery, MTV, Lifetime, CNN, TMZ, and FOXNews. The campaign also received double the clicks with 10,000 less impressions than last year. Social media placements also largely outperformed industry averages. Facebook/Instagram delivered double the impressions and clicks, with a 0.90% CTR. Along with delivering a higher CTR than last year, Facebook/ Instagram received double the impressions and clicks, as well as triple the number of video plays. Video completions were 10 times higher than last year. YouTube also performed well, with a view rate on par with platform benchmarks. Comparing the media buy period to the same weeks the previous year, website use rate went up 218% during the time of the media buy, nearly all of which were new users.

DRIVE SMART Virginia (DSV) – Occupant Protection

DRIVE SMART Virginia was able to pivot about halfway through the grant year in order to continue to provide occupant protection programming during the COVID-19 pandemic. The pandemic did change the avenues in which we delivered programming. Instead of in-person trainings and presentations at workplaces, staff delivered webinar trainings virtually to employers and employees. Instead of conducting outreach and having signage at sporting events, messaging was delivered through webpages, radio spots, live streaming events, social media posts, and e-newsletters. We were able to develop, print, and ship occupant protection materials to locations across Virginia throughout the year. Overall, DSV reached over 8 million people at events either virtually or in-person, 23,721 people on our webpage, 8,702 people through our newsletters and emails, about 43,000 people regularly on our social media accounts, and 18,361 people through distributed materials. That is a total of about 8,100,000 people reached with occupant protection programming this year under this grant!

During the grant year, DRIVE SMART Virginia had 133 orders for occupant protection and shipped over 18,000 materials to over 100 different locations across Virginia.

The printed materials and toolkits are used by many of our 145 established partners. DSV has continued to maintain existing partnerships while forging numerous new partnerships during this year.

DRIVE SMART Virginia's Facebook page had 28,147 likes on October 1, 2019 and at the end of the grant year, the page had 30,865 likes. That is an increase of about 2,700 likes during the year. There were 421 posts made to the DSV Facebook page in this year and the page had an average daily organic reach (people viewing our posts) of 2,502 people. Also during this year, there was an average of 80 reactions (likes, comments, shares, etc.) on the page.

DSV's Twitter account had 10,400 followers at the beginning of the grant year and had 12,000 at the end of the grant year, an increase of 1,600 followers. There were 734 tweets sent out from the account during the grant year. DSV tweets had about 7.1 million impressions, 2,683 retweets, 1,309 link clicks, and 5,351 likes this grant year.

DSV reached about 1.6 million people at events, 72,000 online, and 45,000 people with distributed materials, totaling over 1.7 million people reached with a safety belt message during the 2018-19 grant year.

Impaired Driving Program (Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

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

Measure: (C-5) Decrease **alcohol impaired** driving fatalities 7 percent from the 2017 calendar base year of 246 to 230 by December 31, 2020.

Performance - Virginia's 5-year average (2015-2019) was 231 and FY20 target is 230. Virginia is not on track to meet its target.

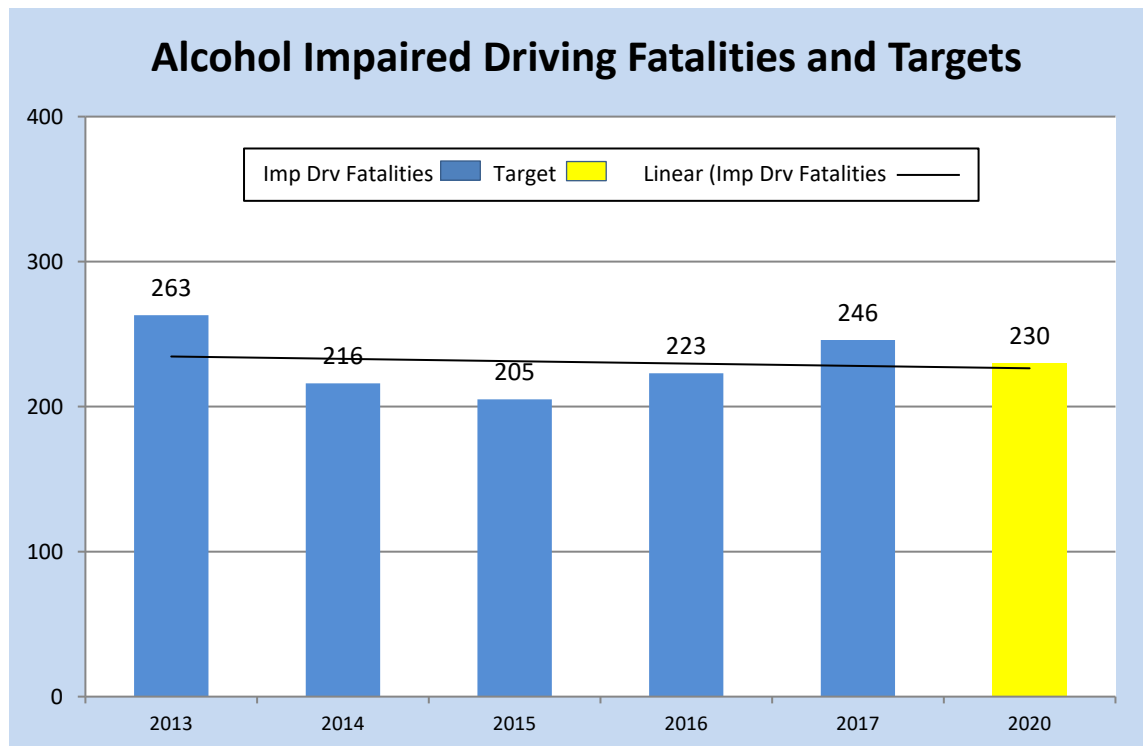
Alcohol Impaired Driving Fatalities (FARS)	Baseline Data						2020 Target	
	2013	2014	2015	2016	2017	2018	2019	230
	263	216	205	223	246	240	264	

Note: 2017 calendar base year data was used to calculate the 2020 target.

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

DUI/DUID Convictions							
Category	2013	2014	2015	2016	2017	2018	2019
Under age 21	1,412	1,089	1,006	652	439	527	490
Adults	25,903	23,896	19,762	19,273	18,262	19,259	18,152
Unknown	18	0	0	0	0	4	6
Total	27,333	24,985	20,768	19,925	18,701	19,790	18,648

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



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

Strategies and Accomplishments

1. Investigate, evaluate, and foster the use of technologies and best practices to support impaired driving countermeasures.

Driver Alcohol Detection System for Safety



The DADSS-VA Driven to Protect Initiative and partnership with the James River Transportation has been operational for two years. As of Sept. 30, 2020, the deployment project has been "live" for 778 days. The test sensors have been operational for 7,979 hours with a total of 46,664 samples obtained from the test sensors with 51,930 miles driven during testing. Nineteen drivers have taken part in the tests and have provided 253 pre-drive and 195 post-

drive survey questionnaire responses regarding the sensors, system, anomalies and unique conditions. These data sets are extremely valuable in identifying potential improvements, including sensor performance, power consumption/battery life, and data transmission.

In fiscal year 2020, two more James River Transportation Ford Flex vehicles were integrated with the latest breath- and touch-based sensors, and returned to James River in September for gathering data. Testing continues on the newest stingray laser package, and progress continues on the latest touch-based prototype in the DADSS Lab in Massachusetts. The latest Generation 3.3 breath detection sensors are being tested.

An "Ask The Experts Webinar" was held in August 2020, and provided an overview of the breath and touch sensors, the current research, and estimates on availability for consumers. The webinar had 75 attendees, and 41 respondents to the webinar survey indicated they'd like to see similar events in the future.

A DADSS public opinion survey in August 2020 queried 600 licensed drivers ages 21 and older. Seven in 10 surveyed had a favorable opinion toward the DADSS project, and 4 in 10 said they'd be likely or somewhat likely to obtain DADSS technology in their vehicles when it becomes available.

A DADSS Discovery Hub recently launched with e-learning modules for high school students in science, technology, engineering and math classes. The interactive virtual modules have graphics, challenges, and at-home experiments. Users are given a virtual tour of the technology and how the breath and touch systems were developed and tested. Additionally, a demonstration vehicle video and video about the sensor technology were developed to communicate the detailed DADSS information to consumers.

2. Strengthen impaired driving enforcement programs.

Law Enforcement Selective Enforcement Projects

Virginia DMV provides grant funding to law enforcement agencies across Virginia for selective enforcement operations focusing on highway safety areas such as impaired driving, occupant protection and speed. The following data represents the DUI/DUID arrests, and checkpoints and saturations patrols for 2020. Many Virginia law enforcement agencies self-suspended due to the pandemic, which impacted the selective enforcement numbers.

Area	DUI/DUID Arrests	Checkpoints/ Saturation Patrols
Bristol	83	3,780
Fairfax	464	4,712
Portsmouth	192	2,722
Richmond	488	7,647
Roanoke	245	2,679
Staunton	85	1,531
Virginia State Police (Statewide)	1,623	1,282
Total	3,180	24,353

Roanoke Area DUI Taskforce

The Roanoke Valley DUI Taskforce, composed of officers from Roanoke County Police Department, Salem Police Department and Vinton Police Department, has been operational from fiscal years 2017 to 2020. The taskforce has four officers including one Drug Recognition Expert. The taskforce’s operation covers Roanoke County, city of Salem, city of Roanoke and the town of Vinton. In fiscal year 2019-20, the taskforce conducted more than 288 checkpoints and saturation patrols that resulted in 50 DUI/DUID arrests, along with 373 speeding, 15 reckless driving and 49 seat belt citations. Also, the officers conducted 113 Standardized Field Sobriety Tests and made 3,152 contacts during their selective enforcement efforts.

Fairfax County Police Department DUI Taskforce

The Fairfax County Police Department DUI Taskforce has been operational from fiscal years 2017 to 2020. The taskforce has eight officers including one Drug Recognition Expert. The taskforce’s operation covers eight substations throughout the county. In fiscal year 2019-20, the taskforce conducted more than 250 checkpoints and saturation patrols that resulted in 20 DUI/DUID arrests, along with 744 speeding, 312 reckless driving and 31 seatbelt citations.

Drug Recognition Expert (DRE) Program

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

Virginia has 22 DREs, seven of which are certified instructors, and one of the seven was certified in FY19-20. The DREs cover most of the Commonwealth and represent Amherst, Roanoke, Henrico, Fairfax and Salem counties; Suffolk, Newport News, Virginia Beach and Chesapeake cities; and the town of Blacksburg, along with six Virginia State Police troopers. Five DREs attended the International Association of Chiefs of Police's (IACP) Annual Training Conference on Alcohol, Drugs and Impaired Driving during FY19-20.

In addition to training officers, the DRE program provides educational sessions to judges and Commonwealth Attorneys. They provide an overview and history of the DRE program, discuss the training officers receive, and review the battery of tests performed during an evaluation. Six of 22 Virginia DREs attended the annual International Association of Chiefs of Police Virtual Training Conference on Drugs, Alcohol, and Impaired Driving from Aug. 6 to 8, 2020, which is the largest training conference for DREs in the nation. The normally in-person conference was held virtually due to the pandemic.

Advanced Roadside Impaired Driving Enforcement (ARIDE) Program

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training was created to address the gap in training between the Standardized Field Sobriety Testing (SFST) and the Drug Evaluation and Classification (DEC/DRE) Program. ARIDE courses held throughout the grant year train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of both to reduce the number of impaired driving incidents and crashes that result in serious injuries and fatalities. ARIDE courses also educate other criminal justice professionals (prosecutors, toxicologists, and judges) about the signs of impairment related to drugs, alcohol, or a combination of both, to enable them to effectively work with law enforcement to reduce the number of impaired driving incidents. During FY2020, only one ARIDE training was held on the Eastern Shore Dec. 11 and 12, 2020, due to the pandemic.

Standardized Field Sobriety Testing Program

The Standardized Field Sobriety Testing (SFST) Instructor Training Program goal is to ensure there are properly trained SFST Instructors to implement the SFST Curriculum and SFST Refresher courses in each academy. The SFST coordinator held numerous Instructor Development trainings and refresher trainings throughout the grant year to maintain a feasible number of active SFST Instructors. Additionally, all materials are up to date and were disseminated upon request. For FY2020, there were three SFST Instructor Development Courses held educating 47 officers to become instructors. In addition, there are 210 SFST Instructors in the Commonwealth.

3. Develop and implement strategic and effective outreach initiatives that include but are not limited to education, training, and media campaigns, in order to reduce impaired driving.

Drive Sober or Get Pulled Over

The Drive Sober or Get Pulled Over National Campaign was not conducted in Virginia during FY2020 due to NHTSA's wavier of the High Visibility Enforcement Mobilizations due to the pandemic.

Virginia DMV grantee Washington Regional Alcohol Program operates Virginia's anti-drunk driving campaigns during the national Drive Sober or Get Pulled Over dates.

Almost \$900 thousand in paid advertising was geared toward 21- to 34-year-old men, and secondarily slightly older men, all adults and some Spanish-speaking individuals. Ads were placed on cable TV, audio including Spotify, outdoor and social outlets during both the December 2019 and August 2020 national Drive Sober or Get Pulled Over campaigns. The creative materials tell young men, "If you're old enough to drink, then 'Act Like It' by planning ahead for a safe ride home." The December 2019 earned media efforts included a radio media tour and audio news release that garnered 4.7 million impressions. The \$475 thousand December 2019 paid media efforts resulted in 45.6 million impressions.

DUI Prevention

To present a cohesive anti-drunk driving message throughout Virginia, the same Act Like It anti-drunk driving creative materials were used for Virginia DMV's paid media campaigns during St. Patrick's Day. However, due to the pandemic, new creative materials were developed for the Cinco de Mayo and Fourth of July campaigns since the Act Like It video depicts three men in close proximity in a bar. About \$560,000 in paid media funds were placed in three week-long flights that generated a total of 42 million impressions.

VASAP Interlock Circumvention

The Virginia Alcohol Safety Action Project used grant funds to create a series of videos depicting several ignition interlock circumvention scenarios and the consequences. Virginia DMV used \$40,000 in alcohol paid media funds to place the videos on television, out of home and digital outlets for two weeks in August 2020. The campaign generated an estimated 400,000 impressions in the state's three largest media markets – Richmond, Tidewater and northern Virginia.

Other Grantee Impaired Driving Prevention Projects

Several non-profit organizations publicize specific anti-drunk driving messaging to certain audiences in Virginia. The Virginia Health, Physical Education, Recreation and Dance's Choose Your Vibe campaign; and DRIVE SMART Virginia's Designate Before You Celebrate campaign discouraged drinking and driving, as well as underage drinking. Chesterfield Substance Abuse Free Environment implemented a combination driving under the influence of alcohol and drugs campaign in Chesterfield County when data shows more alcohol- and drug-related crashes are occurring. MADD's Virginia chapter promoted its "He/She Didn't" campaigns during August 2020.

4. Increase the use, quality, effectiveness, and dissemination of data related to impaired driving.

Office of the Chief Medical Examiner, Virginia Department of Forensic Science

The Office of the Chief Medical Examiner (OCME) and the Virginia Department of Forensic Science (DFS) work collaboratively to investigate, secure and test toxicology results for submission to DMV. OCME investigated 550 motor vehicle crashes during quarters two through four, ensuring that staff submitted toxicology specimens in a timely manner to DFS to have the necessary testing performed. The crashes involved drivers, pedestrians, passengers, and work-related. DFS staff in the central, eastern, northern, and western laboratories worked 4,606 hours in FY19-20. Staff prepared Certificates of Analysis, conducted evidence accessioning, and provided administrative support. The assistance provided by these positions enables the Toxicology Forensic Scientists to spend more time on examinations, thereby decreasing the section's turnaround time.

A new Northern OCME DMV medicolegal death investigator started on July 25, 2020. In addition, the OCME staff members conducted death and scene investigations, and interacted with law enforcement officials and families on a daily basis.

5. Improve and ensure prosecution and adjudication of impaired driving laws.

Traffic Safety Resource Program

The Traffic Safety Resource Program's staff communicated and assisted on numerous occasions with local prosecutors on issues related to traffic safety and impaired driving. Assistance included conducting extensive case law research, statutory research, and advice on how to try cases. Staff stayed up to date on TSRP issues related to the forum to ensure that prosecutors throughout the Commonwealth were informed of latest issues in impaired driving and traffic safety.

The Advanced DUI Training for Law Enforcement and Prosecutors includes topics such as investigative stops, checkpoints, blood testing issues, and DUI manslaughter just to name a few. This training utilizes a team-training format requiring a team consisting of a prosecutor and a law enforcement officer from the same jurisdiction. This year one Advanced DUI Training was held in August in webinar format due to the pandemic.

The DUID for Prosecutors and Law Enforcement training focuses on recognizing the drugged driver, blood testing issues and more. The one-day program was offered five times this year. The 2020 DUI Manual was produced and distributed electronically in a PDF format to each elected Commonwealth's Attorney, 30 more printed copies were mailed upon request.

Judicial Outreach Liaison

The Supreme Court of Virginia completed its fourth year with the Judicial Outreach Liaison (JOL) program. Over the year, Retired Judge Wilkins continued to build the JOL program and become familiar with the successes and concerns of the judicial system in Virginia as it relates to highway safety. Throughout the grant year, Judge Wilkins attended the virtual meeting of the State Judicial Outreach Liaisons, the virtual Faculty Development Workshop sponsored by the National Judicial College, the Virginia Mandatory Conference for General District Court Judges and the Virginia Lawyers and Judges Assistance Program virtual seminar.

6. Develop and implement programs to decrease recidivism.

DUI Court Program

The Supreme Court of Virginia receives funding for DUI court staff training. This year training events did not occur due to the pandemic.

7. Investigate and promote policies and legislation aimed at reducing impaired driving.

Several partners of the Virginia Department of Motor Vehicles use their own time to promote legislation aimed at reducing impaired driving, including the Washington Regional Alcohol Program, the Virginia Association of Chiefs of Police, Mothers Against Drunk Driving, AAA Mid-Atlantic and AAA Tidewater.

Section 405d and Section 402 Impaired Driving Grants

For years, Virginia has had an average alcohol-related fatality rate of 0.28 per 100M VMT. For FY2020, Virginia qualified for funding under the Low Alcohol Fatality Rate criteria (less than 0.30 per 100 million VMT) with a rate of 0.25. This funding was used to support overtime enforcement of DUI laws, to provide education and training for law enforcement personnel, etc. Virginia expended approximately \$23,984 of its Section 402 funds and \$3,502,639 of its Section 405d funds on alcohol selective enforcement and alcohol-related education, programs and training.

Section 154 Transfer Funds

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

Virginia expended approximately \$8,819,137 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and DUI Task Forces throughout the state.

Speed Program (Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,697,423 of its NHTSA 402 funds on speed-selective enforcement and equipment.

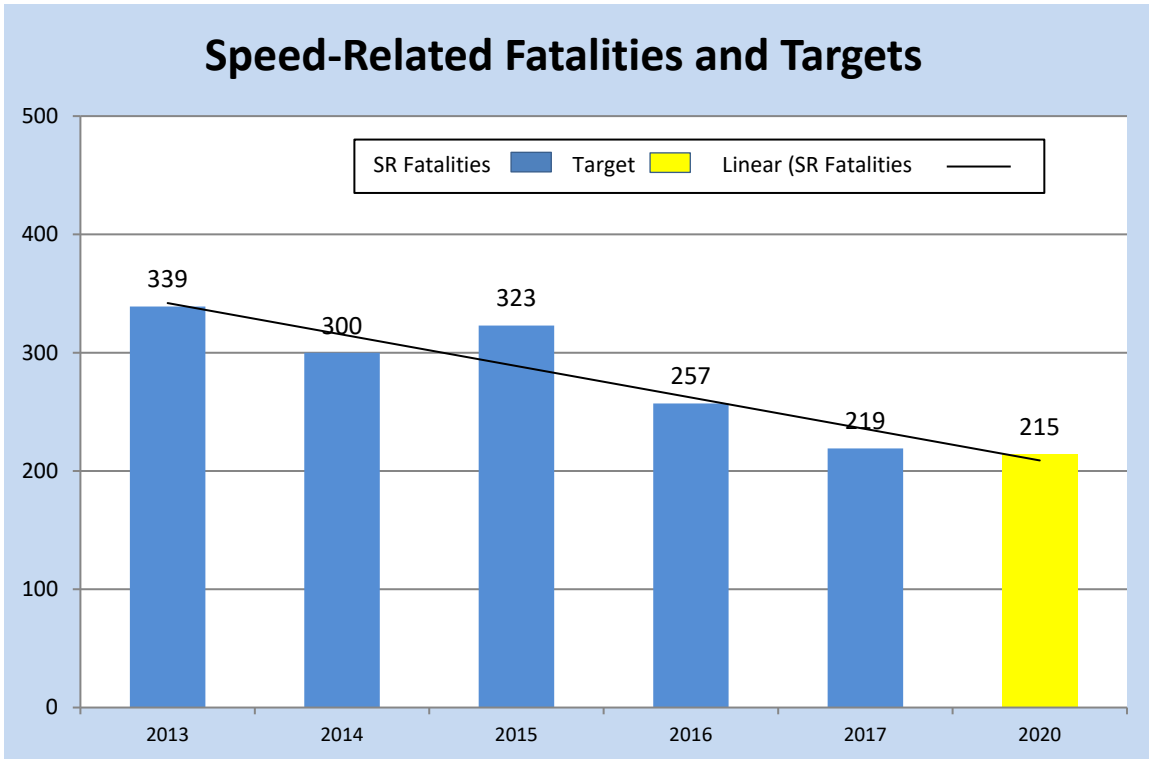
Measure (C-6): Decrease **speed-related** fatalities 2 percent from the 2017 calendar base year of 219 to 215 by December 31, 2020.

Performance - Virginia's 5-year average (2015-2019) was 210 and FY20 target is 215. Virginia is on track to meet its target.

Speed Related Fatalities (FARS)	Baseline Data							2020 Target
	2013*	2014	2015	2016	2017	2018	2019	
	339	300	323	257	219	241	227	215

Note: 2017 calendar base year data was used to calculate the 2020 target.

*Due to a methodology change in mid-year 2013 in how NHTSA/FARS interprets speed-related fatalities, Virginia's speed-related fatalities in FARS showed a major decrease compared to prior years. In 2011, FARS recorded 271 speed-related fatalities in Virginia compared to just 132 in 2013 and 99 in 2014. From 2008-2012, FARS reported an average of 273 speed-related fatalities under the former methodology. Because of the drastic reduction under the new methodology, Virginia does not believe this represents an accurate count of speed-related fatalities in 2013-2015. However, beginning in 2016, Virginia has added the "Driver Speeding Contributes to Crash" field to capture the speeding-related fatality data that met the NHTSA/FARS requirements. Therefore, Virginia has used the 2016 and 2017 data from FARS to calculate our speed-related fatality target.



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

Strategies and Accomplishments

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

VSP was not able to conduct 2 Operation Air, Land and Speed campaigns due to manpower issues and the volume of special assignments. All grants were self-suspended from March until mid-June due to COVID-19.

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

All operations were geared toward identification and apprehension of motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. There were 130 speed-selective enforcement grant projects funded for local law enforcement agencies across the Commonwealth. This sustained high visibility enforcement projects focused mainly on interstate, primary and secondary roads.

In addition, impaired drivers and violations of the seat belt laws are often identified when law enforcement officers stop drivers for speeding. Therefore, speeding citations written during other types of selective enforcement efforts reinforced the perceived risk of consequences for failure to obey speed limits. During all grant funded selective enforcement activities this year, 53,347 speed-related citations

were written by Virginia law enforcement officers. The number of citations is slightly lower than in the past due to many law enforcement agencies self-suspending grant activity due to COVID-19.

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

Virginia State Troopers conducted 833 selective enforcement speed saturation patrols which resulted in 5659 speeding citations. Local enforcement officers conducted 8535 selective enforcement speed saturation patrols which resulted in 47,688 speed citations. Due to COVID-19 impacting law enforcement agencies there was a decrease in the number of saturation patrols conducted.

FY20 Speed Data

Area	Total Speed Citations(all grants) Per PM's Individual Tracker	Speed SAT Patrols	Speed Grant Projects
Bristol	4152	1259	20
Roanoke	7324	1077	20
Staunton	4251	600	19
Fairfax	11592	1646	28
Richmond	11498	2697	23
Portsmouth	8871	1256	20
Total	47688	8535	130
VSP	5659	833	1
Total w VSP	53347	9368	131

Motorcycle Safety Program

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

Overview of Programs, Projects and Activities Funded

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

The Virginia Rider Training Program (VRTP) offers motorcycle rider training courses that convey the knowledge and skills needed to pass the motorcycle operator license tests. Classes are designed for both beginning riders and experienced riders, and are taught by Motorcycle Safety Foundation and Evergreen Safety Council certified motorcycle safety instructors. Classes provide the opportunity to learn new techniques and practice skills in a controlled, safe environment. Classes are offered at 24 public and private locations throughout the state.



Virginia has successfully managed to maintain its quality of instruction while accommodating the increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the chart below, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 6,900 students were trained during the grant year. The almost 43% drop from the previous grant year is due to the shutdown of training sites due to the COVID-19 pandemic, with no site based at a community college offering any two wheel basic rider training.

Approximately \$79,893 in 402 funds and \$5,646 in 405f funds was expended on motorcycle safety, education, training, awareness and paid media activities.

Motorists' Awareness of Motorcycles

For the motorcycle awareness campaign, \$95,859 in paid advertising was spent on airing a video that encourages motorists to give motorcyclists a "second look." The combination of paid and no charge spots enabled the campaign to reach about 65 percent of the audience an average of four times. In addition to the video spot, the digital portion of the campaign generated more than 235,000 impressions.

Motorcycle Safety

A new Virginia-based video and campaign was developed and produced for a robust earned and owned media campaign that encouraged other vehicle drivers to share the road with motorcycles, give motorcycles a second look, check the blind spot for motorcycles, and be aware of how a motorcycle's speed may be difficult to judge. The new campaign materials appeared on gasoline station video monitors, as ads in digital spaces, and paid social media delivery. This provided approximately 11.6 million total delivered impressions. A survey was provided to the intended audience with 60% of drivers are checking their blind spot more often after seeing the ad. Earned media was

achieved with DMV staff appearing on local TV news outlets in Charlottesville, Richmond, and Roanoke emphasizing the importance of motorcycle awareness. Newspaper coverage was provided in Augusta and Fredericksburg for a total estimated impression of 115,000. It should be noted that the COVID-19 pandemic followed immediately after the initial media outreach and that story dominated media coverage. Media and support funding was \$68,000.00.

Motorcycle Safety

A new Virginia-based video was developed and produced emphasizing the importance for all motorcyclists to wear all the proper protective gear every time they were riding. Special attention was given to insure a wide variety of motorcycles were featured, and the diversity of the riders to include age, race, national origin, and gender. The riders featured in the video were selected from the motorcycle safety training centers across Virginia. The video was posted and promoted on DMV social media outlets as all available funding was used in the production of the video. Media and support funding was \$80,000.00

Measure C-7: Decrease **motorcyclist** fatalities 8 percent from the 2017 calendar base year of 117 to 108 by December 31, 2020.

Performance - Virginia’s motorcyclist fatalities was 102 for 2019 and FY20 target is 108. Virginia is not on track to meet its target.

Note: 102 motorcyclist fatalities is based on the most recent FARS data

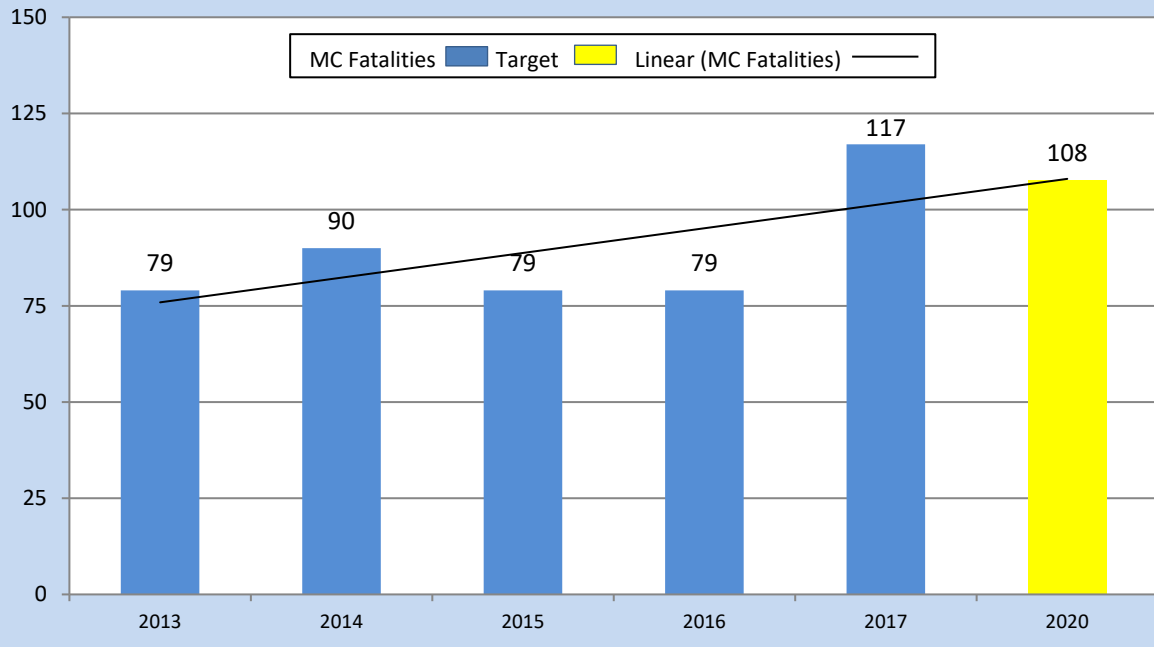
Motorcyclist Fatalities (FARS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	79	90	79	79	117	87	102	108

Note: 2017 calendar base year data was used to calculate the 2020 target.

On average, nearly 11,800 students attended the motorcycle training courses during calendar years 2015-2019. Of those, almost 11,500 or 93 percent of the total students passed the course. Five percent (2,591) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist contributed to the crash 52 percent of the time with the top driver’s actions of fail to maintain control of the motorcycle, following too close and speed.

Virginia had 6,829 students that attended the motorcycle training courses during 2019. Of those, 6,271 or almost 92 percent of the total students passed the course

Motorcycle Fatalities and Targets



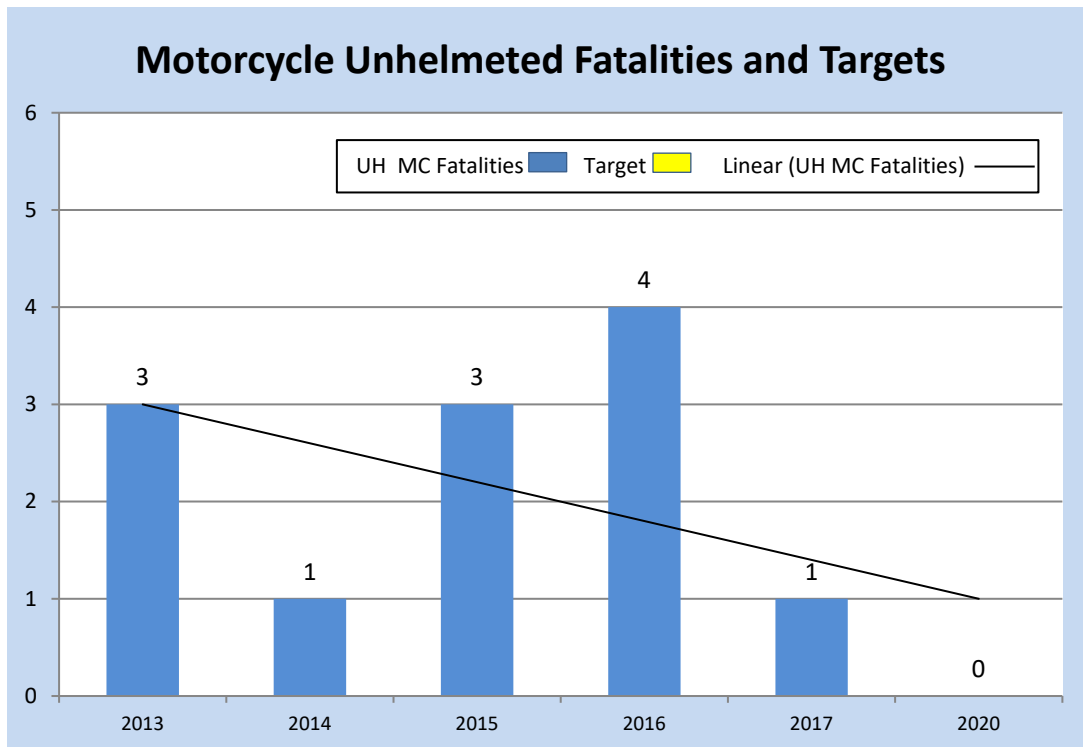
Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year rolling averages. Virginia selected the annual (8 percent reduction) in motorcyclist fatalities as a more achievable target than actual number or the 3-year or 5-year rolling average.

Measure C-7: Decrease **unhelmeted motorcyclist** fatalities from the 2017 calendar base year of 1 to 0 by December 31, 2020.

Performance - Virginia's unhelmeted motorcyclist fatalities was 11 for 2019 and FY20 target is 0. Virginia is not on track to meet its target

Unhelmeted Motorcyclist Fatalities (FARS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	3	1	3	4	1	0	11	0

Note: 2017 calendar base year data was used to calculate the 2020 target.



Justification: Virginia selected a target as 0 unhelmeted motorcyclist fatalities for fiscal year 2020.

Strategies and Accomplishments

1. Conduct a safety-focused media campaign targeting motorcyclists within Richmond, Tidewater, Northern Virginia regions. (CTW, Chapter 5, Section(s) 4.1, 4.2)

The objective of the motorcycle safety campaign was to increase the awareness to motorcyclists of the importance of wearing all the protective gear when riding. The \$80,000 paid media campaign emphasized diversity among types of motorcycles and diversity among riders. The video was shared and promoted on DMV social media outlets as 100% of the budget was used for the production of the video

2. Conduct a motorist awareness media campaign on the misperception of motorcycle speed. (CTW, Chapter 5, Section(s) 4.1, 4.2)

For the motorcycle awareness campaign, about \$68,000 in paid advertising was spent on airing a video and placing static ads in digital spaces that encourages motorists to give motorcyclists a second look, to check blind spots for motorcycles, and share the road with motorcycles. For earned media, DMV staff appeared on local television programming and provided information to print media about all aspects of motorcycle awareness. The combination of paid and earned media enabled the campaign to make approximately 11.7 million impressions.

3. Conduct Basic Rider Training courses throughout the Commonwealth through partnerships with Virginia Licensed Community Colleges, Motorcycle Dealers and Motorcycle Training Sites. (CTW, Chapter 5, Section(s) 3.1, 3.2)

Conducted 640 Basic Rider training classes across the Commonwealth.

4. Conduct 35, 3-Wheeled Vehicle training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)

Conducted 76 sidecar/trike training courses across the Commonwealth

5. Conduct 5 Advanced Rider Training course (CTW, Chapter 5, Section(s) 3.1, 3.2)

Conducted 4 Advanced Rider Training courses in FY2020-

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

Due to staffing issues and COVID 19 pandemic shutdown, during FY2020 we did not conduct any quality assurance monitoring.

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

12 motorcycle safety driver education awareness events were conducted during FY2020.

8. Conduct 24 Instructor Professional Development Workshops (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)

Conducted 10 Professional Development Workshops for instructors to maintain skills and update knowledge during FY2020.

9. Participate in 2 events with the SKIDBIKE. (CTW, Chapter 5, Section(s) 3.1, 3.2)

There were no events with the SKIDBIKE due to new staff needing to be trained on proper procedures.

Motorcycle Crashes and Injuries

Year	2012	2013	2014	2015	2016	2017	2018	2019
Crashes	2,416	2,079	2,005	2,061	1,919	2,119	1,792	1,960
Injuries	2,149	1,828	1,778	1,776	1,680	1,794	1,495	1,638

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2014	406,831
2015	414,930
2016	421,309
2017	423,088
2018	423,347
2019	422,782

Drivers Age 20 or Younger Involved in Fatal Crashes (Core Outcome Measure C-9)

Overview of Programs, Projects and Activities Funded

This initiative will be included within alcohol programs, selective enforcement, driver education programs, and public information. Funding to support these programs is included through the overall mission to promote transportation safety and reduce traffic fatalities and injuries.

Virginia spent approximately \$496,299 of Section 405d funds and approximately \$223,129 of Section 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

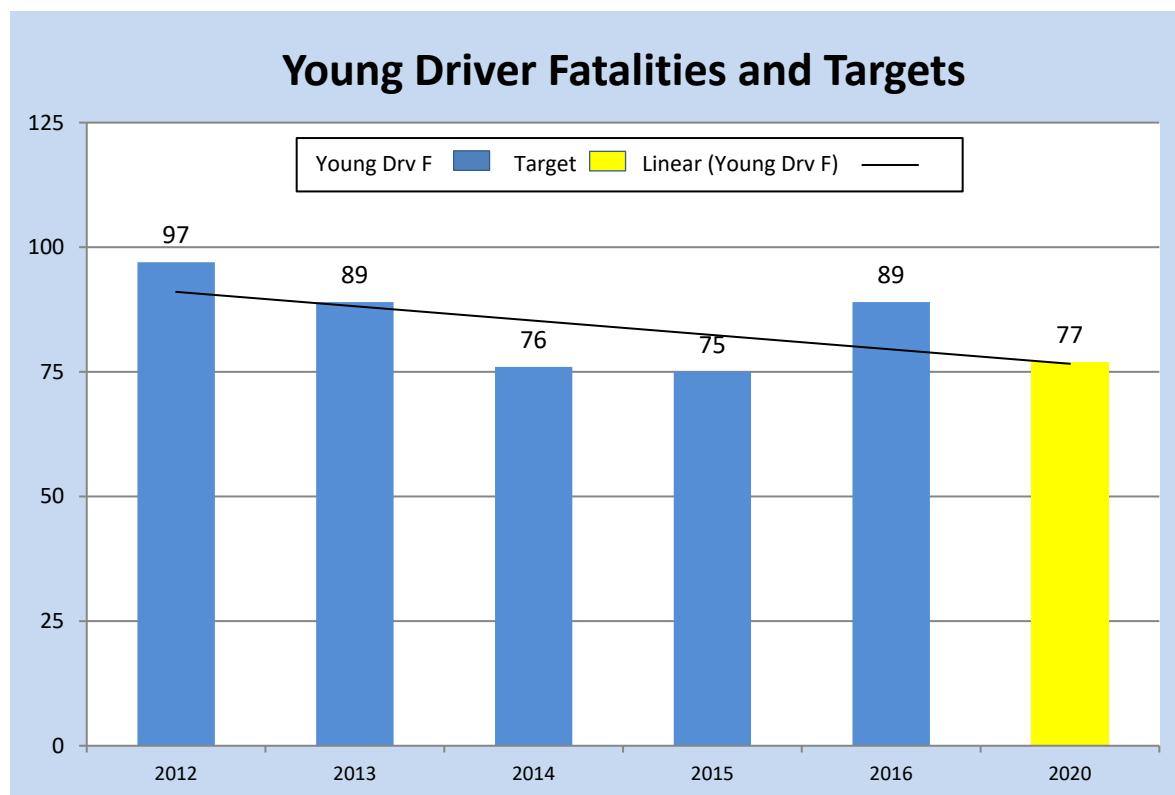
Measure C-9: Decrease drivers age 20 or younger involved in fatal crashes 2 percent from the 2017 calendar base year of 78 to 77 by December 31, 2020.

Performance - Virginia's 5-year average (2015-2019) was 82 and FY20 target is 77. Virginia is not on track to meet its target.

Drivers age 20 or younger involved in Fatal Crashes (FARS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
	89	76	75	89	78	92	78	77

Note: 2017 calendar base year data was used to calculate the 2020 target.

Virginia will also continue to address its teen driver fatalities (15 to 19 year olds.) In 2019, 25 drivers and 24 passengers ages 15-19 died on Virginia roads; 4% and 18% respectively of all drivers and passengers killed. Of the 25 drivers killed, 52% were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) decreased 14% in 2019 as compared to 2017 (25 vs. 29). Speed was a factor in 64% (16) of the fatalities. Failure to maintain control of the vehicle (running off the road) and speed were the top driver's action accounting for 76% of the driver fatalities. Stafford County (3), Augusta County (2) and Sussex County (2) were the top jurisdictions for teen driver fatalities.



Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (2 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the annual or 3-year rolling average.

Strategies and Accomplishments

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

The 45-hour Parent Teen Guide was revised and updated to include new laws and licensing requirements by the Department of Education. During this grant period, the Department of Education (DOE) distributed approximately 115,000 45-hour Parent Teen guides to public, private, and homeschooled teen drivers and their parents. The Department of Motor Vehicles (DMV) printed 82,000 copies of the revised 45-hour Parent Teen guides and distributed them to customers through the DMV Customer Service Centers

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

Due to the COVID-19 pandemic, Drive Safe Hampton Roads' plans to promote parent awareness and education through events, classes and conferences were cancelled. The Department of Education (DOE), through the assistance of consultants, were able to revise the curriculum to include current provisional licensing laws and the college pre-service driver education endorsement program. The DOE has completed surveys to gain information from parents and teachers on their needs and wants to develop more effective means of getting information communicated.

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

YOVASO, Youth of Virginia Speak Out-About Traffic Safety, is a peer-to-peer program that focuses on positive decision-making that has more than 100 member high schools, middle schools, home school groups and youth groups. YOVASO's fall campaigns include a Halloween Safety campaign and the Save Your Tailgate Campaign. The Halloween campaign focused on walking safety for youth and fun activities for middle school students promoting passenger safety. The Save Your Tailgate campaign started at the beginning of the football season and provided driving safety tips, passenger safety, impaired driving and encouraged teens to speak up and not ride with impaired drivers. Students also engaged in seat belt checks in the parking lot, social media posts, PA announcements, poster displays and similar activities. In addition, YOVASO conducted the Winter Holiday Campaign called "Steer into the New Year" with a comprehensive program for students of all age groups that incorporated social media messages, driving tips, poster displays, contests, passenger safety and impaired driving.

Drive Safe Hampton Roads "Get It Together" Program where high schools participate to increase seat belt use was cancelled due to the COVID-19 pandemic.

4. Continuation of alcohol impaired driving reduction activities and seat belt use efforts in peer-to-peer outreach efforts.

YOVASO, Youth of Virginia Speak Out-About Traffic Safety held its Winter Holiday Campaign called "Steer into the New Year" with a comprehensive program for students of all age groups that incorporated social media messages, driving tips, poster displays, contests, passenger safety and impaired driving.

The Virginia Association of Chiefs of Police's promotes the "Buzzkill" campaign focusing on the prevention of alcohol use by underage college students. The campaign uses messages including, "Alcohol under Age 21 ... Your Party's Over" and "Don't Wreck Your Degree" on social media and through Virginia campus policy agencies. The Buzzkill campaign materials are made available on the Smart, Safe and Sober website, in downloadable formats, for ease of access and use by college students in their efforts to promote the program.

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

The Virginia Association of Health, Physical Education, Recreation and Dance, or AHPERD, strives to promote a positive lifestyle among teens through its campaign, Choose Your Vibe-Arrive Alive! VAHPERD's teen ambassadors employ a host of social media tactics, such as graphics, videos and filters, to celebrate non-drinking behavior. Teen ambassadors promote VAHPERD's online posts and videos through their own, personal social media channels as a way to connect with and influence peers to develop safe driving habits.

YOVASO, Youth of Virginia Speak Out-About Traffic Safety, responded to the challenges posed by the COVID-19 Pandemic by launching a virtual and social media campaign to engage youth and their parents in safe driving educational and awareness programs during the high-risk summer months. The campaign focused on seat belts, speed prevention, distracted driving, zero tolerance, and making good choices.

Pedestrian Safety Program (Core Outcome Measure C-10)



Overview of Programs, Projects and Activities Funded

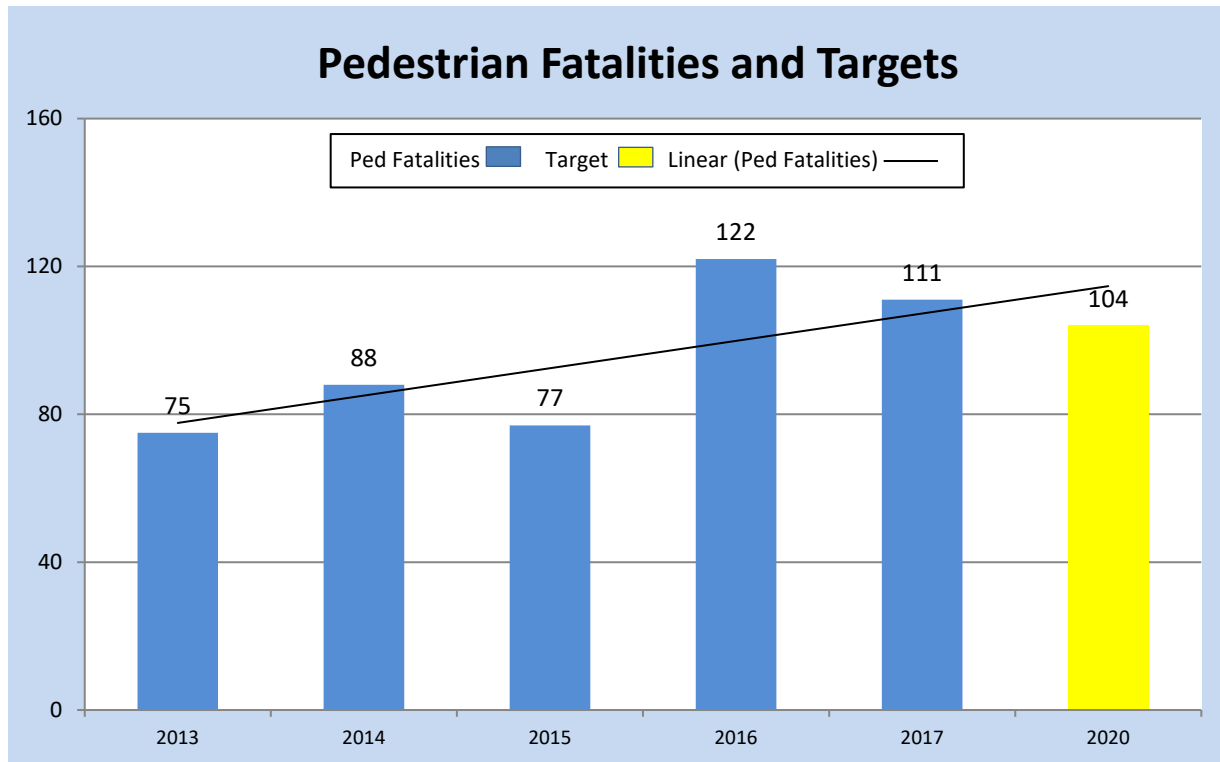
“Everyone is a pedestrian”, all individuals become pedestrians and the multimodal transportation system identifies pedestrians as vulnerable roadway users. The Virginia DMV, Highway Safety Office continues to collaborate with stakeholders to provide and introduce strategies and countermeasures to improve on pedestrian safety. Implementation of countermeasures are encouraged for use by localities with supporting educational messages to provide direction on safe travel to all age groups. Such as providing, safe travel brochures and guides describing infrastructure and engineering applications offer interpretative/descriptive uses of markings to reduce serious injuries and fatalities. Virginia spent approximately \$565,417 of its Section 402 funds on pedestrian and bicycle safety.

Measure C-10: Reduce **pedestrian fatalities** 6 percent from the 2017 calendar base year of 111 to 104 December 31, 2020.

Performance - Virginia’s pedestrian fatalities were 123 for 2019 and FY20 target is 104. Virginia is not on track to meet its target.

Pedestrian Fatalities (FARS)	Baseline Data						2020 Target	
	2013	2014	2015	2016	2017	2018	2019	104
	75	88	77	122	111	123	123	

Note: 2017 calendar base year data was used to calculate the 2020 target.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Due to significant increases in the pedestrian fatality counts in the 3 consecutive years (2015 - 77 fatalities, 2016 - 122 fatalities, 2017 - 111 fatalities and 2018 – 123 fatalities), Virginia was unable to use one of the three methodologies to set the target for the pedestrian fatalities. Therefore, Virginia has decided to use the same percentage reduction (6%) in FY 2019 for FY 2020.

Strategies and Accomplishments

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4).

The Northern Virginia Area had five (Arlington County Police, Alexandria City Police, Fairfax County Police, Occoquan Town Police and Prince William County Police) law enforcement agencies with pedestrian-bike selective enforcement activities in FY2020. When combined, the agencies reportedly worked 479 grant funded overtime hours, and issued a total of 798 citations to include 110 pedestrian, 157 speed and 16 seat belt citations.

In addition, six other localities conducted pedestrian and bike focused selective enforcement activities to include Harrisonburg City, Henrico County, Richmond City, Roanoke City, Salem City and Williamsburg City. During these efforts, more than 460 grant funded hours resulted in issuing 360 summons to include alcohol, speed, OP, pedestrian and bicycle along with other violations. Some statewide projects were impacted from completing the estimated tasks due to the COVID 19 coronavirus.

2. Partner with sub-recipients to conduct safety campaigns throughout 2019:

Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

The Metropolitan Washington Council of Governments' (MWCOC) *Street Smart* program continues its work to raise public awareness, adding enforcement to respond to growing interest of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, combines messaging through media along with street-level outreach events with increased enforcement "waves," to educate drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia.

The Metropolitan Washington Council of Governments was awarded \$200,000 in 2019-20 for a public awareness and educational campaign focused on pedestrians and bicyclists in nine localities in northern Virginia. The regional campaign also includes Washington D.C and parts of Maryland. Paid advertising was utilized on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets during Daylight Saving Time in the spring and during September 2020. A fall 2019 news conference announced the first wave of the twice-a-year media and enforcement campaign, and a toolkit with the campaign's creative materials was distributed to stakeholders.

The Richmond City Sports Backers FY2020 project continued to distribute yard signs to educate the community on pedestrian and bicycle safety sending a message to slow speeds, which relates to safe travel in and around the city and its suburbs to share the road. While the pandemic altered their business model, volunteers assisted in the distribution of 800 yard signs.

3. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles. Support and maintain a bicycle and pedestrian safety website.

Northern Virginia Regional Commission (NVRC) funded by DMV Highway Safety funds, includes a pocket guide with resources for driving, walking, and biking, a social media campaign and website, outreach, and pedestrian and bicycle training events. The grant project projected distribution of more than 8,000 and more than doubled the distributed to 17,400 copies of the 'Sharing the Roads in Virginia' guidebook in the English and Spanish languages in the FFY2020 grant year. The guidebook is reviewed to stay current with legislation and rules of the road. Stylistic and content edits are made to keep up with changes and definitions/descriptions of travel lane markings and rules of the road for both pedestrians and bicyclist. Guidebooks are available for order through (WWW.SHAREVAROADS.ORG).

In August 2020, Northern Virginia Regional Commission held a virtual "Walking Summit" for local / state staff, safety, or community advocates concerned about walkability. The summit was developed by NVRC's Share Va Roads with support from "America Walks", and funded by a federal highway safety grant from Virginia DMV. America Walks led the virtual training on "tools and initiatives to improve walking and reduce crashes" where a variety of

professional were featured. The Safe Walking Summit had 118 registrants with 86 participants representing state and local planners, engineers, and service providers, along with elected officials staff, community and pedestrian advocates, police and volunteers. Outcomes included training on data resources, interdisciplinary programs to become involved with, and ideas for both data collection and community engagement to improve walkability. The project generated a safe walking whiteboard video and resource page that outlines programs and steps to engage on greater walkability. The summit's success is a direct result of a very active and committed group of state officials, local jurisdictions and advocates passion to reduce traffic deaths while creating livable communities in Northern Virginia and statewide.

The Virginia Department of transportation (VDOT) distributes an "Active Transportation Newsletter". The Statewide Bicycle and Pedestrian Program email newsletter is shared with more than 400 advocates to promote Virginia's [Statewide Bicycling and Pedestrian Program webpage](#). The online publication includes maps, laws and safety tips, information on places to travel, and much more!

Toward Zero Deaths (TZD) is a nationally recognized strategy on highway safety that uses a unified approach to change driver behavior and improve upon highway safety with the goal of ultimately reducing the number of traffic-related serious injuries or deaths to zero. Pedestrian Safety is featured as a resource on the [TZDVA.org](#) website.

4. Pedestrian Safety Taskforce: Continue to develop countermeasures and implement strategies such as working with existing coalitions to address fatalities and serious injuries of pedestrian crashes occurring throughout the Commonwealth of Virginia. Stakeholders will meet regularly to discuss data and known causation factors in an effort to create/promote and implement responses to raise awareness to reduce injuries and fatalities.

The "Pedestrian Safety Task Force" continues to collaborate and share opportunities from advocates to members in an effort to explore funding as well as to develop/participate in alternative programming to promote safety in localities. As mentioned, a recent "Walking Summit" was held virtually and attendees received presentations from federal, state, local and non-profit agencies. The nationally recognized "AARP" also provided a presentation on livable communities. Their message often addresses the growing concerns of mobility by the aging population.

The Department of Motor Vehicles along with NHTSA recognizes October as Pedestrian Safety Awareness month. Because Virginia crash data indicates pedestrian crashes, fatalities and injuries trended higher for three consecutive years, there is a need to educate our communities on pedestrian safety. Therefore, a message with a listing of available resources was shared with our partners to promote pedestrian safety. The DMV encourages safety partners to strategize to reduce victimization and serious injury. The safety video, "Eyes Meet to Cross Streets" posted on social media websites continues in order to promote the safe crossing of streets by pedestrians. The video has been successful on Facebook.

A media "tool kit" remains available for use by local jurisdictions. The posting of the "tool kit" on [www.dmvnow.com](#) makes the product(s) accessible for jurisdictions or agencies use to educate and create awareness in an effort to reduce victimization of pedestrian crashes.

Bicycle Safety Program Area (Core Outcome Measure C-11)

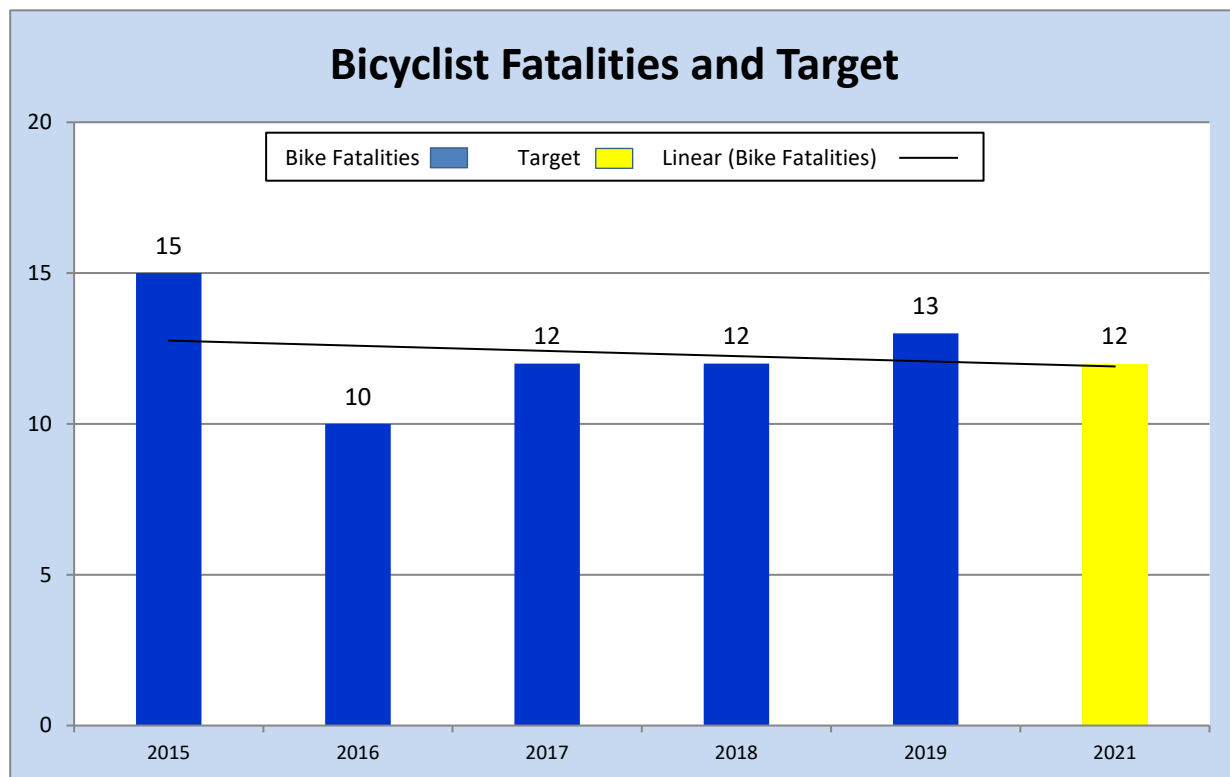
Cyclists use bicycles to navigate the transportation system and the category is described as vulnerable roadway users in communities. DMV’s Highway Safety Office will continue to collaborate with partners to provide and introduce strategies and countermeasures to improve on safety. Countermeasures will address all age groups to provide guidance using educational messages, enforcement and guides containing engineering applications to reduce injuries and fatalities. Virginia spent approximately \$565,417 of its Section 402 funds on pedestrian and bicycle safety.

Measure C-11: Reduce **bicyclist fatalities** 17 percent from the 2017 calendar base year of 12 to 10 by December 31, 2020.

Performance - Virginia’s 5-year average (2015-2019) was 12 and FY20 target is 10. Virginia is not on track to meet its target.

Bicycle Fatalities (FARS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	
		8	12	15	10	12	12	13

Note: 2017 calendar base year data was used to calculate the 2020 target.



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

Strategies and Accomplishments

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4).

The Northern Virginia Area had five (Arlington County Police, Alexandria City Police, Fairfax County Police, Occoquan Town Police and Prince William County Police) law enforcement agencies with pedestrian-bike selective enforcement activities in FFY2020. When combined, the agencies reportedly worked 479 grant funded overtime hours, and issued a total of 798 citations to include 81 bicycle, 157 speed and 16 seat belt citations.

In addition, six other localities conducted pedestrian and bike focused selective enforcement activities to include Harrisonburg City, Henrico County, Richmond City, Roanoke City, Salem City and Williamsburg City. During these efforts, more than 460 grant funded hours resulted in issuing 360 summons to include alcohol, speed, OP, pedestrian and bicycle along with other violations. Some statewide projects were impacted from completing the estimated tasks due to the COVID 19 pandemic.

2. Partner with sub-recipients to conduct safety campaigns throughout 2019:

Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

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

The Metropolitan Washington Council of Governments was awarded \$200,000 in 2019-20 for a public awareness and educational campaign focused on pedestrians and bicyclists in nine localities in northern Virginia. The regional campaign also includes Washington D.C and parts of Maryland. Paid advertising was utilized on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets during Daylight Saving Time in the spring and during September 2020. A fall 2019 news conference announced the first wave of the twice-a-year media and enforcement campaign, and a toolkit with the campaign's creative materials was distributed to stakeholders.

The Richmond City Sports Backers FY2020 project continued to distribute yard signs to educate the community on pedestrian and bicycle safety sending a message to slow speeds, which relates to safe travel in and around the city and its suburbs to share the road. While the pandemic altered their business model, volunteers assisted in the distribution of 800 yard signs.

3. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles.

Support and maintain a bicycle and pedestrian safety website.

Distribute approximately 16,000 “Sharing the Roads in Virginia” pocket guides (English and Spanish) to Virginians containing thorough information about the Commonwealth’s pedestrian, bicycling laws and roadway markings.

Northern Virginia Regional Commission (NVRC) grant project printed 15000 copies of the ‘Sharing the Roads in Virginia’ guidebook and tip sheets in the English and Spanish languages. The review process to keep the guidebook current was met with many edits both stylistic and content to keep up with legislative changes as well as defined travel lane markings and rules of the road for both pedestrians and bicyclist. While guidebooks are available for order through (WWW.SHAREVAROADS.ORG) and the 15 thousand were distributed throughout the state during the 2019 grant year.

The Virginia Department of transportation (VDOT) distributes an “Active Transportation Newsletter”. The Statewide Bicycle and Pedestrian Program email newsletter is shared with 438 advocates to promote Virginia’s [Statewide Bicycling and Pedestrian Program webpage](#) , which includes maps, laws and safety tips, information on places to travel, and much more!

Toward Zero Deaths (TZD) is a national strategy on highway safety that uses a unified approach to change driver behavior and improve highway safety with a goal of ultimately reducing the number of traffic-related serious injuries or deaths to zero. Pedestrian Safety is featured as a resource on the TZDVA.org website.

4. Conduct bicycle safety training events and create bicycle awareness messaging.

Educational awareness advertisements will continue to be developed in order to created and promote transportation messages addressing safe movement and actions of both pedestrians and cyclists, which are experiencing a growth in popularity. These forms of transportation are in need of review and reflection of all who take an active role in maintaining health through various forms of exercise.

The Northern Virginia Regional Commission (NVRC) has trained 7 community members to teach bicycle and pedestrian transportation safety throughout Fairfax and surrounding jurisdictions in northern Virginia. The League of American Bicyclists along with League Certified Instructors (LCI) held more than 16 public events.

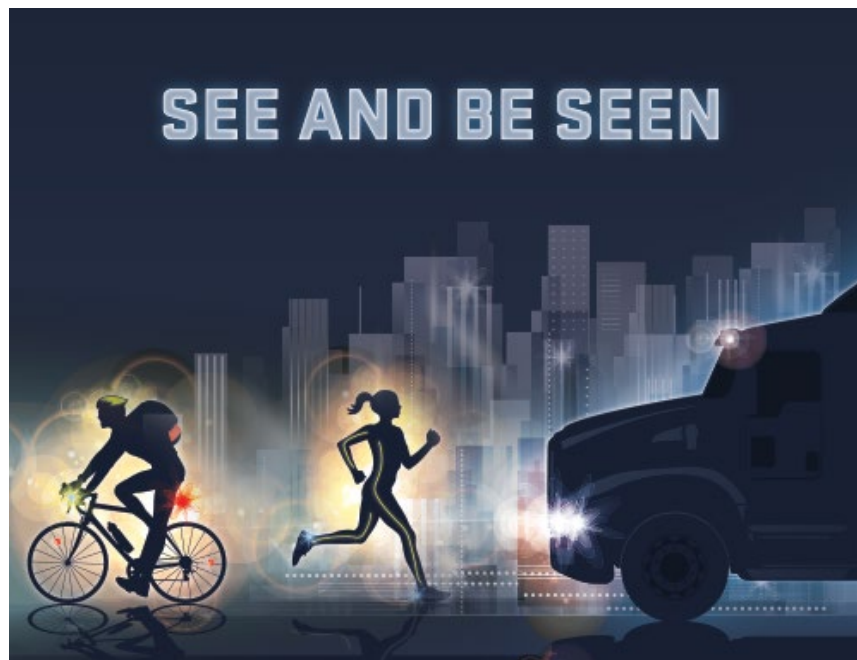
Local bicycling and pedestrian transportation partners continually train people to teach along with members of the Washington Area Bicycling Association (WABA) in order to encourage walking and cycling, while making our roads safer for ALL users. WABA, a leader in LCI training promotes safe bicycling, so all riders become more confident in their abilities. In addition, participants learn key strategies for educating community members on pedestrian and bicycling safety. Training includes an extra day of pedestrian safety, taught by Arlington County staff. This training is a \$500 value, in return for your commitment to hold two pedestrian and bicycling safety outreach events and to support bicycle and pedestrian safety in the community.

The Virginia Department of Transportation (VDOT) distributes an “Active

Transportation Newsletter”. The Statewide Bicycle and Pedestrian Program email newsletter is shared with more than 400 advocates to promote Virginia’s [Statewide Bicycling and Pedestrian Program webpage](#) , which includes maps, laws and safety tips, information on places to travel, and much more!

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

Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Month (September 2020) to promote awareness and disseminate educational information on bicycle and pedestrian safety. The non-profit distributes requested brochures to promote bike and pedestrian safety such as the “See and Be Seen” campaign to remind all road users that they have a responsibility to look out for others. Campaign materials remind drivers to keep their eyes on the road and drive distraction-free. Pedestrians and bicyclists are reminded to wear bright or reflective clothing and to use flashlights or bike lights as appropriate



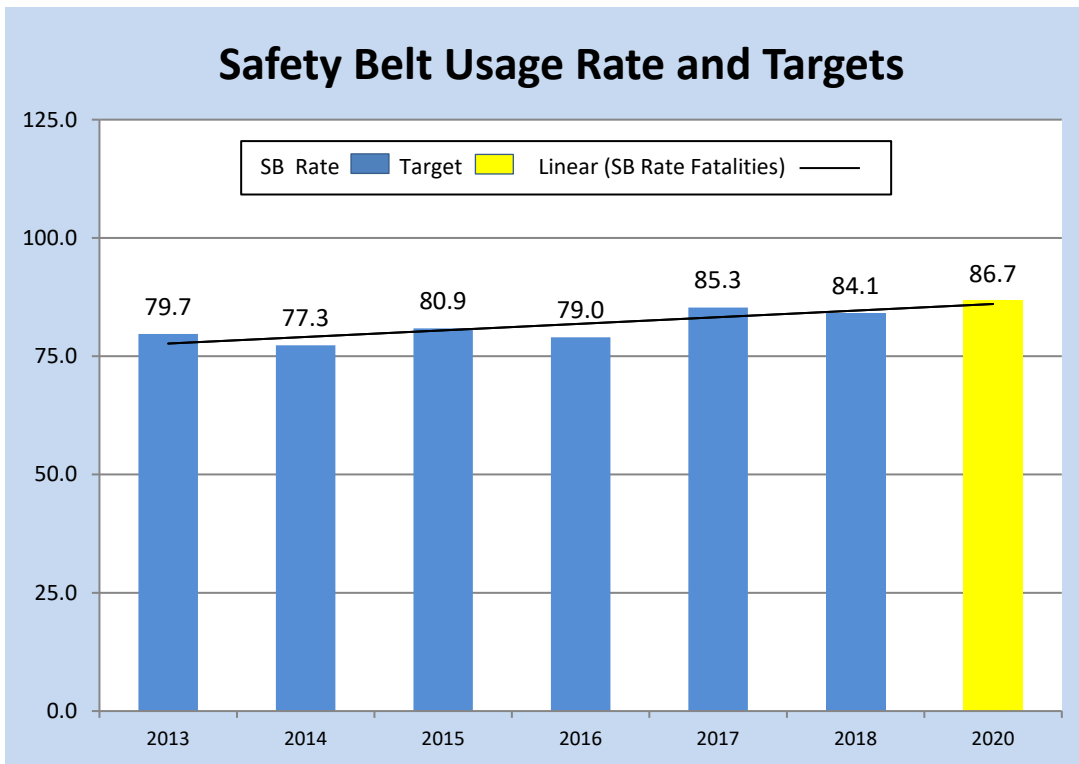
DMV’s, Virginia Highway Safety Office continues to work with state and local law enforcement jurisdictions to disseminate programmatic/safety messages to citizens in an effort to promote “Ped/Bike Awareness Month”. When available permanent and mobile variable message boards are used to promote safety campaigns throughout the Commonwealth.

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

Measure B-1: Increase statewide-observed seat belt use of front seat outboard occupants in passenger vehicles 2 percent from the 2017 calendar year base usage rate of 85.3 percent to 86.7 percent by year 2020.

- Performance:** Virginia’s seat belt usage rate was 85.4 for 2019 and FY2020 target is 86.7. Virginia is not on track to meet its target. Due to COVID19, Virginia chose to use NHTSA’s waiver and did not conduct a 2020 annual seat belt survey.

Observed Seat Belt Use Rate Survey	Baseline Data							2020Target
	2013	2014	2015	2016	2017	2018	2019	
		79.7	77.3	80.9	79.0	85.3	84.1	85.4

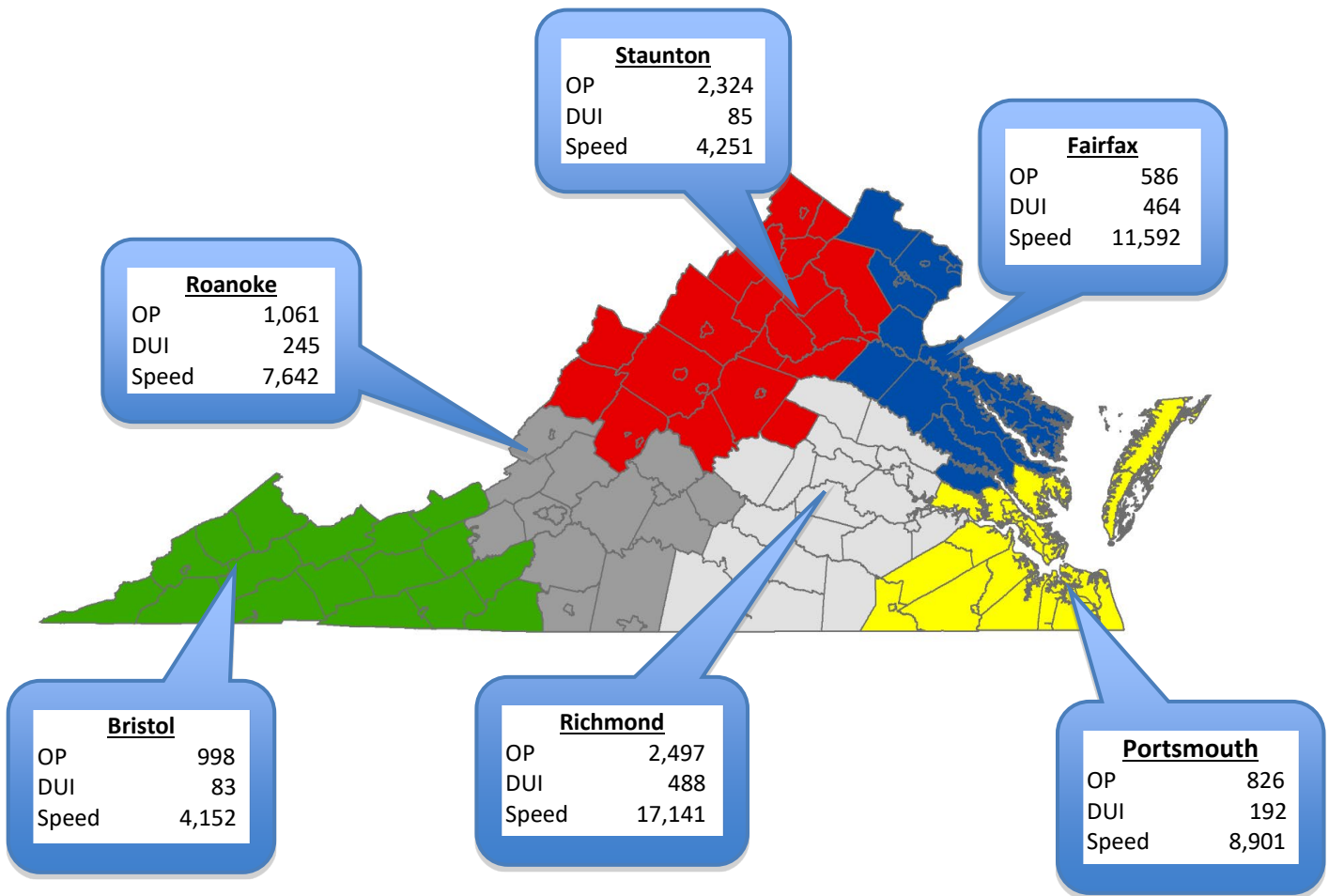


Justification: Virginia conducted trend analyses using actual data, 3-year and 5-year rolling averages. Virginia selected the annual numbers (3 percent increase) in seat belt use rate as a more achievable target than the 3-year or 5 year rolling average.

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

Core Activity Performance Measures Virginia Grant Funded Citation Efforts

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



Region Totals

OP (A-1)	8,292
DUI (A-2)	1,557
Speed (A-3)	53,679

State Police	
OP	744
DUI	66
Speed	5,659

Region + SP	
OP	9,036
DUI	1,623
Speed	59,338

Traffic Records Program

Projects and Activities Funded

Virginia has one of the strongest Traffic Records Program in the nation. Its Traffic Records Electronic Data System (TREDS), a state-of-the art highway safety information system, has garnered both state and national recognition. Virginia's latest Traffic Records Assessment (TR) was completed in May 2016 and its overall traffic records program rated above the national average in all but one core component system. DMV/VAHSO rated 93% in crash, planning, management, data use, analysis and integration of the national criteria for an "ideal" traffic records program. This in nearly 20 points higher/above the national average of 73%. Virginia, through guidance from its Traffic Records Coordinating Committee (TRCC), and coordination of projects listed in both the Virginia Traffic Records Strategic Plan and the HSP, will continue to enhance and monitor the quality and quantity of data in TREDS by implementing the most efficient and effective integration and linkage projects and enhancing its analysis and reporting capabilities, as demonstrated by projects being planned for implementation.

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

Virginia expended approximately \$443,757 of its Section 402 funds and \$638,284 in Section 405c funds on TREDS and other traffic records activities.

Measure:

Continue to enhance the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDS by December 31, 2020.

Countermeasure Strategies in Program Area – HSP FY20

Unique Identifier	Planned Activity Name
20338	Improve Traffic Data - Create New and Modify Existing Reports
20261	State-to-State Verification System
9351	TREDS - VA's Highway Safety Information System
20289	TREDS Projects - Virginia Highway Safety Information System
20285	VA Tech Analytics and Reporting
20262	VA Tech Crash Location Project

Measure: Improve Traffic Data - Create New and Modify Existing Reports

Strategies and Accomplishments:

- Enhanced High Crash Location Maps, My Department Maps, and Jurisdiction Crash Maps with a Help function, which includes an updated step-by-step guide for how to use each feature, including updated images of the map and a new section to explain the Help feature

- Enhanced the Annual Crash Facts publication by updating the format and adding new content, including a new section for Crashes Involving Distracted Driving (Including Cell Phone and Texting).
- Created a new version of the Interactive Crash Data Report to allow agencies to access agency-specific data for only those crashes investigated by their agency.
- Added seven new data quality control (QC) reports, and created a summary QC report to allow for improved analysis
- Added new dimensions to the data warehouse: VDOT Region, Urban/Rural, and School Bus Involved.
- Updated Police Crash Report Manual format and edited or added to the following sections to clarify information and assist law enforcement in more accurately completing crash reports:
 - How do I record crashes with other types of vehicles?
 - How do I record a crash involving a train?
 - Crash Events section: First Event/Second Event/Third Event/Fourth Event
 - How do I record a crash involving a bicycle at a crosswalk?
 - Driver section: Birth Date, Injury Type
 - Passenger section: Injury Type
 - Pedestrian section: Injury Type
 - Vehicle section: Vehicle Plate Number
 - Driver Information section: Type of Driver Distractions – P4
- Enhanced TREDIS Help menu with new or edited knowledge articles and manuals to improve communication with law enforcement and address frequently asked questions. The following documents were added or updated:
 - TREDIS/ReportBeam User Guide
 - Revising crash reports in ReportBeam – quick guide
 - TREDIS DUI Data Entry Training Manual
 - Entering lane clearance and scene clearance information
 - Reporting crashes involving bicycles
 - Viewing High Crash Location Maps in TREDIS
 - Viewing Jurisdiction Crash Maps in TREDIS
 - Viewing My Department Crash Maps in TREDIS
 - Revising crash reports after year-end closeout
- TREDIS Operation Center: Designed and developed an automated data quality report to provide the TREDIS Data Analyst with insight into data issues that either require additional training or enhanced validation rules to improve the quality of data being submitted to TREDIS. Data quality reports include Pedestrian vs. Bicycle, Driver Age vs. Restraint Type, and Driver Age vs. Vehicle Body Type.
- Enhanced the VDOT Property Damage Report by adding search filters for Street Name and Mile Marker and by adding a link which allows the user to access the PDF copy of the crash from the Property Damage Report. These changes were implemented to improve the timeliness in searching for specific reports where VDOT property was involved.
- Implemented NHTSA Region 3 VA Fatality Report to allow Bill Naff to keep track of VA fatalities.
- Added VDOT regions to Jurisdiction table and Damaged Property Report.

- DMV Website Reporting and Mapping Tool Enhancements: Updated or created documentation for Interactive Reports, High Crash Location Maps, and Viewing Jurisdiction Crash Maps on DMVNow.com to reflect feature updates or new features.

Measure: VA DMV State-to-State (S2S)

Strategies and Accomplishments:

VA DMV State-to-State (S2S) - Verification System Project (Improves accuracy of a core highway safety database): DMV funded the S2S Verification project to identify and eliminate duplicate driver records from the Driver System. Over 15,000 records have been manually fixed/deleted from the Driver System.

Measure: - TREDIS Projects - Virginia Highway Safety Information System (Operate, maintain, enhance the state crash database to include all data/system integrations)

Strategies and Accomplishments:

- In adherence with new security measures, enhanced password reset policy to require entry of a personal identification number (PIN) in addition to a security question/answer.
- Implemented new user validation process, requiring users to validate their email address prior to the TREDIS System Administrator approving the TREDIS access request. After email validation and approval, the user receives an automated email with a temporary password, allowing them access to the TREDIS website.
- Completed initial development on a new relational database that will provide enhanced reporting and analysis as well as allow for the transfer of data to external parties in a standardized format.
- Per DMV security policy, starting December 1, 2018, TREDIS accounts that had been inactive for six months were disabled and then deleted 90 days later. A notification was emailed to users before accounts were disabled and deleted.
- Created Route 1 Checkpoint DUI campaign for three law enforcement agencies, updating the user interface to allow data entry of the campaign.
- Enhanced the VSP Lane & Scene Clearance Report to improve performance when accessing the report.
- Enhanced the TREDIS user interface and the crash PDF to display “UNK” (Unknown) in Speed Before Crash field when law enforcement enters “UNK” in the vendor software.
- Added jurisdiction-level zoom feature to High Crash Location Maps for ease of jurisdiction crash information access.
- Developed a stored procedure to perform the search function as a result of new fields being added to the TREDIS Search screen.
- Implemented process to eliminate the need to re-validate crash locations on revised reports when the location information is not changed.

- Deployed new fields on the TREDs search screen: Mile Marker From and To; Damaged Property: Property Owner Name, Object Struck; and Vehicle Info: Owner Name, Year, Make, Model, Plate Number, VIN.
- Employed automation of test scripts for pre- and post-production testing.
- Enabled administrators' visibility of user requests submitted by other administrators in the same agency.
- Made the following TREDs_R improvements:
 - Copied Extended Properties to target database
 - Created Data Dictionary view for target database
 - Deleted copied database after it is backed up to MoveIt folder
 - For Department copies with PII, deleted user records with no reference
 - Implemented backup encryption for databases with PII
 - Fixed issues with key tables and fields
- Implemented division and area office hierarchy for VSP reporting.
- Enabled ability to track users and view who accessed crash reports and when.
- Began infrastructure upgrade, which will include but not be limited to the following:
 - All external and internal services (minimum of 50 touchpoints)
 - Middleware will be rewritten completely from ground up
 - Deployment process will be rewritten
 - User store will be rewritten in SQL server
 - All connections from user store will be rewritten
 - UI portions will be rewritten
 - Upgrade options to "look and feel" of site for easier user access
- Created a one-time motorcycle data import for training site, Motorcycle Riding Concepts.
- Enhanced TREDs Department Administrator and Virginia State Police Administrator roles, expanding their capabilities to allow requesting TREDs user access for law enforcement personnel.
- Enabled Department Administrators to manage user access requests for 240 days after requests are submitted.
- Updated Department Administrator Request Form to improve the process when a user requests this role in TREDs.
- Removed the PIN# requirement for the System Support Group (SSG) to allow SSG to reset passwords for users who do not know their PIN#.
- Updated test account roles in TREDs to enable and disable them as needed for testing purposes.
- Updated service accounts in TREDs so they are not visible to law enforcement agencies and to prevent a user from logging into the TREDs website using a service account.

- Enhanced the electronic data transfer to send data as soon as it is supervisor approved. The FARS data elements were also updated to send drug codes rather than drug values and to send all non-zero value drugs.
- Incorporated CSS Alerts into the VASAP system and introduced functionality to allow ASAP locations to transfer the alerts to a different ASAP office when a case was transferred prior to the alert being posted.
- Added enumeration to crash schema and generated WDSL to enable VDOT to receive crashes with special function TNC.

Measure: VA Tech Analytics and Reporting Analysis and reporting projects (real-time, trend and predictive on all behavioral programs in Virginia.)

Strategies and Accomplishments:

Virginia Polytechnical and State University (VA Tech) Project: Virginia Tech is a vital partner to the DMVAHSO in providing all analysis for behavioral programs either on demand or for more long term projects. In 2019, Virginia experienced 128,172 traffic crashes. VA Tech students/staff geocoded and located, 128,168 (4 un-locatable records) of those crashes for a 99.99% completion rate. This data was transmitted to DMV/VAHSO/TREDS. This process also included processing the more difficult unlocatable crashes, providing ongoing monitoring, support and improvements to the coding tool. This information was used in the development of Monthly Report Cards for Program Managers as well as to update interactive mapping, reporting and analysis. VA Tech also provided updated maps for use by DMV/VAHSO in sub-recipient grant writing and distribution workshops, as well as, legislative summary maps that were added to dmvnow.com for use by Virginia’s legislators. Virginia Tech is critical to the DMV/VAHSO analysis work by providing summary analysis reports on pedestrian crashes, motorcycle crashes, etc. as well as legislative requests for data, media requests for information. VA Tech, in partnership with the DMV/VAHSO, also collaborated with law enforcement to provide key analysis and street-level mapping that contributed to the success of both the Route 1 and 360 Blitz Enforcement Campaigns. VA Tech was also instrumental in working with the DMV/VAHSO and the Secretary of Transportation Highway Safety Committee to prepare the questions for the Digital Town Hall Speed Survey.

Other VA’s Highway Safety Information Projects

FR300 Crash Report Enhancements

- Implemented a new procedure for collecting information when it’s unknown if a driver was distracted in a fatal crash. Previously, law enforcement selected “Other” in Type of Driver Distraction field because there is no selection for “Unknown.” Such crashes were then incorrectly counted as distracted driving crashes. To correct the issue, the new procedure has law enforcement select “N/A” (Not Applicable) in the same field, if it’s unknown whether or not the driver was distracted. A notification about this new procedure was posted on the TREDS login page, sent to Department Administrators in all law enforcement agencies, and provided to trainers in agencies that were incorrectly recording “Other” in Type of Driver Distraction field.
- Began research and development to later update crash report and add, remove, or consolidate fields, as needed.

DMV Website Reporting and Mapping Tool Enhancements

- Updated or created documentation for Interactive Reports, High Crash Location Maps, and Viewing Jurisdiction Crash Maps on DMVNow.com to reflect feature updates or new features.

DMV BAC Data Collection and Submission Project

- In Virginia, the Office of the Chief Medical Examiner (OCME) and the Virginia Department of Forensic Science (DFS) work collaboratively to investigate, secure and test toxicology results for submission to DMV. They were experiencing a more than 3-month delay in average turnaround time for DUI toxicology submitted to DMV. In 2016, DMV's Traffic Records Coordinator met with both OCME and DFS staff to identify areas of improvement needed at the agencies in order to reduce this turnaround time. It was determined that both were understaffed and required technology enhancements. In 2016, DFS and OCME were awarded federal funding to hire staffing and to implement technology changes. OCME staff traveled to local hospitals to secure and retrieve specimens for toxicology testing. Staff conducted death and scene investigations and often times interacted with law enforcement and families. OCME investigated 695 motor vehicle crashes ensuring that staff submitted toxicology specimens in a timely manner to DFS to have the necessary testing performed. DFS positions in the Central, Eastern, Northern, and Western Laboratories worked a total of 4469.7 hours preparing of Certificates of Analysis (CoAs), conducting evidence accessioning, and providing administrative support. The assistance provided by these positions enables the Toxicology Forensic Scientists to spend more time on examinations, thereby decreasing the Section's turnaround time.

As a result of several of these improvements, DFS/OCME have reduced the average turnaround time of submission of their DUI cases from 98 days (in 2016) to 26 days (in 2019.) This represents a 73% reduction in average daily turnaround times.

Drugged Driver Fatalities

Measure: Reduce drugged driving **fatalities** 5 percent from the 2018 calendar base year of 197 to 187 by December 31, 2020.

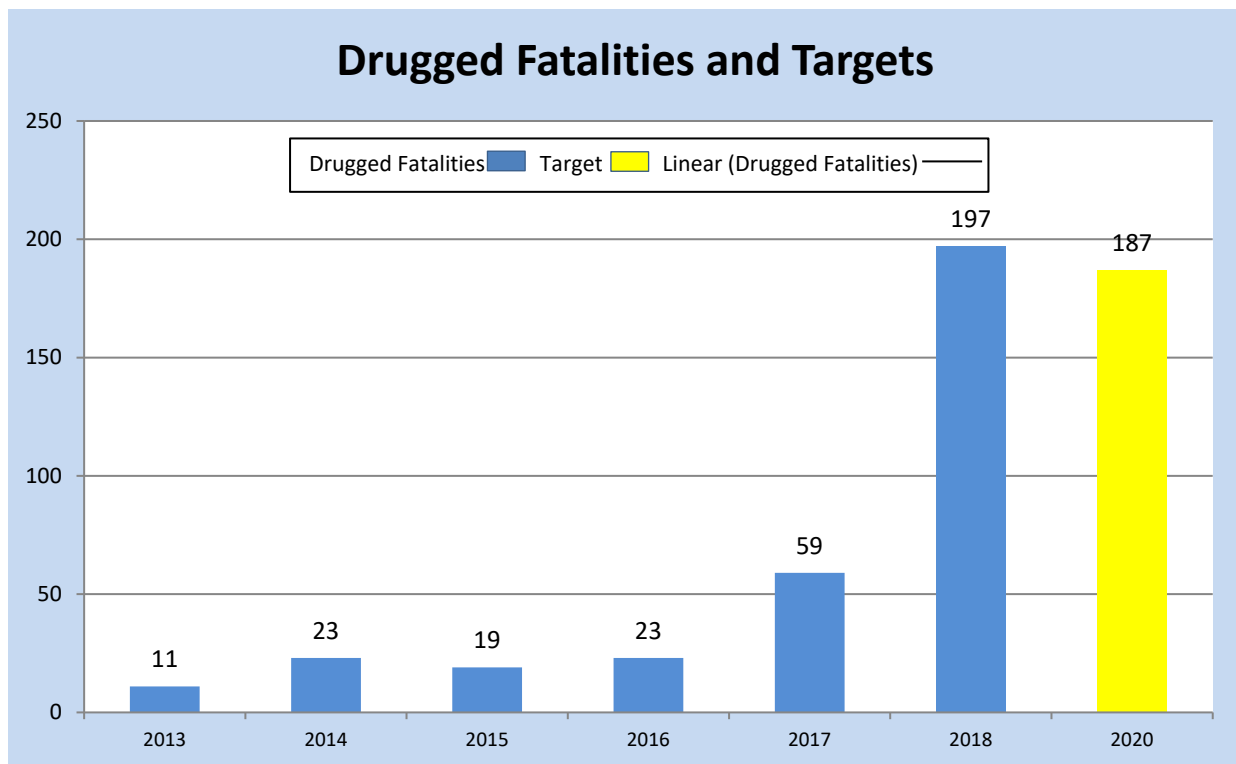
Performance - Virginia’s drugged driver fatalities was 187 for 2019 and FY20 target is 187. Virginia is on track to meet its target.

Virginia expended approximately \$392,939 in Section 405d funds towards these activities.

Note: Prior to 2018, a maximum of three drugs could be recorded in the FARS system. Methodology changes in the reporting procedure allows all drugs to be reported, resulting in the increase of drugged driver fatalities.

Drugged Driver Fatalities (FARS)	Baseline Data						Preliminary	2020 Target
	2013	2014	2015	2016	2017	2018	2019	187
	11	20	19	23	59	197	187	

Note: 2017 calendar base year data was used to calculate the 2020 target.



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

Strategies and Accomplishments

1. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 4 courses per year, 1 per quarter

During FY2020, only one ARIDE training was held on the Eastern Shore Dec. 11 and 12, 2020, due to the pandemic. There continues to be an overwhelming response to participate in ARIDE and very positive feedback from those that have attended. With an increase in DRE instructors in Virginia, we will be able to continue to expand the ARIDE program.

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

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

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

Virginia has 22 DREs, seven of which are certified instructors, and one of the seven was certified in FY19-20. The DREs cover most of the Commonwealth and represent Amherst, Roanoke, Henrico, Fairfax and Salem counties; Suffolk, Newport News, Virginia Beach and Chesapeake cities; and the town of Blacksburg, along with six Virginia State Police troopers. Five DREs attended the International Association of Chiefs of Police's (IACP) Annual Training Conference on Alcohol, Drugs and Impaired Driving during FY19-20.

In addition to training officers, the DRE program provides educational sessions to judges and Commonwealth Attorneys. They provide an overview and history of the DRE program, discuss the training officers receive, and review the battery of tests performed during an evaluation. Six of 22 Virginia DREs attended the annual International Association of Chiefs of Police Virtual Training Conference on Drugs, Alcohol, and Impaired Driving from Aug. 6 to 8, 2020, which is the largest training conference for DREs in the nation. The normally in-person conference was held virtually due to the pandemic.

Commonwealth Attorney's Services Council

The Advanced DUI Training for Law Enforcement and Prosecutors includes topics such as investigative stops, checkpoints, blood testing issues, and DUI manslaughter. This training utilizes a team-training format requiring a team consisting of a prosecutor and a law enforcement officer from the same jurisdiction. This year one Advanced DUI Training was held in August in webinar format due to the pandemic.

The DUID for Prosecutors and Law Enforcement training focuses on recognizing the drugged driver, blood testing issues and more. The one-day program was offered five times this year. The 2020 DUI Manual was produced and distributed electronically in a PDF format to each elected Commonwealth's Attorney, 30 more printed copies were mailed upon request.

3. Conduct a statewide training session for Virginia drug court staff.

The Supreme Court of Virginia receives funding for DUI court staff training. This year training events did not occur due to the pandemic.

4. Conduct 6 youth peer-to-peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances.

The Virginia State Police administers the Youth of Virginia Speak Out About Traffic Safety (YOVASO) Program, a peer-to-peer initiative funded by Virginia DMV to address the problem of young driver-related crashes, injuries, and fatalities in the Commonwealth. There are YOVASO supported peer-to-peer prevention and education programs in 54 high schools, 19 middle schools and five youth groups. YOVASO's fall campaigns include a Halloween Safety campaign and the Save Your Tailgate Campaign. The Save Your Tailgate campaign started at the beginning of the football season. It provided impaired driving prevention information and encouraged teens to speak up and not ride with impaired drivers. In addition, YOVASO conducted the winter holiday campaign called Steer into the New Year with a comprehensive program for students of all age groups that incorporated social media messages, driving tips, poster displays and contests focusing on passenger safety and impaired driving prevention. YOVASO responded to the challenges posed by the pandemic by launching a virtual and social media campaign to engage youth and their parents in safe driving educational and awareness programs during the high-risk summer months. The annual retreat was not held due to the pandemic.

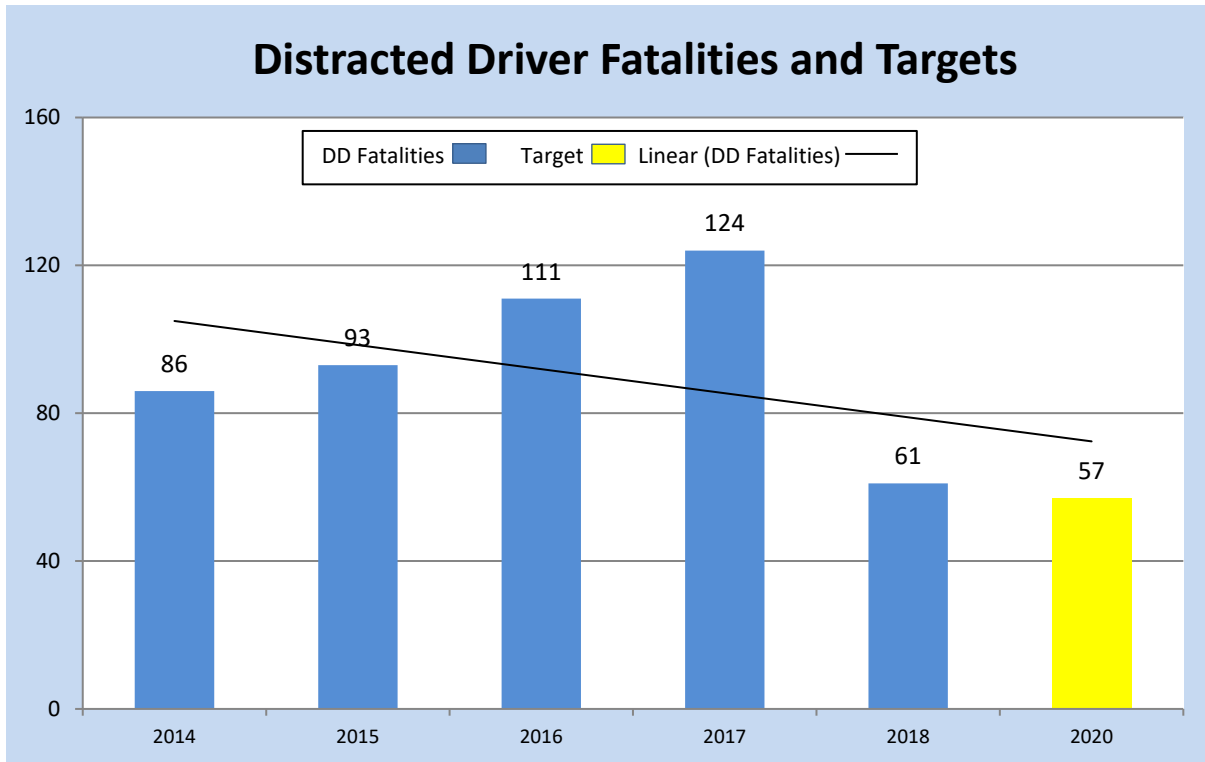
Distracted Driver Fatalities

Measure: Reduce distracted driver **fatalities** 7 percent from the 2018 calendar base year of 61 to 57 by December 31, 2020.

Performance - Virginia’s distracted driver fatalities was 53 in 2019 and FY20 target is 57. Virginia is on track to meet its target.

Distracted Driver Fatalities (TREDS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	57
	89	100	100	111	124	61	53	

Note: 2017 calendar base year data was used to calculate the 2020 target.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (7 percent reduction) in distracted driver fatalities as a more achievable target than the annual or 3-year or 5-year rolling average.

Strategies and Accomplishments

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

Due to the pandemic, Drive Smart Virginia did not hold a distracted driving summit during the 2019-2020 grant year. The 7th annual Distracted Driving Summit was held in September 2019. The next summit is a series of virtual webinars being held throughout December 2020 and January 2021.

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

Virginia State Police Association - Youth of Virginia Speak Out about Traffic Safety (YOVASO) supported peer-to-peer prevention and education programs in 54 high schools, 19 middle schools and five youth groups. These programs included occupant protection, distracted driving and alcohol and drug impaired driving issues.

Note: There were no grant funded selective enforcement efforts for Distracted Driving (DD) on FY2020. We do not get reports for regular time DD enforcement.

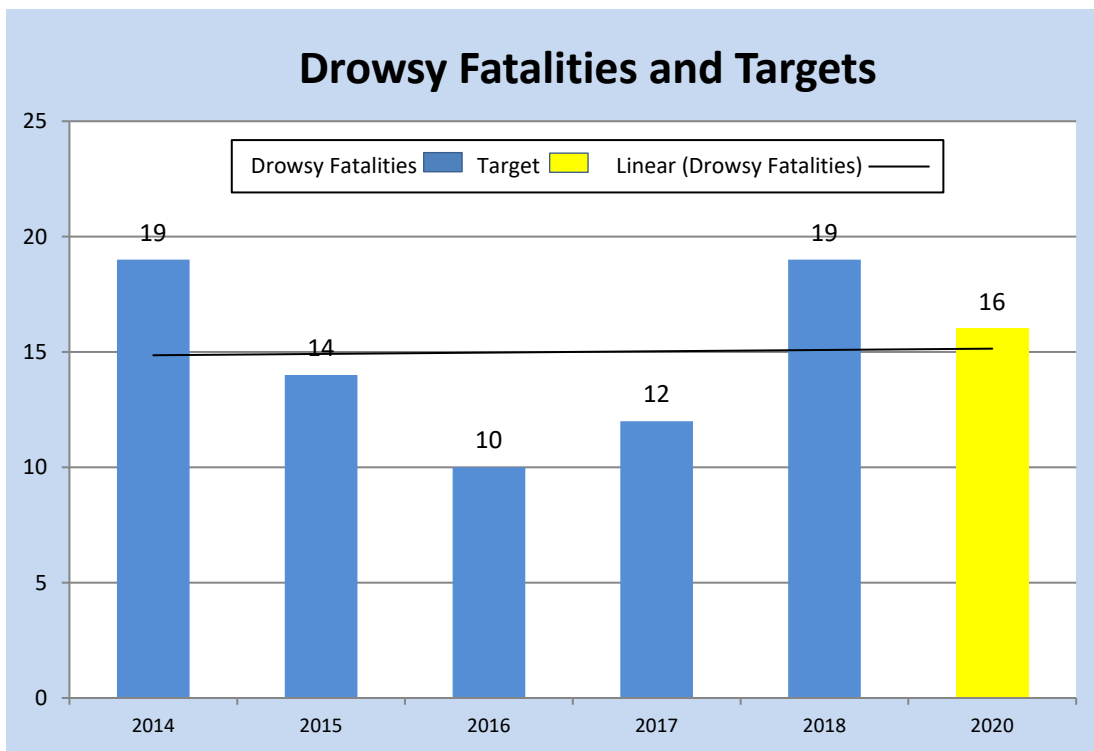
Drowsy Driver Fatalities

Measure: Drowsy driving fatalities target is 16 by December 31, 2020.

Performance - Virginia's 5-year average (2015-2019) was 12 and FY20 target is 16. Virginia is on track to meet its target.

Drowsy Driving Fatalities (TREDS)	Baseline Data							2020 Target
	2013	2014	2015	2016	2017	2018	2019	16
	12	19	14	10	12	19	5	

Notes: Drowsy Driver - apparently asleep or fatigued
 2017 calendar base year data was used to calculate the 2020 target.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (16 percent reduction) in drowsy driving fatalities as a more achievable target than the annual number or 3-year rolling average.

Strategies and Accomplishments

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

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

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

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

Driver Education Program (DE)

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

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

Approximately \$627,130 of Section 402 funds and 405d flex funds was expended to support these activities.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2020.

Performance: See accomplishments below.

Strategies and Accomplishments

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

Education and awareness activities were severely impacted during FY2020 due to the COVID-19 Pandemic.

Virginia Trucking Association (VTA) Coordinator, along with a representative from the Federal Motor Carrier Safety Association, participated in a truck stop safety break event where they distributed safety masks and brochures about distracted driving to about 120 truck drivers and members of the motoring public.

Virginia Department of Aging and Rehabilitative Services' GrandDriver Program is an educational resource designed to provide Virginians with information about staying safe and mobile on the road as they age. Despite the impact of the pandemic on grant activities starting in the second quarter, GrandDriver was still able to conduct 270 older driver assessments through 7 comprehensive driver assessment centers. The program reached 112 persons through four GrandDriver presentations. More than 5800 people were reached through a combination of twenty exhibits and health fairs. CarFit events reached 41 seniors and included the participation of 200 high school students. Five new CarFit Technicians were trained during this grant period.

The GrandDriver program launched a new website and increased its media efforts to reach mature drivers and their caretakers. With a refreshed look and more user-friendly features, the website had an estimated 20,913 webs-sessions, representing a 229% increase over last year. Increases in the numbers of page views, new users and returning users were also realized. The GrandDriver program also implemented additional digital advertising on Google, Facebook, and cable media outlets resulting in more than 1.8 million impressions. Transit ads with GRTC and Roanoke Valley Metro included 52 exterior ads and tails that added an estimated 11,990,496 impressions.

Community Traffic Safety Program (CP)

Virginia continued to educate and provide timely, data focused highway safety information while maintaining, fostering and building new partnerships throughout our communities. While the majority of local, statewide, and national community training events were canceled due to the COVID-19 coronavirus pandemic, a number of training events were provided remotely through virtual platform. For activities related to community traffic safety, approximately \$19,222 in Section 402 and 405d flex funds was utilized up to the reporting date, to include Commission on VASAP Professional Staff Development, Supreme Court of Virginia Judicial Outreach Liaison, 2020 Virginia Highway Safety Summit, and DMV Highway Safety Office (HSO) Travel & Training programs.

Measure: Develop, lead, attend and evaluate a minimum of 3 education and awareness events by December 31, 2020.

Performance: See accomplishments below.

Strategies and Accomplishments

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

DMV/VAHSO Traffic Records, Planning and Data Analysis program area updated the DMV webpage with new interactive report, map modules by jurisdiction and department for localities with 2020 crash data. Also, updated the Legislative Summary profiles with the complete 2019 crash data, enhanced the Interactive Crash Report Tool by adding the new "Serious Injuries" filter for reporting purposes, posted the most recent 2019 Virginia Traffic Crash Facts, and the 2019 Highway Safety Related Data i.e., Seat Belt Usage Rate, Motorcycle registrations/endorsements etc. It also collaborated with a minimum of 10 highway safety stakeholders, such as Virginia Department of Transportation, Virginia Department of Forensic Science, Virginia State Police, Virginia Department of Education, and Drive Smart of Virginia on highway safety initiatives.

DMV/VAHSO continued the partnership with law enforcement agencies across the Commonwealth, numerous state agencies, non-profit organizations and institutes of higher learning on the community traffic safety program initiatives, such as the *Local Heroes* occupant protection, *Right Now* strategies for speed and occupant protection, *Street Smart* bicycle and pedestrian, *May Motorcycle Safety Awareness Month*, and *Act Like It* impaired driving campaign.

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

The DMV/VAHSO staff provided and participated in various trainings and meetings both in person and remotely. These included several Stakeholder Meetings, International Traffic Records Forum, GHSA Annual Meeting and GHSA/IIHS Speed Forum, NHTSA Region 3 meetings, and NHTSA Highway Safety Grants Management training. Additionally, virtual trainings offered by NHTSA, Drive Smart of Virginia, Maryland Highway Safety Office, Lifesavers Conference, and IACP's Drugs, Alcohol, and Impaired Driving (DAID) Conference were attended in person or virtually, where most of the major in-person events were canceled due to the pandemic, COVID-19. The sub-recipient selective

enforcement grant application workshops were conducted at scheduled locations across the Commonwealth, where the grant distribution workshops were provided remotely. The Non-Profit/ Higher Education grant application training utilized a virtual platform followed with remote grant distribution workshops.

Police Traffic Services Program (PT)

Overview of Programs, Projects, and Activities Funded

Virginia conducted training, education, and outreach efforts to raise awareness on issues involving transportation safety. Approximately \$242,150 in Section 402 funds was expended for these activities.

Measure: Conduct statewide training and informational contacts with law enforcement by December 31, 2020.

Performance: See accomplishments below.

Strategies and Accomplishments

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

Three LEL's continue to work across the Commonwealth. All LEL's work regionally and assist across areas to motivate law enforcement agencies to increase participation in highway safety campaigns. Throughout the year, LEL's actively conduct independent seat belt surveys to maintain an eye on seat belt use in localities. However, this year the independent surveys were limited due to the pandemic.

The LEL's assisted with the FY2021 Grant Application Workshop, held in each region, and our first virtual Grant Distribution Workshops. There were two of the virtual Grant Distribution Workshops held for law enforcement.

Based on these uncertain times, many law enforcement agencies self-suspended selective enforcement during the pandemic height.

Even with the self-suspension, agencies were encouraged to use their social media platforms to educate the communities on highway safety efforts. Consistently educating the public on highway safety will help change behaviors while working towards "zero" deaths on Virginia roads.

2. Partner with safety advocates to provide additional law enforcement training.

LEL's conducted two TOPS (Traffic Occupant Protection Strategies) safety-training workshops in FY2020 at the Central Virginia Criminal Justice Academy. This training consisted of 40 law enforcement attendees.

One LEL assisted with an international Crash Data Retrieval (CDR) training, which had 106 law enforcement officers in attendance.

Virginia Association of Chiefs of Police (VACP), through their agreement with the National Command College, was able to deploy the "Implicit Bias" training free to law enforcement officers in FY2020. A course description can be found at: <https://commandacademy.org/product/implicit-bias/>. The course also discusses implicit bias during traffic stops.

Due to the March 2020 pandemic (COVID-19) onset, training was postponed or either canceled. As a result, there were no opportunities to provide or assist in training activities as in past years.

Roadway Safety Program (RS)

Overview of Programs, Projects and Activities Funded

Roadway Safety is included in Virginia's public information awareness and education campaigns. Approximately \$153,803 in Section 402 and \$23,597 in Section 154 funds and was expended for these activities.

Measure: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2020.

Performance: See accomplishments below.

Strategies and Accomplishments

1. Conduct three, two-week (80 hours) courses on the Fundamentals of Crash Investigation and Reconstruction for law enforcement officers.

There were no Fundamentals of Crash Investigation and Reconstruction Courses due to a curriculum review/update, COVID-19 and the state of operations during the pandemic.

2. Conduct two, two-week (80 hours) courses on Advanced Crash Investigation Courses for law enforcement officers

Conducted 1 Advanced Traffic Crash Investigation Class with 18 students (representing 10 agencies) successfully completing the course.

Only one Advanced Crash Investigation Course was coordinated due to COVID-19 and the state of operations during the pandemic.

3. Conduct three Crash Data Retrieval (CDR) Technician Classes for law enforcement officers.

Conducted one Crash Data Retrieval (CDR) Technician Class with 22 students (representing 8 agencies) successfully completing the course

Only one Crash Data Retrieval (CDR) Technician Course was conducted due to COVID-19 and the state of operations during the pandemic.

4. Contract four Specialty Crash Investigation and Reconstruction classes for law enforcement officers based on need. Some classes will add to officers' ability to reconstruct DUI related crashes.

Contracted 2 Specialty Courses: Traffic Crash Reconstruction Course with 21 students (representing 9 agencies) successfully completing the course.

Pedestrian and Bicycle Crash Investigation - Level 1 with 17 students (representing 8 agencies) successfully completing the course.

Only two Specialty Crash Investigation and Reconstruction Courses were coordinated due to COVID-19 and the state of operations during the pandemic.

5. Provide technical assistance to law enforcement and prosecutors in the area of crash reconstruction.

The Virginia State Trooper provided technical assistance to law enforcement officers and commonwealth attorneys across the Commonwealth.

Assisted 88 departments/offices/agencies (Law Enforcement, State Agencies, Educational Institutions & Commonwealth Attorneys) providing technical crash investigation assistance (most on multiple occasions)

Assisted 86 agencies with crash investigations by imagining/downloading CDR data and providing analysis of the data.

- 36 VSP Crash Investigation Call-outs

- 24 times served as Expert for Testimony

- Attained General Instructor Certification

- CDR Technician I&II Instructor

- VSP Trooper & Behavioral Scientist

- Investigated three high interest crashes for causation and recommendations are pending review/approval.

- Presented at five local, state and federal meetings in regards to the Virginia Multidisciplinary Crash Investigation Team's purpose.

- Compiled data and wrote report discussing causation of crashes during COVID-19

Additional Traffic Safety Programs

2020 Highway Safety Summit

Due to the COVID-19 pandemic, the 2020 Highway Safety Summit was not held.

2020 Governor's Transportation Safety Awards Program

Due to the COVID-19 pandemic, the 2020 Governor's Transportation Safety Awards Ceremony was not held.

2020 Judicial Transportation Safety Conference

Due to the COVID-19 pandemic, the 2020 Judicial Conference was not held.

Highway Safety Program Media Plan

The DMV/VAHSO office used earned, owned and paid media channels throughout the 2019-20 grant year to publicize a variety of safe driving messages. A data-driven, audience-specific approach was taken when purchasing advertising, which was bought in conjunction with high visibility enforcement efforts, or times of the year when traffic fatalities increase or holidays when an increased number of drivers are impaired. The NHTSA-approved advertising methods included broadcast TV, cable TV, radio, digital and social media, movie theaters, billboards and out-of-home media. Advertising supported a variety of information and education efforts such as safety belt use, DUI prevention, and motorcycle awareness. DMV's highway safety and communications offices partnered to push out safety messaging through the agency's owned media channels including @VADMV's Facebook page, Twitter feed, Instagram, YouTube channel and website. News releases coinciding with Virginia's campaigns, including November Click It or Ticket and May's Motorcycle Safety Awareness Month, were issued. DMV's highway safety office and its partners pushed out messaging before the Columbus Day holiday, along with encouraging law enforcement to be extra visible. DMV's highway safety office created ready-made social media posts when traffic data showed a possible trend in a specific risky behavior, including lack of seat belt use and speeding during the beginning of the pandemic, and those were distributed to grantees and partners requesting they be posted.

Local Heroes

More than \$160,000 in paid advertising on cable, broadcast and connected TV; and digital and social media, generated more than 3.6 million impressions during the Local Heroes occupant protection awareness campaign in August 2020. Specifically, the paid media plan included a large cable TV presence, 157 gas station TV screens, streaming TV, Facebook and Instagram. The 3.6 million impressions were 14% over the projected delivery. The purpose of the advertising was to increase seat belt use in Pittsylvania, Franklin, Wythe, Bedford and Amherst counties, where belt use rates are low. Videos depicting local law enforcement providing reasons to buckle up with local scenery as the backdrop were the creative materials used for the campaign.

Seat Belt Social Norming

Since the pandemic resulted in NHTSA rescheduling the May Click It or Ticket mobilization, Virginia DMV's highway safety office operated a statewide paid advertising campaign from June 25 through July 26, 2020, encouraging residents to use their head and buckle up. Almost \$300,000 in paid advertising generated 18 million impressions. Ads were placed on cable TV, gas station TV, radio, Spotify and social media outlets. The purpose of the advertising was to increase seat belt use in Virginia by alerting the public that not buckling up may have serious and deadly consequences. The primary advertising focus was men ages 18 to 34 with additional emphasis on rural drivers since both populations have the lowest belt use rate. To reach this audience, the latest Massachusetts highway safety video titled Use Your Head was re-tagged for Virginia and features profiles of young men acting out the perils of being thrown around a vehicle without a seat belt. Additionally, NHTSA's seat belt radio advertisement and banner ads rounded out the campaign.

Click It or Ticket-November Mobilization

The November 2019 Click It or Ticket Mobilization statewide paid advertising campaign ran from Nov. 25 through Dec. 8 and focused on young males, especially in rural areas. It surrounded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year and an increase in traffic fatalities. The three-week campaign aired the NHTSA-created Click It or

Ticket television spot titled No Good Excuse. More than \$210,000 in paid advertising generated 19 million impressions. Virginia DMV partnered with AAA and Virginia State Police for a news conference to launch the campaign that included a speaker who related a seat belt survivor story, along with an airbag demonstration. Earned media from the event produced an estimated 1.2 million impressions.

Grantee Occupant Protection Projects

Several DMV grantees received paid media funds to promote occupant protection messaging. The Eastern Virginia Medical School's Boost'Em in the Back Seat campaign was promoted through digital outlets. Youth of Virginia Speak Out About Traffic Safety, or YOVASO, included a buckle up message in its school campaigns throughout the year, both in person and virtual. DRIVE SMART Virginia produced and distributed a variety of buckle up publications through its workplace campaigns.

Street Smart Pedestrian and Bicycle Safety

The Metropolitan Washington Council of Governments was awarded \$200,000 in 2019-20 for a public awareness and educational campaign focused on pedestrian and bicycle safety in nine localities in northern Virginia. The regional campaign also includes Washington D.C and parts of Maryland. Paid advertising was purchased on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets during Daylight Saving Time in the spring and during September 2020. A fall 2019 news conference announced the first wave of the twice-a-year media and enforcement campaign, and a toolkit with the campaign's creative materials was distributed to stakeholders. Due to the pandemic, the spring 2020 campaign funds were redirected to the September 2020 fall campaign.

Motorists' Awareness of Motorcycles

For the motorcycle awareness campaign \$68,000 in paid advertising was spent on banner advertisements and a 15-second video placed in out-of-home and digital outlets, delivering 11.5 million impressions. In addition, a news release and active pitching produced six separate news stories along with 115,000 impressions for one day of views. A pre- and post-evaluation survey of about 220 drivers showed 60 percent checked their blind spot more often after seeing the ads and 70 percent of respondents found the ads appealing.

Motorcycle Safety

With decade-old creative materials, the full \$80,000 in motorcycle safety grant funding was used for a new video featuring Virginia motorcycle rider trainers who always wear the proper gear. Virginia DMV issued a news release announcing the new video on May 5, 2020, also marking May as Motorcycle Safety Awareness Month. The video will be the centerpiece of future paid, earned and owned media campaigns.

Drive Sober or Get Pulled Over

Virginia DMV grantee Washington Regional Alcohol Program operates Virginia's anti-drunk driving campaigns during the national Driver Sober or Get Pulled Over dates. Almost \$900 thousand in paid advertising was geared toward 21- to 34-year-old men, and secondarily slightly older men, all adults and some Spanish-speaking individuals. Ads were placed on cable TV, audio including Spotify, outdoor and social outlets during both the December 2019 and August 2020 national Drive Sober or Get Pulled Over campaigns. The creative materials tell young men, "If you're old enough to drink, then 'Act Like It' by planning ahead for a safe ride home." The December 2019 earned media efforts included a radio media tour and audio news release that garnered 4.7 million impressions. The \$475 thousand December 2019 paid media efforts resulted in 45.6 million impressions.

DUI Prevention

To present a cohesive anti-drunk driving message throughout Virginia, the same Act Like It anti-drunk driving creative materials were used for Virginia DMV's paid media campaigns during St. Patrick's Day. However, due to the pandemic, new creative materials were developed for the Cinco de Mayo and Fourth of July campaigns since the Act Like It video depicts three men in close proximity in a bar. About \$560,000 in paid media funds were placed in three week-long flights that generated a total of 42 million impressions.

VASAP Interlock Circumvention

The Virginia Alcohol Safety Action Project used grant funds to create a series of videos depicting several ignition interlock circumvention scenarios and the consequences. Virginia DMV used \$40,000 in alcohol paid media funds to place the videos on television, out of home and digital outlets for two weeks in August 2020. The campaign generated an estimated 400,000 impressions in the state's three largest media markets – Richmond, Tidewater and northern Virginia.

Other Grantee Impaired Driving Prevention Projects

Several non-profit organizations publicize specific anti-drunk driving messaging to certain audiences in Virginia. The Virginia Association of Chiefs of Police's Buzzkill campaign; the Virginia Health, Physical Education, Recreation and Dance's Choose Your Vibe campaign; and DRIVE SMART Virginia's Designate Before You Celebrate campaign discouraged drinking and driving, as well as underage drinking. Chesterfield Substance Abuse Free Environment implemented a combination driving under the influence of alcohol and drugs campaign in Chesterfield County when data shows more alcohol- and drug-related crashes are occurring. MADD's Virginia chapter promoted its "He/She Didn't" campaigns during August 2020.

TZDVA.org Website

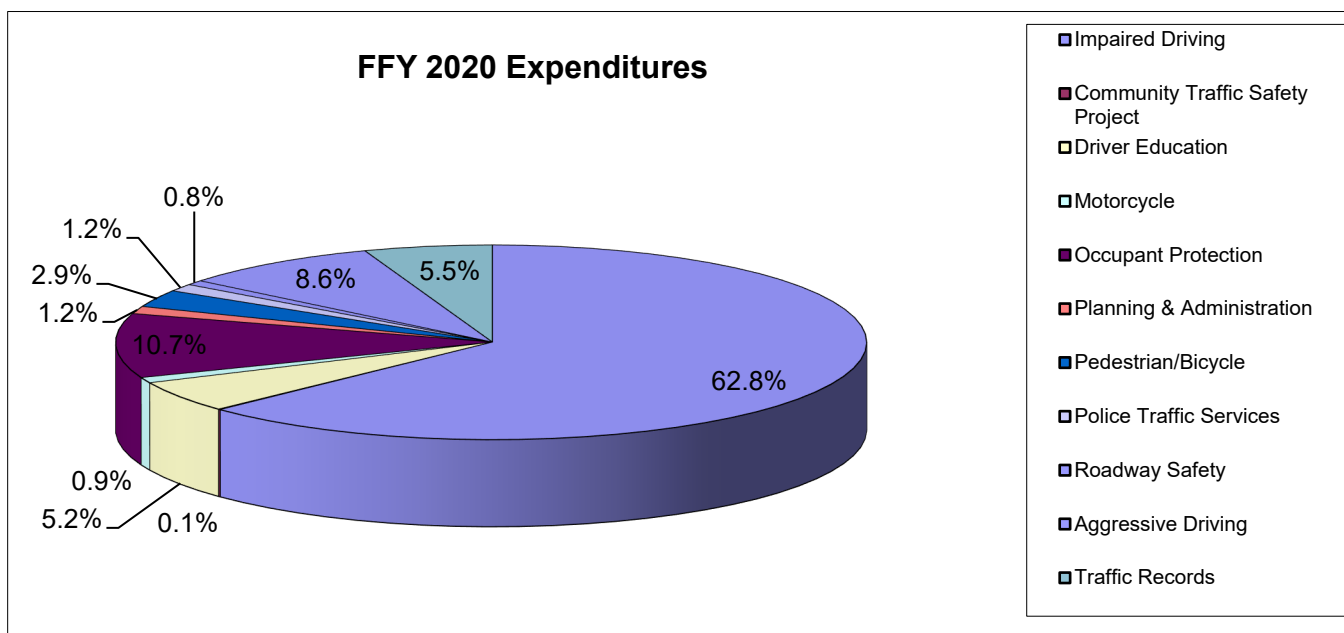
All Virginia DMV digital paid media advertisements, including those for motorists' awareness of motorcycles, Local Heroes and Click It or Ticket, led consumers to the Virginia Toward Zero Deaths website. The site is geared toward young, risky drivers and features short, bursts of content with a variety of images, videos and graphics. All of the social media posts created by the highway safety office and distributed to grantees and partners led users to TZDVA.org as well.

Appendix A
Virginia's Financial Summary – Expenditures*
FFY2020

APPENDIX A

FFY 2020 FINANCIAL SUMMARY - EXPENDITURES

Program Area					Total	% of
	402 FAST Act	405 MAP 21	405 FAST Act	154	Expenditures	Total
Impaired Driving	23,984	1,707,363	1,795,276	8,819,137	12,345,760	62.8%
Community Traffic Safety Project	18,383	-	839	-	19,222	0.1%
Driver Education	787,902	-	237,274	-	1,025,176	5.2%
Motorcycle	79,893	95,859	5,646	-	181,397	0.9%
Occupant Protection	1,104,091	-	995,083	-	2,099,175	10.7%
Planning & Administration	241,611	-	-	-	241,611	1.2%
Pedestrian/Bicycle	565,417	-	-	-	565,417	2.9%
Police Traffic Services	242,150	-	-	-	242,150	1.2%
Roadway Safety	153,803	-	-	-	153,803	0.8%
Aggressive Driving	1,697,423	-	-	-	1,697,423	8.6%
Traffic Records	443,757	-	638,284	-	1,082,040	5.5%
TOTAL					\$19,653,173	100.00%



Appendix B
Expenditures and Non-Implementation Grants
FFY2020

Appendix B

FFY 2020 Virginia Highway Safety Grant Awards and Expenditures

Grant Program	Project	Grant ID	Subrecipient	Project Title	Approved Award	Total Paid
154AL-2020	50226	20226	Accomack County	Selective Enforcement - Alcohol	21,897.00	17,870.02
154AL-2020	50394	20394	Albemarle County	Selective Enforcement - Alcohol	20,000.00	19,199.38
154AL-2020	50265	20265	Alexandria City	Selective Enforcement - Alcohol	32,125.00	13,895.00
154AL-2020	50199	20199	Alleghany County	Selective Enforcement - Alcohol	9,100.00	4,553.08
154AL-2020	50165	20165	Altavista Town	Selective Enforcement - Alcohol	3,500.00	455.00
154AL-2020	50274	20274	Amherst County	Selective Enforcement - Alcohol	16,000.00	9,361.47
154AL-2020	50023	20023	Arlington County	Selective Enforcement - Alcohol	21,100.00	21,091.36
154AL-2020	50217	20217	Augusta County	Selective Enforcement - Alcohol	32,780.00	32,780.00
154AL-2020	50308	20308	Automotive Coalition for Traffic Safety, Inc	Virginia DADSS Pilot Deployment Project FY20	5,099,042.00	5,056,956.66
154AL-2020	50384	20384	Big Stone Gap Town	Selective Enforcement - Alcohol	14,250.00	5,265.22
154AL-2020	50375	20375	Bristol City	Selective Enforcement - Alcohol	47,840.00	40,049.32
154AL-2020	50150	20150	Broadway Town	Selective Enforcement - Alcohol	3,000.00	1,709.92
154AL-2020	50330	20330	Buckingham County	Selective Enforcement - Alcohol	29,170.00	20,910.00
154AL-2020	50393	20393	Buena Vista City	Selective Enforcement - Alcohol	5,000.00	1,890.00
154AL-2020	50273	20273	Campbell County	Selective Enforcement - Alcohol	24,810.00	20,038.83
154AL-2020	50271	20271	Caroline County	Selective Enforcement - Alcohol	30,455.00	8,296.86
154AL-2020	50049	20049	Charlotte County	Selective Enforcement - Alcohol	10,400.00	4,880.61
154AL-2020	50351	20351	Chase City Town	Selective Enforcement - Alcohol	6,146.00	3,416.27
154AL-2020	50254	20254	Chesapeake Bay Bridge Tunnel	Selective Enforcement - Alcohol	2,220.00	2,220.00
154AL-2020	50146	20146	Chesterfield County	Selective Enforcement - Alcohol	133,894.00	110,049.56
154AL-2020	50258	20258	Christiansburg Town	Selective Enforcement - Alcohol	10,164.00	4,003.48
154AL-2020	50218	20218	Clarke County	Selective Enforcement - Alcohol	9,625.00	8,902.24
154AL-2020	50097	20097	Colonial Heights City	Selective Enforcement - Alcohol	12,515.00	11,476.22
154AL-2020	50396	20396	Culpeper Town	Selective Enforcement - Alcohol	8,510.00	8,060.11
154AL-2020	50286	20286	Danville City	Selective Enforcement - Alcohol	15,680.00	10,504.76

154AL-2020	50377	20377	Drive Safe Hampton Roads	Survive the Drive	73,689.00	19,708.49
154AL-2020	50388	20388	Drive Smart of Virginia	Impaired Driving Education & Outreach	510,321.00	158,975.79
154AL-2020	50086	20086	Fairfax County	Selective Enforcement - Alcohol	30,400.00	13,952.07
154AL-2020	50424	20424	Fairfax County	DUI TF Selective Enforcement	1,099,711.00	414,984.92
154AL-2020	50253	20253	Farmville Town	Selective Enforcement - Alcohol	19,500.00	16,680.00
154AL-2020	50404	20404	Fauquier County	Selective Enforcement - Alcohol	27,600.00	12,600.00
154AL-2020	50364	20364	Fluvanna County	Selective Enforcement - Alcohol	17,500.00	14,970.56
154AL-2020	50334	20334	Franklin County	Selective Enforcement - Alcohol	26,100.00	5,610.00
154AL-2020	50216	20216	Frederick County	Selective Enforcement - Alcohol	28,200.00	5,437.06
154AL-2020	50094	20094	Front Royal Town	Selective Enforcement - Alcohol	10,000.00	9,143.92
154AL-2020	50210	20210	Giles County	Selective Enforcement - Alcohol	8,250.00	7,920.00
154AL-2020	50178	20178	Goochland County	Selective Enforcement - Alcohol	15,350.00	8,184.82
154AL-2020	50066	20066	Grayson County	Selective Enforcement - Alcohol	11,435.00	6,631.27
154AL-2020	50343	20343	Greene County	Selective Enforcement - Alcohol	8,815.00	6,765.00
154AL-2020	50277	20277	Halifax County	Selective Enforcement - Alcohol	5,400.00	609.59
154AL-2020	50293	20293	Hanover County	Selective Enforcement - Alcohol	97,572.00	97,572.00
154AL-2020	50365	20365	Harrisonburg City	Selective Enforcement - Alcohol	15,020.00	6,475.17
154AL-2020	50239	20239	Henrico County	Selective Enforcement - Alcohol	214,481.00	214,481.00
154AL-2020	50060	20060	Henry County	Selective Enforcement - Alcohol	30,360.00	10,941.26
154AL-2020	50021	20021	Herndon Town	Selective Enforcement - Alcohol	30,000.00	28,918.37
154AL-2020	50337	20337	Isle of Wight County	Selective Enforcement - Alcohol	25,485.00	17,688.98
154AL-2020	50301	20301	James City County	Selective Enforcement - Alcohol	20,000.00	12,589.95
154AL-2020	50156	20156	King and Queen County	Selective Enforcement - Alcohol	16,280.00	12,880.00
154AL-2020	50269	20269	Lebanon Town	Selective Enforcement - Alcohol	6,620.00	4,575.75
154AL-2020	50003	20003	Loudoun County	Selective Enforcement - Alcohol	27,230.00	17,575.43
154AL-2020	50408	20408	Louisa Town	Selective Enforcement - Alcohol	4,975.00	627.90
154AL-2020	50312	20312	Lunenburg County	Selective Enforcement - Alcohol	14,110.00	5,624.25
154AL-2020	50031	20031	Lynchburg City	Selective Enforcement - Alcohol	36,890.00	29,107.91
154AL-2020	50118	20118	Manassas Park City	Selective Enforcement - Alcohol	15,750.00	6,930.00

154AL-2020	50410	20410	Marion Town	Selective Enforcement - Alcohol	15,075.00	11,112.18
154AL-2020	50292	20292	Narrows Town	Selective Enforcement - Alcohol	11,000.00	10,775.00
154AL-2020	50121	20121	Nelson County	Selective Enforcement - Alcohol	15,100.00	9,380.00
154AL-2020	50125	20125	New Kent County	Selective Enforcement - Alcohol	39,000.00	37,230.00
154AL-2020	50080	20080	Newport News City	Selective Enforcement - Alcohol	53,140.00	46,559.78
154AL-2020	50205	20205	Norfolk City	Selective Enforcement - Alcohol	40,139.00	28,285.55
154AL-2020	50089	20089	Norton City	Selective Enforcement - Alcohol	20,416.00	5,654.95
154AL-2020	50144	20144	Page County	Selective Enforcement - Alcohol	5,000.00	4,880.00
154AL-2020	50240	20240	Patrick County	Selective Enforcement - Alcohol	8,000.00	7,968.00
154AL-2020	50011	20011	Pearisburg Town	Selective Enforcement - Alcohol	14,832.00	14,832.00
154AL-2020	50101	20101	Petersburg City	Selective Enforcement - Alcohol	77,300.00	62,915.94
154AL-2020	50139	20139	Pittsylvania County	Selective Enforcement - Alcohol	27,500.00	9,423.31
154AL-2020	50039	20039	Portsmouth City	Selective Enforcement - Alcohol	39,186.00	31,278.35
154AL-2020	50084	20084	Prince William County	Selective Enforcement - Alcohol	114,500.00	114,500.00
154AL-2020	50104	20104	Pulaski County	Selective Enforcement - Alcohol	24,250.00	23,208.16
154AL-2020	50159	20159	Purcellville Town	Selective Enforcement - Alcohol	4,615.00	1,450.62
154AL-2020	50098	20098	Richmond City	Selective Enforcement - Alcohol	71,750.00	31,449.04
154AL-2020	50102	20102	Richmond County	Selective Enforcement - Alcohol	15,504.00	11,410.30
154AL-2020	50355	20355	Roanoke City	Selective Enforcement - Alcohol	30,944.00	22,703.08
154AL-2020	50324	20324	Roanoke County	Selective Enforcement - Alcohol	54,400.00	54,400.00
154AL-2020	50418	20418	Roanoke County	DUI TF Selective Enforcement	160,247.00	86,550.15
154AL-2020	50354	20354	Rockbridge County	Selective Enforcement - Alcohol	10,080.00	6,300.00
154AL-2020	50054	20054	Rockingham County	Selective Enforcement - Alcohol	30,120.00	13,499.80
154AL-2020	50421	20421	Salem City	DUI TF Selective Enforcement	93,290.00	19,686.21
154AL-2020	50376	20376	Shenandoah County	Selective Enforcement - Alcohol	21,000.00	20,115.92
154AL-2020	50227	20227	South Boston Town	Selective Enforcement - Alcohol	13,910.00	6,375.56
154AL-2020	50038	20038	Spotsylvania County	Selective Enforcement - Alcohol	79,500.00	60,797.17
154AL-2020	50278	20278	Stafford County	Selective Enforcement - Alcohol	23,500.00	15,684.14
154AL-2020	50052	20052	Stephens City Town	Selective Enforcement - Alcohol	5,022.00	2,248.58

154AL-2020	50419	20419	Suffolk City	Selective Enforcement - Alcohol	18,540.00	2,472.70
154AL-2020	50166	20166	Supreme Court of Va	Judicial Outreach Liaison	63,600.00	28,381.49
154AL-2020	50153	20153	Surry County	Selective Enforcement - Alcohol	12,500.00	6,702.50
154AL-2020	50336	20336	Tazewell County	Selective Enforcement - Alcohol	14,625.00	9,914.11
154AL-2020	50063	20063	Vienna Town	Selective Enforcement - Alcohol	26,772.00	24,323.36
154AL-2020	50423	20423	Vinton Town	DUI Task Force Selective Enforcement	61,720.00	-
154AL-2020	50145	20145	Virginia Beach City	Selective Enforcement - Alcohol	48,000.00	38,189.56
154AL-2020	50307	20307	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol Funding	56,750.00	23,597.37
154AL-2020	50341	20341	Virginia Dept of Motor Vehicles	Alcohol Impaired Driving Program, Program Manager & SFST Coordinator	183,317.00	50,170.83
154AL-2020	50059	20059	Warsaw Town	Selective Enforcement - Alcohol	3,714.00	3,479.14
154AL-2020	50067	20067	Washington County	Selective Enforcement - Alcohol	35,645.00	22,607.08
154AL-2020	50321	20321	Westmoreland County	Selective Enforcement - Alcohol	32,440.00	32,440.00
154AL-2020	50235	20235	Williamsburg City	Selective Enforcement - Alcohol	13,432.00	10,142.00
154AL-2020	50065	20065	Winchester City	Selective Enforcement - Alcohol	23,925.00	12,658.33
154AL-2020	50256	20256	Wise County	Selective Enforcement - Alcohol	35,400.00	33,220.00
154AL-2020	50171	20171	WRAP	FY 2020 Checkpoint Strikeforce Campaign	1,133,805.00	1,121,389.24
154AL-2020	50180	20180	Wythe County	Selective Enforcement - Alcohol	16,700.00	13,792.76
154AL-2020	50195	20195	York County	Selective Enforcement - Alcohol	30,175.00	14,188.57
				Payback Credit		(5,202.25)
154AL Total					10,995,647.00	8,819,137.41
M6OT-2020	50126	20126	Appomattox County	Selective Enforcement - Alcohol	13,200.00	671.00
M6OT-2020	50072	20072	Bedford County	Selective Enforcement - Alcohol	12,000.00	8,330.00
M6OT-2020	50317	20317	Bedford Town	Selective Enforcement - Alcohol	7,000.00	5,264.11
M6OT-2020	50173	20173	Berryville Town	Selective Enforcement - Alcohol	3,500.00	3,317.12
M6OT-2020	50264	20264	Blacksburg Town	Selective Enforcement - Alcohol	15,840.00	6,886.03
M6OT-2020	50027	20027	Bluefield Town	Selective Enforcement - Alcohol	5,400.00	3,312.29
M6OT-2020	50306	20306	Botetourt County	Selective Enforcement - Alcohol	10,800.00	8,775.28

M6OT-2020	50045	20045	Buchanan County	Selective Enforcement - Alcohol	10,000.00	4,300.00
M6OT-2020	50012	20012	Clarksville Town	Selective Enforcement - Alcohol	6,929.00	3,342.44
M6OT-2020	50092	20092	Coeburn Town	Selective Enforcement - Alcohol	12,682.00	12,681.94
M6OT-2020	50006	20006	Commission on VASAP	Interlock Circumvention Public Information Media Grant	75,000.00	50,525.00
M6OT-2020	50007	20007	Commission on VASAP	Interlock Technician Court Testimony Training Grant	9,000.00	-
M6OT-2020	50037	20037	Commission on VASAP	VASAP Annual Training Conference	74,000.00	-
M6OT-2020	50061	20061	Commission on VASAP	CMIS Service Maintenance and Technical Service Plan	49,000.00	49,000.00
M6OT-2020	50099	20099	Commonwealth Attorney's Services Council	TSRP, Advanced DUI Training and DUID Training	241,920.00	131,321.76
M6OT-2020	50082	20082	Dickenson County	Selective Enforcement - Alcohol	16,100.00	15,830.00
M6OT-2020	50413	20413	Fairfax City	Selective Enforcement - Alcohol	12,500.00	5,427.30
M6OT-2020	50019	20019	Fredericksburg City	Selective Enforcement - Alcohol	3,600.00	3,600.00
M6OT-2020	50103	20103	Galax City	Selective Enforcement - Alcohol	16,023.00	4,012.67
M6OT-2020	50340	20340	Gate City Town	Selective Enforcement - Alcohol	10,600.00	7,890.00
M6OT-2020	50214	20214	Gloucester County	Selective Enforcement - Alcohol	19,350.00	19,338.75
M6OT-2020	50064	20064	Haymarket Town	Selective Enforcement - Alcohol	5,100.00	5,100.00
M6OT-2020	50056	20056	Hillsville Town	Selective Enforcement - Alcohol	6,000.00	4,734.98
M6OT-2020	50387	20387	Independence Town	Selective Enforcement - Alcohol	3,320.00	1,643.12
M6OT-2020	50332	20332	King George County	Selective Enforcement - Alcohol	7,300.00	4,300.55
M6OT-2020	50188	20188	Lee County	Selective Enforcement - Alcohol	15,600.00	15,590.90
M6OT-2020	50114	20114	Lexington City	Selective Enforcement - Alcohol	8,750.00	4,938.52
M6OT-2020	50025	20025	Martinsville City	Selective Enforcement - Alcohol	8,158.00	4,384.67
M6OT-2020	50236	20236	Mathews County	Selective Enforcement - Alcohol	6,400.00	6,156.47
M6OT-2020	50161	20161	Montgomery County	Selective Enforcement - Alcohol	13,840.00	13,821.91
M6OT-2020	50044	20044	Northumberland County	Selective Enforcement - Alcohol	6,919.00	6,886.86
M6OT-2020	50362	20362	Poquoson City	Selective Enforcement - Alcohol	4,995.00	4,725.00
M6OT-2020	50134	20134	Powhatan County	Selective Enforcement - Alcohol	26,400.00	18,546.00
M6OT-2020	50169	20169	Prince Edward County	Selective Enforcement - Alcohol	7,170.00	4,077.70
M6OT-2020	50390	20390	Radford City	Selective Enforcement - Alcohol	5,550.00	1,066.50
M6OT-2020	50234	20234	Richlands Town	Selective Enforcement - Alcohol	12,700.00	12,700.00

M6OT-2020	50233	20233	Saint Paul Town	Selective Enforcement - Alcohol	4,874.00	3,674.30
M6OT-2020	50028	20028	Salem City	Selective Enforcement - Alcohol	12,280.00	10,453.65
M6OT-2020	50187	20187	Smithfield Town	Selective Enforcement - Alcohol	9,000.00	7,110.00
M6OT-2020	50036	20036	Smyth County	Selective Enforcement - Alcohol	13,100.00	5,166.13
M6OT-2020	50111	20111	Substance Abuse Free Environment, Inc.	It's All Impaired Driving Media & Community-Based Education/Training	248,006.00	240,728.72
M6OT-2020	50356	20356	Supreme Court of Va	Reduce Impaired Driving Fatalities Crashes and Injuries by Training Docket Teams	131,100.00	3,444.00
M6OT-2020	50167	20167	Sussex County	Selective Enforcement - Alcohol	16,700.00	7,149.81
M6OT-2020	50339	20339	The VA Association for Health, Physical Education, Recreation & Dance	Prevent HS Underage Drinking and Impaired Driving	145,550.00	100,492.39
M6OT-2020	50363	20363	University of Richmond	Selective Enforcement - Alcohol	6,500.00	3,802.00
M6OT-2020	50380	20380	VA Association of Chiefs of Police	Virginia DUI and Drugged Driving Prevention and Education	74,321.00	27,123.20
M6OT-2020	50231	20231	Vinton Town	Selective Enforcement - Alcohol	10,560.00	7,943.50
M6OT-2020	50140	20140	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	273,519.00	206,510.05
M6OT-2020	50328	20328	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	111,000.00	40,214.25
M6OT-2020	50249	20249	Virginia Dept of Motor Vehicles	Forensic Science - Toxicological Data Analysis and Submission	93,656.00	76,150.34
M6OT-2020	50288	20288	Virginia Dept of Motor Vehicles	Medical Examiner Toxicological Evaluation and Reporting	421,804.00	191,314.10
M6OT-2020	50344	20344	Virginia Dept of Motor Vehicles	Impaired Driving Program Coordination - Drug-Impaired	29,546.00	17,444.88
M6OT-2020	50397	20397	Virginia Dept of Motor Vehicles	Judicial Transportation Safety Conference	60,000.00	-
M6OT-2020	50400	20400	Virginia Dept of Motor Vehicles	Drugged Driving Programs (DRE & ARIDE)	125,000.00	7,054.92
M6OT-2020	50116	20116	Virginia Dept of State Police	Youth of Virginia Speak Out Peer to Peer Education Program (YOVASO) - AL	232,147.00	158,532.91
M6OT-2020	50202	20202	Virginia Polytechnic Institute	Selective Enforcement - Alcohol	6,450.00	4,044.49
M6OT-2020	50107	20107	Wise Town	Selective Enforcement - Alcohol	14,536.00	4,207.35
M6OT-2020	50170	20170	WRAP	FY 2020 Public Information & Education and Youth Outreach Programs	178,640.00	132,303.49
MAP 21 405d M6OT Total					2,980,935.00	1,707,363.35
M9MT-2020	50322	20322	Virginia Dept of Motor Vehicles	Motorists' Awareness of Motorcycles	95,859.00	95,858.59

MAP 21 405f M9MT							
Total					95,859.00	95,858.59	
FAST Act 405b							
FM2CSS- 2020	50106	20106	Children's Hospital/King's Daughters	The Child Passenger Safety Program at CHKD	24,864.00	23,644.05	
FM2CSS- 2020	50196	20196	Eastern VA Medical School	Car Safety Now: Communications for Increased Child Occupant Protection	110,417.00	96,044.80	
FM2CSS Total					135,281.00	119,688.85	
FM2HVE- 2020	50382	20382	Culpeper County	Selective Enforcement - Occupant Protection	4,000.00	1,331.68	
FM2HVE- 2020	50181	20181	Hopewell City	Selective Enforcement - Occupant Protection	4,907.00	4,907.00	
FM2HVE- 2020	50109	20109	Pulaski County	Selective Enforcement - Occupant Protection	8,184.00	4,874.96	
FM2HVE- 2020	50090	20090	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	190,000.00	84,156.72	
FM2HVE Total					207,091.00	95,270.36	
FM2OP- 2020	50267	20267	ODU Research Foundation	Virginia Seat Belt and CORE Surveys 2020	184,818.00	123,561.47	
FM2OP Total					184,818.00	123,561.47	
FM2PE-2020	50374	20374	Drive Smart of Virginia	Occupant Protection Education and Outreach	240,715.00	105,103.01	
						Payback Credit	(2,526.91)
FM2PE Total					240,715.00	102,576.10	
FM2TR-2020	50030	20030	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	43,435.00	11,195.44	
FM2TR Total					43,435.00	11,195.44	
FAST Act 405b Total					811,340.00	452,292.22	
FAST Act 405c							
FM3DA- 2020	50261	20261	Virginia Dept of Motor Vehicles	State-to-State Verification System	93,600.00	32,551.36	
FM3DA- 2020	50289	20289	Virginia Dept of Motor Vehicles	TREDS Projects - Virginia Highway Safety Information System	982,500.00	605,732.28	
FAST Act 405c Total					1,076,100.00	638,283.64	

FAST Act 405d							
FM6OT-2020	50252	20252	Chesapeake City	Selective Enforcement - Alcohol	15,500.00	13,529.53	
FM6OT-2020	50081	20081	Chilhowie Town	Selective Enforcement - Alcohol	14,625.00	14,624.76	
FM6OT-2020	50244	20244	Culpeper County	Selective Enforcement - Alcohol	15,958.00	4,574.87	
FM6OT-2020	50185	20185	MADD	Impaired Driving Safety Countermeasures	1,037,849.00	950,488.98	
FM6OT-2020	50353	20353	Pennington Gap Town	Selective Enforcement - Alcohol	8,350.00	3,319.45	
FM6OT-2020	50013	20013	Tazewell Town	Selective Enforcement - Alcohol	7,025.00	6,160.57	
FM6OT-2020	50391	20391	Virginia Commonwealth University	Selective Enforcement - Alcohol	19,180.00	384.00	
FM6OT-2020	50314	20314	Virginia Dept of Motor Vehicles	Alcohol Paid Media	624,225.00	620,071.98	
FM6OT-2020	50078	20078	Virginia Dept of State Police	Selective Enforcement - Alcohol	608,000.00	182,121.55	
FAST Act 405d Total					2,350,712.00	1,795,275.69	
FAST Act 405d Flex							
FDL*CP-2020	50133	20133	Virginia Dept of Motor Vehicles	2020 Virginia Highway Safety Summit	111,000.00	838.75	
FDL*CP Total					111,000.00	838.75	
FDL*DE-2020	50401	20401	Virginia Dept of Education	Driver Education	214,950.00	172,557.97	
FDL*DE-2020	50229	20229	Virginia Dept of Motor Vehicles	45 hour Parent/Teen Guide	64,780.00	64,715.66	
FDL*DE Total					279,730.00	237,273.63	
FDL*MC-2020	50260	20260	Richmond Ambulance Authority	Rider Alert	18,000.00	5,646.00	
FDL*MC Total					18,000.00	5,646.00	
FDL*OP-2020	50310	20310	Virginia Dept of Motor Vehicles	Occupant Protection Media	544,000.00	542,791.25	
FDL*OP Total					544,000.00	542,791.25	
FAST Act 405d Flex Total					952,730.00	786,549.63	
FAST Act 402							
FAL-2020	50280	20280	Dublin Town	Selective Enforcement - Alcohol	5,000.00	5,000.00	
FAL-2020	50083	20083	Manassas City	Selective Enforcement - Alcohol	8,780.00	8,099.08	

FAL-2020	50071	20071	Occoquan Town	Selective Enforcement - Alcohol	4,405.00	3,021.25
FAL-2020	50208	20208	Prince George County	Selective Enforcement - Alcohol	8,940.00	6,412.98
FAL-2020	50243	20243	Rural Retreat Town	Selective Enforcement - Alcohol	2,700.00	1,090.65
FAL-2020	50017	20017	Weber City Town	Selective Enforcement - Alcohol	7,500.00	360.00
FAL Total					37,325.00	23,983.96
FCP-2020	50004	20004	Commission on VASAP	Commission on VASAP Professional Staff Development	17,816.00	-
FCP-2020	50182	20182	Supreme Court of Va	Judicial Outreach Liaison-402	16,650.00	4,574.63
FCP-2020	50392	20392	Virginia Dept of Motor Vehicles	VAHSO Travel & Training	60,000.00	13,808.40
FCP Total					94,466.00	18,383.03
FDE-2020	50385	20385	Dept for Aging and Rehabilitative Services	Virginia GrandDriver -- Project Focus : Awareness, Education & Training	614,341.00	590,509.38
FDE-2020	50386	20386	Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	203,171.00	162,547.57
FDE-2020	50074	20074	Prince William County	Partners for Safe Teen Driving	89,535.00	24,796.93
FDE-2020	50367	20367	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	19,124.00	11,823.27
				Payback Credit		(1,774.71)
FDE Total					926,171.00	787,902.44
FMC-2020	50318	20318	Virginia Dept of Motor Vehicles	402 Motorcycle Safety Media	80,000.00	79,892.50
FMC Total					80,000.00	79,892.50
FOP-2020	50200	20200	Alleghany County	Selective Enforcement - Occupant Protection	5,000.00	2,554.59
FOP-2020	50024	20024	Arlington County	Selective Enforcement - Occupant Protection	6,720.00	6,719.84
FOP-2020	50329	20329	Buckingham County	Selective Enforcement - Occupant Protection	8,000.00	5,070.00
FOP-2020	50395	20395	Buena Vista City	Selective Enforcement - Occupant Protection	3,500.00	1,260.00
FOP-2020	50298	20298	Campbell County	Selective Enforcement - Occupant Protection	7,600.00	7,513.64
FOP-2020	50176	20176	Chatham Town	Selective Enforcement - Occupant Protection	6,000.00	6,000.00
FOP-2020	50251	20251	Chesapeake City	Selective Enforcement - Occupant Protection	14,000.00	14,000.00
FOP-2020	50284	20284	Christiansburg Town	Selective Enforcement - Occupant Protection	2,688.00	1,050.00

FOP-2020	50422	20422	Covington City	Selective Enforcement - Occupant Protection	2,900.00	319.61
FOP-2020	50034	20034	Crewe Town	Selective Enforcement - Occupant Protection	6,866.00	6,414.31
FOP-2020	50220	20220	Danville City	Selective Enforcement - Occupant Protection	5,250.00	3,617.60
FOP-2020	50361	20361	Drive Safe Hampton Roads	Occupant Protection	48,225.00	32,775.67
FOP-2020	50096	20096	Exmore Town	Selective Enforcement - Occupant Protection	900.00	900.00
FOP-2020	50155	20155	Galax City	Selective Enforcement - Occupant Protection	8,250.00	902.64
FOP-2020	50230	20230	Gloucester County	Selective Enforcement - Occupant Protection	6,300.00	6,300.00
FOP-2020	50193	20193	Halifax Town	Selective Enforcement - Occupant Protection	6,000.00	3,729.19
FOP-2020	50154	20154	Henrico County	Selective Enforcement - Occupant Protection	27,000.00	27,000.00
FOP-2020	50057	20057	Hillsville Town	Selective Enforcement - Occupant Protection	6,000.00	5,498.47
FOP-2020	50290	20290	King and Queen County	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
FOP-2020	50250	20250	Lexington City	Selective Enforcement - Occupant Protection	3,500.00	2,847.25
FOP-2020	50120	20120	Manassas Park City	Selective Enforcement - Occupant Protection	4,500.00	1,102.50
FOP-2020	50112	20112	New Kent County	Selective Enforcement - Occupant Protection	8,000.00	7,560.00
FOP-2020	50281	20281	ODU Research Foundation	Evaluating Evolving Occupant Protection Program Impacts in Virginia 2020	116,578.00	56,454.87
FOP-2020	50055	20055	Onancock Town	Selective Enforcement - Occupant Protection	5,528.00	4,850.46
FOP-2020	50152	20152	Page County	Selective Enforcement - Occupant Protection	3,675.00	3,675.00
FOP-2020	50157	20157	Patrick County	Selective Enforcement - Occupant Protection	6,400.00	6,224.00
FOP-2020	50143	20143	Pittsylvania County	Selective Enforcement - Occupant Protection	8,046.00	4,050.46
FOP-2020	50164	20164	Portsmouth City	Selective Enforcement - Occupant Protection	6,958.00	3,973.34
FOP-2020	50211	20211	Prince George County	Selective Enforcement - Occupant Protection	5,160.00	4,182.08
FOP-2020	50087	20087	Prince William County	Selective Enforcement - Occupant Protection	27,000.00	27,000.00
FOP-2020	50221	20221	Richmond City	Selective Enforcement - Occupant Protection	11,000.00	7,341.62
FOP-2020	50359	20359	Roanoke City	Selective Enforcement - Occupant Protection	12,352.00	8,059.84
FOP-2020	50147	20147	Roanoke County	Selective Enforcement - Occupant Protection	11,700.00	11,700.00
FOP-2020	50402	20402	Rockbridge County	Selective Enforcement - Occupant Protection	4,200.00	3,150.00

FOP-2020	50246	20246	Rural Retreat Town	Selective Enforcement - Occupant Protection	1,350.00	1,350.00
FOP-2020	50232	20232	South Boston Town	Selective Enforcement - Occupant Protection	5,580.00	3,344.63
FOP-2020	50029	20029	South Hill Town	Selective Enforcement - Occupant Protection	11,200.00	4,183.82
FOP-2020	50282	20282	Stafford County	Selective Enforcement - Occupant Protection	4,000.00	3,598.05
FOP-2020	50225	20225	Suffolk City	Selective Enforcement - Occupant Protection	3,234.00	770.51
FOP-2020	50315	20315	Tazewell County	Selective Enforcement - Occupant Protection	13,750.00	13,638.96
FOP-2020	50148	20148	Virginia Beach City	Selective Enforcement - Occupant Protection	52,000.00	46,322.76
FOP-2020	50050	20050	Virginia Dept of Health	Child Passenger Safety Program	352,101.00	265,930.49
FOP-2020	50420	20420	Virginia Dept of Motor Vehicles	Local Heroes Media Campaign	300,000.00	290,215.99
FOP-2020	50117	20117	Virginia Dept of State Police	Youth of Virginia Speak Out Peer to Peer Education Program (YOVASO) - OP	253,484.00	165,556.77
FOP-2020	50069	20069	Washington County	Selective Enforcement - Occupant Protection	7,920.00	2,941.49
FOP-2020	50311	20311	Westmoreland County	Selective Enforcement - Occupant Protection	3,000.00	2,981.88
FOP-2020	50179	20179	Wythe County	Selective Enforcement - Occupant Protection	14,000.00	13,998.34
FOP Total					1,430,415.00	1,104,091.05
FPA-2020	50350	20350	Virginia Dept of Motor Vehicles	FY 2020 Planning and Administration	292,318.00	241,611.45
FPA Total					292,318.00	241,611.45
FPS-2020	50309	20309	Alexandria City	Selective Enforcement - Pedestrian/Bicycle	4,984.00	3,015.98
FPS-2020	50032	20032	Arlington County	Selective Enforcement - Pedestrian/Bicycle	8,400.00	8,012.70
FPS-2020	50174	20174	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	7,500.00	4,420.64
FPS-2020	50369	20369	Harrisonburg City	Selective Enforcement - Pedestrian/Bicycle	5,760.00	4,279.92
FPS-2020	50186	20186	Henrico County	Selective Enforcement - Pedestrian/Bicycle	5,400.00	5,400.00
FPS-2020	50172	20172	Metro Washington Council of Gov	Street Smart Pedestrian and Bicycle Safety Program	200,000.00	200,000.00
FPS-2020	50409	20409	Metropolitan Richmond Sports Backers, Inc.	Toward Zero Pedestrian Deaths, Part III	26,000.00	6,000.00
FPS-2020	50132	20132	Northern Virginia Regional Commission	2020 Share Virginia Roads Bicycle and Pedestrian Safety Education and Outreach	137,588.00	114,343.22
FPS-2020	50062	20062	Occoquan Town	Selective Enforcement - Pedestrian/Bicycle	2,512.00	946.00

FPS-2020	50088	20088	Prince William County	Selective Enforcement - Pedestrian/Bicycle	9,000.00	9,000.00
FPS-2020	50222	20222	Richmond City	Selective Enforcement - Pedestrian/Bicycle	7,150.00	2,713.02
FPS-2020	50184	20184	Roanoke City	Education City of Roanoke Pedestrian Safety Campaign	200,000.00	199,885.60
FPS-2020	50360	20360	Roanoke City	Selective Enforcement - Pedestrian/Bicycle	3,840.00	3,234.35
FPS-2020	50043	20043	Salem City	Selective Enforcement - Pedestrian/Bicycle	2,660.00	2,565.54
FPS-2020	50241	20241	Williamsburg City	Selective Enforcement - Pedestrian/Bicycle	4,000.00	1,600.00
FPS Total					624,794.00	565,416.97
FPT-2020	50352	20352	VA Association of Chiefs of Police	Virginia Law Enforcement Training and Resources	223,545.00	139,781.36
FPT-2020	50122	20122	Virginia Dept of Motor Vehicles	FY2020 Law Enforcement Liaisons	163,300.00	102,368.24
FPT Total					386,845.00	242,149.60
FRS-2020	50270	20270	Virginia Beach City	Regional Training in Traffic Engineering	20,000.00	17,422.75
FRS-2020	50305	20305	Virginia Dept of Motor Vehicles	Crash Investigation & Reconstruction Grant - 402 Funds	213,340.00	136,379.80
FRS Total					233,340.00	153,802.55
FSC-2020	50255	20255	Abingdon Town	Selective Enforcement - Speed	13,750.00	4,714.68
FSC-2020	50373	20373	Albemarle County	Selective Enforcement - Speed	8,800.00	8,107.58
FSC-2020	50300	20300	Alexandria City	Selective Enforcement - Speed	8,400.00	6,575.41
FSC-2020	50163	20163	Altavista Town	Selective Enforcement - Speed	5,250.00	3,430.00
FSC-2020	50257	20257	Amelia County	Selective Enforcement - Speed	15,000.00	14,348.50
FSC-2020	50304	20304	Amherst County	Selective Enforcement - Speed	10,000.00	9,102.75
FSC-2020	50026	20026	Arlington County	Selective Enforcement - Speed	19,244.00	19,178.81
FSC-2020	50194	20194	Arlington County	Selective Enforcement - Speed	8,260.00	348.51
FSC-2020	50076	20076	Ashland Town	Selective Enforcement - Speed	6,660.00	6,045.82
FSC-2020	50223	20223	Augusta County	Selective Enforcement - Speed	15,734.00	15,734.00
FSC-2020	50075	20075	Bedford County	Selective Enforcement - Speed	10,500.00	7,192.50
FSC-2020	50319	20319	Bedford Town	Selective Enforcement - Speed	5,250.00	5,250.00
FSC-2020	50335	20335	Blacksburg Town	Selective Enforcement - Speed	14,400.00	13,085.38

FSC-2020	50189	20189	Blackstone Town	Selective Enforcement - Speed	4,568.00	1,403.87
FSC-2020	50327	20327	Botetourt County	Selective Enforcement - Speed	5,400.00	5,008.83
FSC-2020	50198	20198	Boykins Town	Selective Enforcement - Speed	4,944.00	4,845.12
FSC-2020	50326	20326	Buckingham County	Selective Enforcement - Speed	27,790.00	18,858.00
FSC-2020	50297	20297	Campbell County	Selective Enforcement - Speed	15,200.00	14,268.88
FSC-2020	50348	20348	Charles City County	Selective Enforcement - Speed	13,500.00	12,730.50
FSC-2020	50411	20411	Chase City Town	Selective Enforcement - Speed	4,856.00	3,659.16
FSC-2020	50162	20162	Chesapeake Bay Bridge Tunnel	Selective Enforcement - Speed	10,750.00	9,787.40
FSC-2020	50138	20138	Chesterfield County	Selective Enforcement - Speed	116,944.00	106,022.08
FSC-2020	50191	20191	Chincoteague Town	Selective Enforcement - Speed	7,800.00	7,800.00
FSC-2020	50279	20279	Christiansburg Town	Selective Enforcement - Speed	10,038.00	5,163.93
FSC-2020	50219	20219	Clarke County	Selective Enforcement - Speed	5,250.00	3,415.66
FSC-2020	50266	20266	Clintwood Town	Selective Enforcement - Speed	9,430.00	8,291.28
FSC-2020	50016	20016	Craig County	Selective Enforcement - Speed	6,250.00	2,875.00
FSC-2020	50041	20041	Crewe Town	Selective Enforcement - Speed	6,366.00	6,144.97
FSC-2020	50248	20248	Culpeper County	Selective Enforcement - Speed	10,240.00	6,791.88
FSC-2020	50399	20399	Culpeper Town	Selective Enforcement - Speed	5,695.00	5,695.00
FSC-2020	50287	20287	Danville City	Selective Enforcement - Speed	9,100.00	6,911.46
FSC-2020	50158	20158	Dublin Town	Selective Enforcement - Speed	8,654.00	8,622.00
FSC-2020	50342	20342	Dumfries Town	Selective Enforcement - Speed	15,950.00	14,450.00
FSC-2020	50128	20128	Essex County	Selective Enforcement - Speed	6,875.00	3,275.00
FSC-2020	50095	20095	Exmore Town	Selective Enforcement - Speed	12,000.00	12,000.00
FSC-2020	50414	20414	Fairfax City	Selective Enforcement - Speed	7,500.00	2,716.74
FSC-2020	50168	20168	Fairfax County	Selective Enforcement - Speed	33,000.00	3,457.33
FSC-2020	50130	20130	Falls Church City	Selective Enforcement - Speed	4,500.00	2,087.52
FSC-2020	50212	20212	Falls Church City	Selective Enforcement - Speed	9,540.00	962.72
FSC-2020	50276	20276	Farmville Town	Selective Enforcement - Speed	15,000.00	13,950.00
FSC-2020	50407	20407	Fauquier County	Selective Enforcement - Speed	11,310.00	9,638.00
FSC-2020	50053	20053	Floyd County	Selective Enforcement - Speed	10,514.00	9,056.42

FSC-2020	50333	20333	Franklin County	Selective Enforcement - Speed	11,550.00	5,131.50
FSC-2020	50209	20209	Frederick County	Selective Enforcement - Speed	14,892.00	6,902.66
FSC-2020	50020	20020	Fredericksburg City	Selective Enforcement - Speed	17,940.00	15,138.00
FSC-2020	50093	20093	Front Royal Town	Selective Enforcement - Speed	5,000.00	5,000.00
FSC-2020	50137	20137	Galax City	Selective Enforcement - Speed	12,316.00	7,998.30
FSC-2020	50349	20349	Gate City Town	Selective Enforcement - Speed	3,600.00	3,360.00
FSC-2020	50215	20215	Giles County	Selective Enforcement - Speed	8,250.00	7,260.00
FSC-2020	50224	20224	Gloucester County	Selective Enforcement - Speed	6,975.00	6,795.00
FSC-2020	50190	20190	Goochland County	Selective Enforcement - Speed	15,726.00	13,411.98
FSC-2020	50113	20113	Greene County	Selective Enforcement - Speed	6,068.00	4,920.00
FSC-2020	50316	20316	Halifax County	Selective Enforcement - Speed	6,750.00	1,374.56
FSC-2020	50192	20192	Halifax Town	Selective Enforcement - Speed	10,500.00	5,318.39
FSC-2020	50345	20345	Hampton City	Selective Enforcement - Speed	43,770.00	24,516.13
FSC-2020	50294	20294	Hanover County	Selective Enforcement - Speed	7,700.00	7,700.00
FSC-2020	50371	20371	Harrisonburg City	Selective Enforcement - Speed	9,875.00	4,245.74
FSC-2020	50275	20275	Henrico County	Selective Enforcement - Speed	51,708.00	51,708.00
FSC-2020	50151	20151	Henry County	Selective Enforcement - Speed	13,600.00	4,404.79
FSC-2020	50022	20022	Herndon Town	Selective Enforcement - Speed	16,500.00	12,927.21
FSC-2020	50058	20058	Hillsville Town	Selective Enforcement - Speed	6,000.00	5,280.27
FSC-2020	50302	20302	James City County	Selective Enforcement - Speed	20,000.00	15,631.26
FSC-2020	50295	20295	Kenbridge Town	Selective Enforcement - Speed	3,300.00	-
FSC-2020	50272	20272	King and Queen County	Selective Enforcement - Speed	9,000.00	7,845.00
FSC-2020	50100	20100	King George County	Selective Enforcement - Speed	9,800.00	9,152.42
FSC-2020	50141	20141	King William County	Selective Enforcement - Speed	11,655.00	7,402.50
FSC-2020	50005	20005	Loudoun County	Selective Enforcement - Speed	35,895.00	24,819.38
FSC-2020	50115	20115	Louisa County	Selective Enforcement - Speed	4,950.00	784.10
FSC-2020	50383	20383	Lunenburg County	Selective Enforcement - Speed	17,034.00	9,771.45
FSC-2020	50046	20046	Lynchburg City	Selective Enforcement - Speed	15,050.00	13,337.48
FSC-2020	50079	20079	Manassas City	Selective Enforcement - Speed	12,236.00	10,445.06

FSC-2020	50119	20119	Manassas Park City	Selective Enforcement - Speed	22,500.00	13,162.00
FSC-2020	50033	20033	Martinsville City	Selective Enforcement - Speed	5,600.00	3,688.84
FSC-2020	50237	20237	Mathews County	Selective Enforcement - Speed	6,400.00	6,400.00
FSC-2020	50206	20206	Middletown Town	Selective Enforcement - Speed	3,500.00	2,140.19
FSC-2020	50242	20242	Montgomery County	Selective Enforcement - Speed	9,180.00	9,180.00
FSC-2020	50291	20291	Narrows Town	Selective Enforcement - Speed	9,000.00	8,940.00
FSC-2020	50123	20123	New Kent County	Selective Enforcement - Speed	14,000.00	13,980.00
FSC-2020	50416	20416	New Market Town	Selective Enforcement - Speed	5,741.00	1,602.35
FSC-2020	50204	20204	Norfolk City	Selective Enforcement - Speed	45,944.00	38,956.91
FSC-2020	50323	20323	Northampton County	Selective Enforcement - Speed	11,880.00	10,602.00
FSC-2020	50047	20047	Northumberland County	Selective Enforcement - Speed	8,775.00	8,422.87
FSC-2020	50299	20299	Nottoway County	Selective Enforcement - Speed	9,848.00	4,583.95
FSC-2020	50073	20073	Occoquan Town	Selective Enforcement - Speed	6,345.00	4,837.15
FSC-2020	50010	20010	Old Dominion University Police	Selective Enforcement - Speed	9,500.00	7,524.00
FSC-2020	50259	20259	Onley Town	Selective Enforcement - Speed	7,200.00	7,200.00
FSC-2020	50268	20268	Orange County	Selective Enforcement - Speed	16,280.00	9,425.26
FSC-2020	50346	20346	Patrick County	Selective Enforcement - Speed	8,080.00	7,852.00
FSC-2020	50127	20127	Pearisburg Town	Selective Enforcement - Speed	13,832.00	13,832.00
FSC-2020	50110	20110	Pembroke Town	Selective Enforcement - Speed	10,050.00	10,050.00
FSC-2020	50366	20366	Poquoson City	Selective Enforcement - Speed	5,005.00	5,005.00
FSC-2020	50042	20042	Portsmouth City	Selective Enforcement - Speed	21,234.00	12,595.58
FSC-2020	50135	20135	Powhatan County	Selective Enforcement - Speed	44,076.00	36,201.00
FSC-2020	50331	20331	Prince Edward County	Selective Enforcement - Speed	7,980.00	6,867.45
FSC-2020	50213	20213	Prince George County	Selective Enforcement - Speed	7,095.00	5,952.56
FSC-2020	50085	20085	Prince William County	Selective Enforcement - Speed	24,750.00	24,750.00
FSC-2020	50108	20108	Pulaski County	Selective Enforcement - Speed	17,728.00	17,711.10
FSC-2020	50398	20398	Radford City	Selective Enforcement - Speed	8,986.00	7,363.53
FSC-2020	50131	20131	Rappahannock County	Selective Enforcement - Speed	7,000.00	6,981.51
FSC-2020	50124	20124	Richmond City	Selective Enforcement - Speed	60,435.00	49,818.43

FSC-2020	50105	20105	Richmond County	Selective Enforcement - Speed	10,100.00	10,100.00
FSC-2020	50358	20358	Roanoke City	Selective Enforcement - Speed	14,784.00	12,194.85
FSC-2020	50320	20320	Roanoke County	Selective Enforcement - Speed	28,800.00	28,800.00
FSC-2020	50405	20405	Rockbridge County	Selective Enforcement - Speed	7,000.00	5,250.00
FSC-2020	50136	20136	Rocky Mount Town	Selective Enforcement - Speed	8,250.00	6,100.41
FSC-2020	50296	20296	Saint Paul Town	Selective Enforcement - Speed	4,319.00	2,181.80
FSC-2020	50040	20040	Salem City	Selective Enforcement - Speed	13,650.00	13,559.74
FSC-2020	50347	20347	Saltville Town	Selective Enforcement - Speed	8,300.00	7,162.50
FSC-2020	50203	20203	Scottsville Town	Selective Enforcement - Speed	2,500.00	2,500.00
FSC-2020	50370	20370	Smithfield Town	Selective Enforcement - Speed	10,412.00	8,162.00
FSC-2020	50129	20129	Smyth County	Selective Enforcement - Speed	4,640.00	3,854.26
FSC-2020	50048	20048	Spotsylvania County	Selective Enforcement - Speed	59,400.00	46,339.46
FSC-2020	50283	20283	Stafford County	Selective Enforcement - Speed	10,000.00	10,000.00
FSC-2020	50068	20068	Staunton City	Selective Enforcement - Speed	14,455.00	6,322.60
FSC-2020	50228	20228	Suffolk City	Selective Enforcement - Speed	17,744.00	10,299.07
FSC-2020	50412	20412	Tappahannock Town	Selective Enforcement - Speed	5,400.00	3,300.00
FSC-2020	50014	20014	Tazewell Town	Selective Enforcement - Speed	4,000.00	4,000.00
FSC-2020	50160	20160	Victoria Town	Selective Enforcement - Speed	4,500.00	2,450.00
FSC-2020	50077	20077	Vienna Town	Selective Enforcement - Speed	17,460.00	16,551.08
FSC-2020	50389	20389	Virginia Commonwealth University	Selective Enforcement - Speed	15,000.00	2,964.00
FSC-2020	50091	20091	Virginia Dept of State Police	Selective Enforcement - Speed	570,000.00	312,867.48
FSC-2020	50197	20197	Warsaw Town	Selective Enforcement - Speed	5,200.00	5,023.20
FSC-2020	50070	20070	Washington County	Selective Enforcement - Speed	16,500.00	11,758.76
FSC-2020	50247	20247	Waynesboro City	Selective Enforcement - Speed	12,000.00	3,840.61
FSC-2020	50018	20018	Weber City Town	Selective Enforcement - Speed	6,000.00	1,470.00
FSC-2020	50313	20313	Westmoreland County	Selective Enforcement - Speed	14,300.00	14,268.27
FSC-2020	50238	20238	Williamsburg City	Selective Enforcement - Speed	9,700.00	8,076.00
FSC-2020	50368	20368	Windsor Town	Selective Enforcement - Speed	15,750.00	14,017.50
FSC-2020	50142	20142	Woodstock Town	Selective Enforcement - Speed	6,325.00	4,693.89

FSC-2020	50177	20177	Wythe County	Selective Enforcement - Speed	35,000.00	33,954.64
FSC-2020	50263	20263	York County	Selective Enforcement - Speed	17,928.00	14,151.65
FSC Total					2,355,213.00	1,697,423.32
FTR-2020	50338	20338	Supreme Court of Va	Improve Traffic Data - Create New and Modify Existing Reports	44,850.00	-
FTR-2020	50262	20262	Virginia Dept of Motor Vehicles	VA Tech Crash Location Project	308,598.00	231,527.75
FTR-2020	50285	20285	Virginia Dept of Motor Vehicles	VA Tech Analytics and Reporting	266,561.00	212,228.76
FTR Total					620,009.00	443,756.51
FAST Act 402 Total					7,080,896.00	5,358,413.39
GRAND TOTAL					26,344,219.00	19,653,172.92

FFY 2020 Non-Implementation Grants

Grant Project Number	Subrecipient	Project Title	Reason
154AL-2020-50423-20423	Vinton Town	DUI Task Force Selective Enforcement	Suspended grant activities due to the COVID-19 pandemic.
M6OT-2020-50007-20007	Commission on VASAP	Interlock Technician Court Testimony Training Grant	Due to the COVID-19 pandemic, this training did not take place.
M6OT-2020-50037-20037	Commission on VASAP	VASAP Annual Training Conference	Due to the COVID-19 pandemic, this annual conference did not take place.
M6OT-2020-50397-20397	Virginia Dept of Motor Vehicles	Judicial Transportation Safety Conference	Due to the COVID-19 pandemic, this annual conference did not take place.
FCP-2020-50004-20004	Commission on VASAP	Commission on VASAP Professional Staff Development	Due to the COVID-19 pandemic, there were no professional development opportunities.
FSC-2020-50295-20295	Kenbridge Town	Selective Enforcement - Speed	Did not work selective enforcement due to staffing issues.
FTR-2020-50338-20338	Supreme Court of Va	Improve Traffic Data - Create New and Modify Existing Reports	There were no requests to create new or modify reports.

