

VIRGINIA HIGHWAY SAFETY PLAN

Application for Federal 402 Grant Funding
FISCAL YEAR 2017

Table of Contents

	Page
Introduction	1
Commonwealth of Virginia Highway Safety Office	1
Mission Statement	2
Delegation of Authority and Organizational Staffing	3
Executive Summary	6
Virginia’s Political Structure	8
State Demographic Analysis	9
Legislative Changes	12
Highway Safety Planning Calendar	15
Highway Safety Planning Process	16
Evidence-Based Traffic Safety Enforcement Program	25
Core Performance Measures Report	29
Status of 2016 Performance Goals	30
Virginia’s Performance Plan	31
Core Outcome Performance Measures	32
• Fatalities	33
• Number of Serious Injuries	36
• Fatality rate per 100M VMT	39
• Number of unrestrained passenger vehicle occupant fatalities, all seating positions	42
• Number of fatalities involving driver or motorcycle operator with .08 BAC or above (Drugged, Distracted and Drowsy Driver Fatalities)	49
• Number of speeding-related fatalities	59
• Number of motorcyclist fatalities	66
• Number of unhelmeted motorcyclist fatalities	70
• Number of drivers age 20 or younger involved in fatal crashes	72
• Number of pedestrian fatalities	77
• Number of bicycle fatalities	81
Other Program Area Performance Measures	
• Traffic Records	85
• Drugged Driver	87
• Distracted Driver	91

• Drowsy Driver	94
• Driver's Education	97
• Community Traffic Safety Projects	98
• Police Traffic Services	99
• Roadway Safety Program Area	100
Core Behavior Performance Measure	101
Seat Belt Use Rate – Observed Seat Belt Survey	102
Grant Funded Activity Measures	104
Media Plan	106
Appendices	109
Appendix A. Highway Safety Plan Cost Summary (HS Form 217)	110
Appendix B. Cumulative Listing and Distribution FY 2015 Grants Awarded	113
Appendix C. SHSP Letter of Support	126
Certifications and Assurances – Signed by Virginia Governor's Representative	128

Introduction

The Highway Safety Plan (HSP) describes the processes used to identify Virginia's traffic safety problems. It proposes projects and activities Virginia plans to implement to achieve its performance goals. The plan also includes performance measures and targets for each goal to track progress from a baseline toward meeting the goal by the specified target date. Additionally, the HSP describes the grant funded projects and activities that Virginia will implement to accomplish the goals identified.

Commonwealth of Virginia Highway Safety Office

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

Mission Statement

To reduce crashes, injuries, fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities.

This mission will be accomplished by:

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

Delegation of Authority and Organizational Staffing

The Code of Virginia, Section 46.2-222, gives written enabling authority for highway safety and the responsibility to carry out assigned state highway safety office functions to the Virginia Department of Motor Vehicles (DMV).

Virginia's Highway Safety Office (VAHSO) is comprised of 36 staff members including field personnel and the Traffic Records Electronic Data System (TREDS) Operation Center. After TREDS was implemented on July 2009, the TREDS Center's main function is now focused on conducting quality assurance of the state's electronic law enforcement crash reports and related DMV business processes.

In October 2006, the Grants Management program and staff were realigned to report directly to the budget section of the Financial Management Services Administration. This transfer of responsibilities put into place internal controls allowing for a system of checks and balances between the awarding of grants and the distribution of grant funding. The working relationship with the Virginia Highway Safety Office has not changed as a result of this realignment.

Brief descriptions of each position of Virginia's Highway Safety Office 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 (GHSR).

Governor's Highway Safety Coordinator: Responsible for providing agency oversight of Virginia's highway safety program.

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

Agency Management Analyst: Provides support to the VAHSO Director. Coordinates VAHSO administrative processes. Serves as the VAHSO legislative coordinator. Coordinates and develops Virginia's highway safety plan and annual report. Oversees the planning and implementation of the annual Judicial Transportation Safety Conference and Governor's Highway Safety Awards. Prepares and submits grant requests on behalf of the VAHSO.

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

Highway Safety Traffic Records Supervisor: Supervises staff responsible for managing statewide traffic crash data including FARS staff; 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.

TREDS IT: Staff is responsible for Virginia's highway safety information system enhancements, integrations, data and system quality.

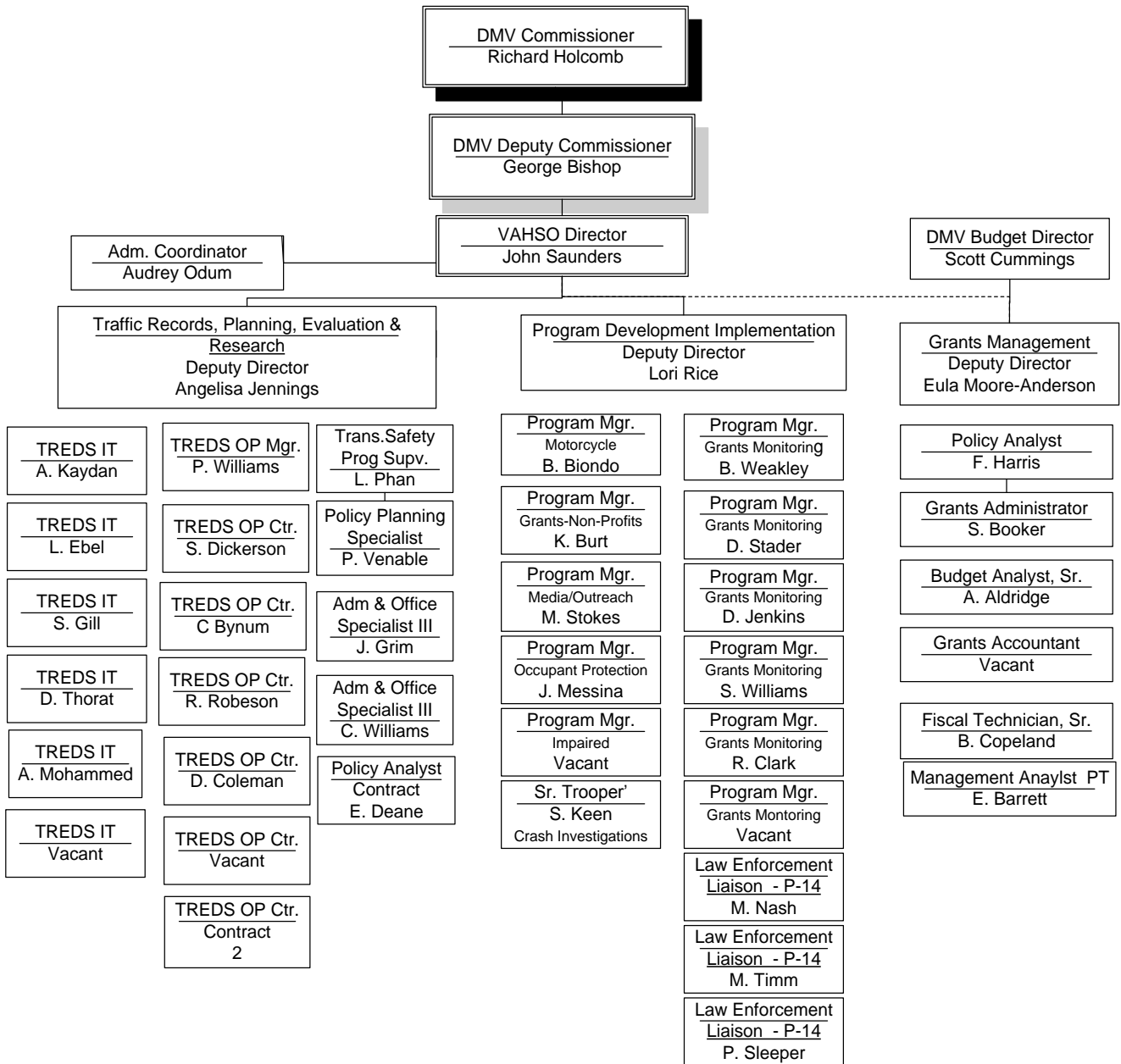
TREDS Operations Center: Staff is responsible for conducting data quality control of the state's electronic police crash reports as well as related DMV business processes.

Deputy Director for Program Development and Implementation: Responsibilities include programs, program monitoring, tracking and evaluation of approved highway safety projects and development of effective countermeasures.

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

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

**Department of Motor Vehicles
Virginia Highway Safety Office
July 2016**



Executive Summary

Through sound leadership, proactive partnerships and the unwavering commitment and hard work of dedicated staff, Virginia has been successful in forging partnerships that have allowed us to implement many successful statewide highway safety program initiatives. The recently enacted “Fixing America’s Surface Transportation (FAST) Act” continues many of the provisions under “Moving Ahead for Progress in the 21st Century Act” (MAP-21), and provides States’ more flexibility to apply for some grants that can be used to build upon and improve their highway safety process. Virginia pledges to continue establishing new and innovative programs that will capitalize on our strengths in an effort to expand and enhance our overall highway safety program. We will, through a systematic and cooperative statewide effort, build upon success and continue to strive to be the most effective and efficient highway safety program in the nation.

The FFY 2017 Highway Safety Plan is submitted in accordance with NHTSA’s FAST Act (Pub. L. 114-94.)

The Highway Safety Plan identifies Virginia’s key safety needs and guides our investment decisions to achieve significant reductions in injuries and deaths on all public roads. The plan is intended to:

- Provide a comprehensive framework utilizing as its foundation specific emphasis areas, data driven targets, performance measures, countermeasure strategies for reducing highway injuries and deaths on all public roads;
- Address safety challenges on all public roads so that safety programs can align and leverage the Commonwealth’s resources across all stakeholder programs;
- Integrate the four “E” approach to transportation safety- Education, Enforcement and Engineering, Emergency Medical Services (EMS).

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

- Problem Identification/Analysis: Identification of actual and potential traffic safety issues through comprehensive data analysis and the development, reporting and tracking of established performance measures and targets in the preparation of the Highway Safety Plan, the Annual Report and other strategic planning documents;
- Administration (including grants management): Includes management of the highway safety program, monitoring legislative initiatives, development of federal highway safety proposals; distribution of federal funds to state, local and nonprofit agencies;
- Monitoring and Evaluation: Includes monitoring and evaluating approved highway safety projects, and developing effective program countermeasures;
- Public Information and Education: Includes development and coordination of numerous media events and public awareness activities targeting specific priority areas.

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

Virginia highway safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this evidence-based analysis, it has been determined that Virginia can make a positive impact on highway safety by emphasizing the enforcement of its traffic safety laws and enhancing its safety programs in the following areas:

Occupant Protection is an issue that requires significant 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. We are dedicated to increasing the usage rate of safety belts in Virginia in an effort to significantly reduce fatalities and injuries in the event of a crash.

Impaired Driving resulting from the use of alcohol is another persistent problem that contributes to fatal and serious injury crashes. Virginia will continue to monitor and enforce its DUI statutes and strengthen and enhance our existing programs in an effort to eliminate alcohol related crashes in the Commonwealth.

Motorcycle Safety continues to be a key focus area in Virginia. While motorcycle endorsements and registrations have increased, Virginia has experienced a decrease in fatalities. Enforcement, training, education and awareness were contributed to this reduction and will remain integral components of this program.

Speed has a profound impact on the safety of Virginia's roadways. A targeted focus on enforcement and education will continue to raise the awareness of the dangers and implications of speeding.

Traffic Records is foundational in the development of an effective state highway safety program. The timeliness and accuracy of comprehensive data in connection with problem identification and analysis, is essential development of evidence-based targets, performance measures, strategies and projects that address our highway safety problems.

Note: Areas also eligible for consideration in state and local grants, but to a lesser extent include: Roadway Safety; Driver Education; Teen Drivers; Drugged, Distracted and Drowsy Driving; Community Traffic Safety; and Police Traffic Services. As decisions are made on grant funding levels, an assessment is made regarding the prospective grant's ability to make a meaningful contribution to highway safety and assist the Commonwealth in achieving its safety goals.

Virginia's Political Structure

Virginia's current governor is Terence "Terry" R. McAuliffe (D). The Commonwealth's bicameral legislature consists of the House of Delegates and Senate of Virginia. The present State Constitution, adopted in 1971, provides that the House of Delegates shall consist of 100 members and the Senate shall consist of 40 members. All members of the General Assembly are elected by registered voters within their respective House and Senate districts. The terms of office are two years for members of the House and four years for members of the Senate. (Members may not hold any other public office during their term of office.) The following table identifies how the legislature is currently comprised:

	Democrats	Republicans	Independents	Totals
Senators	19	21	0	40
Delegates	34	66	0	100

State Demographic Analysis

Virginia has a very diverse traffic mixture that includes urban, suburban and rural driving populations; an active tourism market; several military installations; diverse cultural communities that speak many languages; and many university and college campuses spread out across the state. It also borders two of the busiest metro areas for traffic, Maryland and Washington D.C.

There are 94 Acute Care hospitals, 5 Level 1 Trauma Centers, 4 Level 2 Trauma Centers and 5 Level 3 Trauma Centers.

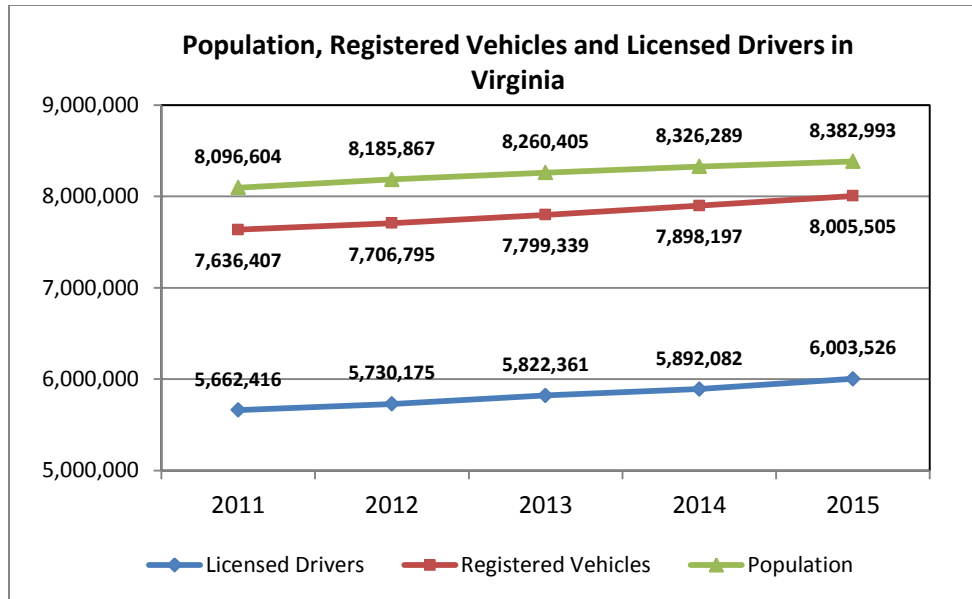
There are 38 cities and 95 counties in Virginia. The capital is Richmond. The provisional total population of Virginia is 8,382,993. Virginia has 8,005,505 registered vehicles and 6,003,526 licensed drivers. Of the Virginia licensed drivers, 29 percent were ages 14-33 and 18 percent were mature drivers (ages 65 and older). Virginia's 2015 population increased 1 percent (56,701), licensed drivers increased 2 percent (111,444) and registered vehicles increased 1 percent (107,308) and overall fatalities increased 7 percent.

Virginia's law enforcement community consists of 7 state police divisions within 48 areas of the state and 2,008 state troopers. It also includes 125 city and county sheriff's offices and 242 police departments, which includes private, institutional and collegiate departments.

There are 74,553.93 roadway miles. Of those 63,400.10 are secondary roads (85 percent), 10,034.76 are primary roads (13 percent) and 1,119.07 are Interstate roads (1.5 percent). Virginia's vehicle miles traveled (VMT) increased 0.94 percent in 2015 compared to 2014.

Motorcycle (MC) endorsements and registrations have been steadily increasing over the past 5 years. There are 414,930 motorcycle endorsements, a 12 percent increase (42,858) and 204,089 motorcycle registrations, a 10 percent increase (17,794) compared to 2011. As MC registrations and endorsements increased, the number of MC fatalities has decreased twenty seven percent, 70 motorcyclists were killed in 2015 compared to 96 in 2011.

	2011	2012	2013	2014	2015
Population	8,096,604	8,185,867	8,260,405	8,326,289	8,382,993
Registered Vehicles	7,636,407	7,706,795	7,799,339	7,898,197	8,005,505
Licensed Drivers	5,662,416	5,730,175	5,822,361	5,892,082	6,003,526
Motorcycle Registrations	186,295	189,383	190,456	200,558	204,089
Motorcycle Endorsements	372,072	384,292	395,548	406,831	414,930

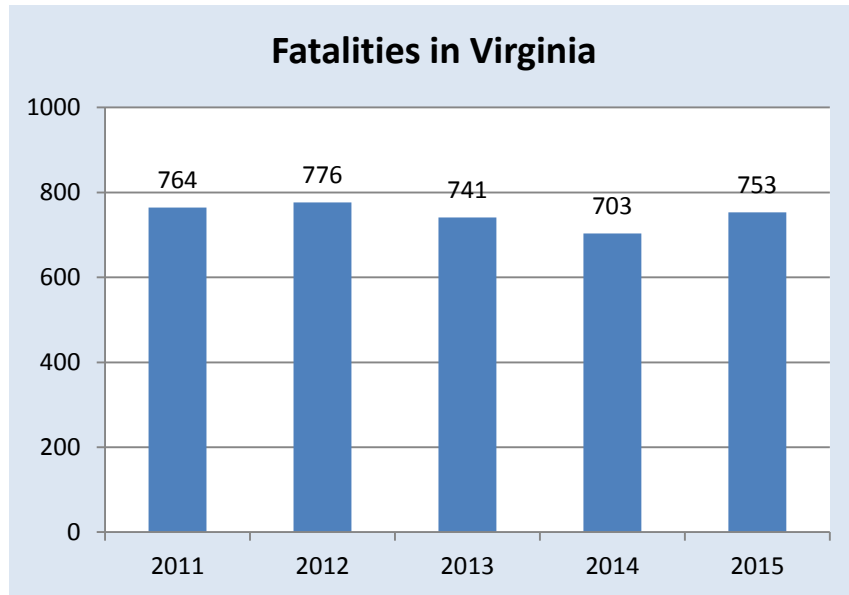


Virginia tested 16,531 people with a blood alcohol content (BAC) of .08 or greater, a twelve percent decrease from 188,801 in 2014. There were 20,678 persons convicted of DUI in 2015, a seventeen percent decrease from 24,895 in 2014. Of those convicted of DUI, seventy percent were male and twenty-three percent were female.

On average in Virginia, one crash occurred every four minutes; one driver out of twenty-six licensed drivers was involved in a crash; and there were approximately two lives lost and one hundred seventy-eight persons injured per day.

Sixty-one percent of fatal crashes involved a single vehicle, thirty-two percent involved two vehicles and seven percent involved three or more vehicles.

Year	Crashes	Fatalities	Injuries
2013	121,763	741	65,114
2014	120,282	703	63,384
2015	125,800	753	65,029



Holiday Fatalities

Holiday	Fatalities		% Change
	2014	2015	
St. Patrick's Day	1	2	100%
Memorial Day	8	14	75%
July 4th	11	4	-64%
Labor Day	11	16	45%
Thanksgiving	8	9	13%
Christmas	8	8	0%
New Year's	8	7	-13%

Legislative Update

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

Highway Safety

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HB 939: Motorcycles; auxiliary lighting. 1 Bill

This bill directs the Superintendent of State Police to establish guidelines by January 1, 2017, that set forth a procedure for the submission and approval of auxiliary lights for motorcycles.

The bill requires any approved lights or equipment to be posted on the Department's website and for the Department to notify inspection stations of approved lights or equipment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Study: Handheld Personal Communications Devices

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

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

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

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

2017 Highway Safety Planning Calendar

Month	Activity
January -	<p>Provide information to the public through news releases and notification on www.DMVNow.com stating that the Virginia Highway Safety Office is accepting grant applications for highway safety</p> <p>Traffic Records, Planning and Analysis provides crash data with maps showing street-level problem ID for localities, state agencies and nonprofits. VAHSO Program Manager/Grants Monitors conduct required grant writing workshops</p>
February 28	<p>Application Deadline</p> <p>“Top 40” jurisdictions prepared by Deputy Director of Traffic Records and Planning and distributed to PMs</p>
February - Mid-March	Program Manager/Grants Monitors receive and review proposed grant applications, makes funding recommendations.
Mid-March to Early April	Review Committees meet - Review of proposed grant applications and funding recommendations.
April	Grants Management Office reviews proposed grant applications and funding recommendations, categorizing by anticipated funding areas.
Early May	DMV Executive review of VAHSO Final Grant Recommendations, which are then submitted to the Transportation Secretary for Approval.
Mid to late May	Highway Safety Plan development by Deputy Director of Traffic Records and Planning
June 15	Highway Safety Plan document submitted to Commissioner for review and approvals/certifications
July 1	402 Highway Safety Plan and 405 Application due to NHTSA
July 1-17	Program Managers Contact Applicants
Mid to late July	<p>Grants Management Office prepares & mails: Grant Application Denial letters Letters sent to Program Mangers for Awarded Grants</p>
August (Mid-month)	Grant Implementation Workshops – Project Agreement Distribution. Handout on HSP Performance Measures and Targets is provided to all sub-recipients. Data and Map profiles are distributed.
October 1	Project Agreement Submission Due Date – Start of new grant year.

Highway Safety Planning Process

Virginia's Highway Safety Office (VAHSO) implements a comprehensive highway safety planning process. VAHSO conducts extensive problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient Plan. These measures are then used to develop countermeasure strategies and projects for the distribution of federal funds.

The VAHSO's HSP is produced annually and is developed through discussions and meetings coordinated by the VAHSO. The initial planning by VAHSO staff allows for the review and analysis of prior year activities by federal, state and local partners. The VAHSO then works with and incorporates information from meetings with inter-agency groups, state and local government agencies, i.e., Virginia State Police, Virginia Department of Transportation, institutions of higher learning, local law enforcement and community coalitions. Additionally, data and other relevant highway safety information is gathered and analyzed to identify behavioral trends. VAHSO reviews and analyzes information from enforcement campaigns (Checkpoint Strike Force and Click It or Ticket), attitudinal/observational surveys conducted by various state universities and statewide committees; Traffic Records Coordinating Committee, Strategic Highway Safety Plan executive committee, Occupant Protection Committee, Impaired Driving Committee, and others.

Our problem identification process is vital to the success of our overall highway safety program and consists of the following stages:

- Problem identification and analysis utilizing various data sources
- Planning to select and prioritize targets, goals, objectives and performance measures
- Participation and collaboration from traffic safety partners
- Development of funding priorities
- Issuance of grant application announcement for grant funding of programs
- Grant writing and distribution workshops
- Review, negotiation and approval of grant agreement
- Implementation of programs/deployment of resources
- Monitoring/Evaluation

Description of Data Sources and Processes Used in Highway Safety Problem Identification

- VAHSO uses various sources of data such as our Fatality Analysis Reporting System (FARS), our Traffic Records Electronic Data System (TREDS) which is Virginia's central data repository for all highway safety information and data; and DMV's Citizen Services System (CSS).
- "Top 40" Jurisdictions by crash severity, citation, survey data, geographical data, and street-level location mapping data.
- Other relevant data sources use in our calculations include VMT, license, registration, training, motorcycle endorsement, Countermeasures That Work (CTW), seat belt and attitudinal surveys and NHTSA's State Traffic Safety Information System (STSI.)

The Virginia Highway Safety Office (VAHSO) continues to identify, analyze, recommend and implement solutions for highway safety problems on a statewide basis. VAHSO collaborates with various safety partners that represent multiple disciplines to ensure that the performance measures and safety initiatives identified are data-driven and include reasonable targets to address the crash, fatality, and injury problems within the Commonwealth; provides the appropriate criteria for the

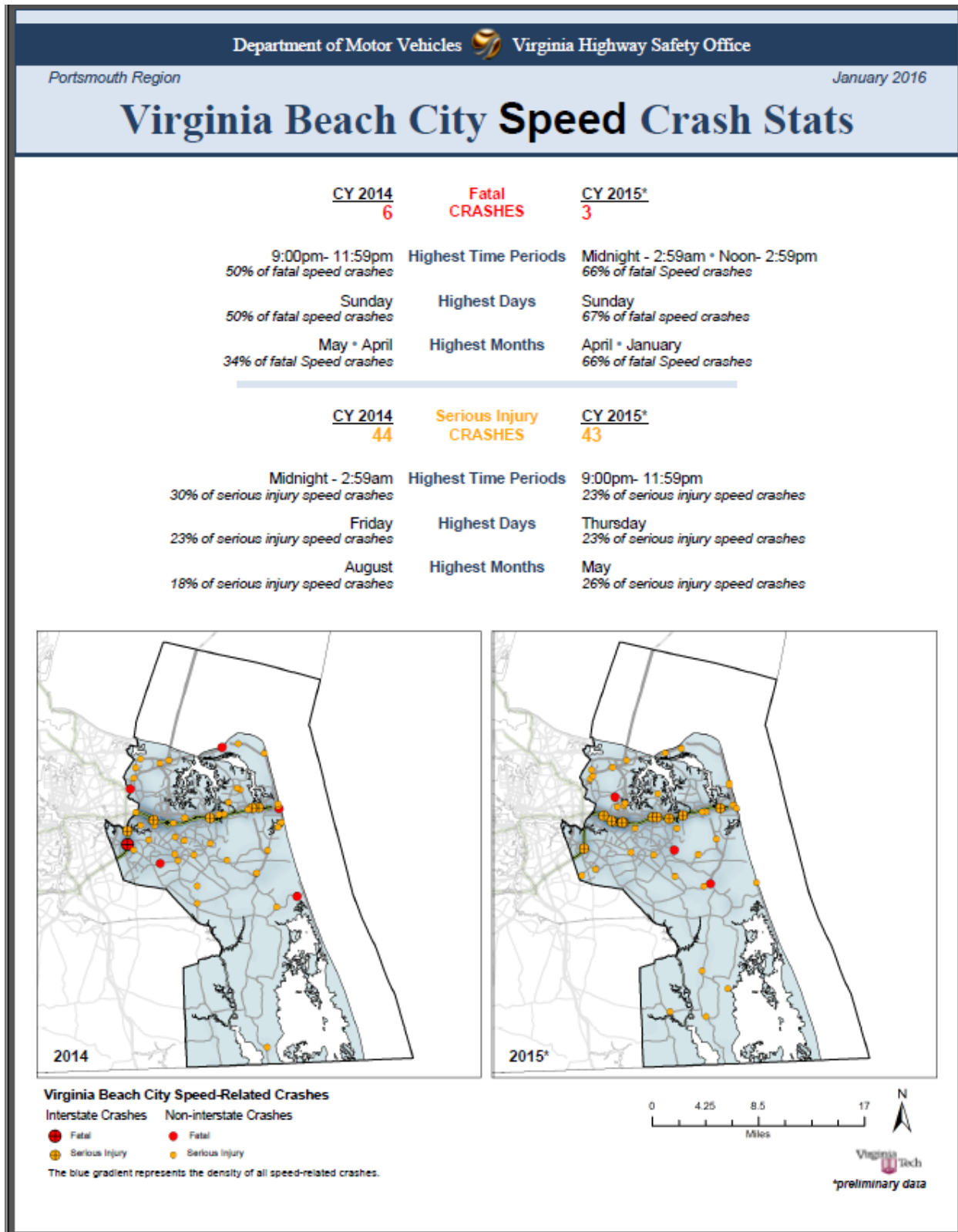
designation of funding priorities, and provides evidenced-based countermeasure strategies and projects for the administration and evaluation of the overall Highway Safety Plan.

- HSP Goals are reviewed and shared with grantees through the grant writing and distribution workshops, visits from Programs Managers and other staff, routine contact from staff via phone, written and personal contact, conferences, and training. This process allows VAHSO staff a mechanism for project follow up and to make adjustment as needed.

Description of Data Sources, Participants and Processes Used To Select Performance Measures and Define Targets

- Using data sources listed above, VAHSO analyzed 10 year-to-year transitions of data to perform linear trend analysis (annual data, 3- or 5- year rolling averages) using both 4 and 5 points of data. Attainable, evidence-based targets were then selected for all measures with justifications provided for each selection.
- VAHSO coordinated with VDOT 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.
- VAHSO also analyzed traffic crash data comparing prior year HSP data with current year data. Crash data was programmatically broken down by jurisdiction (town, city, county and then street-level location.) This analysis, combined with other measures, was used to create a *Mapping and Data Profile* for every safety program area and every law enforcement agency in Virginia. This Profile provides a visual display, along with a listing, of Virginia streets/roadways/interstates with all fatal and serious injury crashes by the highest time periods, days, and months. VAHSO uses this unique analysis tool to support the development of targets, performance measures, safety programs and its funding decisions.
- The VAHSO utilizes input and suggestions provided by a relevant and comprehensive list of disciplines. This collaboration includes targeted and specific locality data/problem identification from various partner agencies with the Virginia Highway Safety Office serving as the lead agency working with Virginia State Police, local law enforcement, Virginia Tech, Department of Health, Virginia Department of Transportation, Supreme Court of Virginia, institutions of higher education, non-profits and statewide committees such as the Traffic Records Coordinating Committee, Occupant Protection Committee, etc.
- The VAHSO also hosts highway safety stakeholder meetings that include key safety partners to discuss ideas and initiatives to improve highway safety. This information is then used in support of our statewide programs to address our highway safety issues including traffic safety enforcement and awareness campaigns. This collaboration among our stakeholders provides for an effective and efficient problem solution process.

The following are examples of mapping and data profiles created for each locality, state program area and interstate highway that is used in our planning, problem identification and target and performance measure setting and selection of countermeasure strategies and projects.



Virginia Beach City Speed Crash Stats

CY 2014 Fatal Crashes

Street	Cross Street	Count
I-64 RAMP		1
SHORE DR		1
SANDBRIDGE RD		1
LYNNHAVEN PKWY	PLEASANT VALLEY RD	1
PACIFIC AVE	17TH ST	1
WESLEYAN DR		1

CY 2015 Fatal Crashes*

Street	Cross Street	Count
PRINCESS ANNE RD		1
DE LAURA LN	HOLLADAY LN	1
LONDON BRIDGE RD		1

CY 2014 Serious Injury Crashes

Street	Cross Street	Count
I-264		4
GENERAL BOOTH BLVD		4
FIRST COLONIAL RD		3
INDIAN RIVER RD	CENTERVILLE TPKE	1
SALEM RD	FERRELL PKWY RAMP	1
SHORE DR	LAKE SMITH DR	1
SHORE DR		1
SANDBRIDGE RD		1
GREENWICH RD		1
VIRGINIA BEACH BLVD	PARKER LN	1

CY 2015 Serious Injury Crashes*

Street	Cross Street	Count
I-264		10
INDEPENDENCE BLVD		2
PRINCESS ANNE RD		2
VIRGINIA BEACH BLVD		2
DIAMOND SPRINGS RD	THURSTON AVE	1
KEMPSVILLE RD		1
ARAGONA BLVD	KELLAM RD	1
NORTHAMPTON BLVD	DIAMOND SPRINGS RD	1
MILL LANDING RD		1
PRINCESS ANNE RD	THREE OAKS DR	1

26 locations not included in summary table above, with 1 crash

21 locations not included in summary table above, with 1 crash

Crash Trends

Available Crash Data - Calendar Year (CY)	CY 2012	CY 2013	CY 2014	CY 2015*
TOTAL CRASHES	6475	6521	6556	6627
FATAL CRASHES	15	26	29	16
INJURY CRASHES	2270	2236	2112	2034
Speed-Related Fatal Crashes	1	13	6	3
Percent of Speed-Related Fatal Crashes to Total Fatal Crashes	7%	50%	21%	19%
Speed-Related Injury Crashes	376	314	272	303
Percent of Speed-Related Injury Crashes to Total Injury Crashes	17%	14%	13%	15%

*preliminary data

Virginia Motorcycle Crash Stats

CY 2014
75

Fatal
CRASHES

CY 2015*
63

6:00pm- 8:59pm
24% of fatal motorcycle crashes

Highest Time Periods

9:00pm- 11:59pm + 3:00pm- 5:59pm
38% of fatal Motorcycle crashes

Sunday
29% of fatal motorcycle crashes

Highest Days

Sunday
22% of fatal motorcycle crashes

July
24% of fatal motorcycle crashes

Highest Months

May
24% of fatal motorcycle crashes

CY 2014
584

Serious Injury
CRASHES

CY 2015*
627

3:00pm- 5:59pm
29% of serious injury motorcycle crashes

Highest Time Periods

3:00pm- 5:59pm
30% of serious injury motorcycle crashes

Saturday
27% of serious injury motorcycle crashes

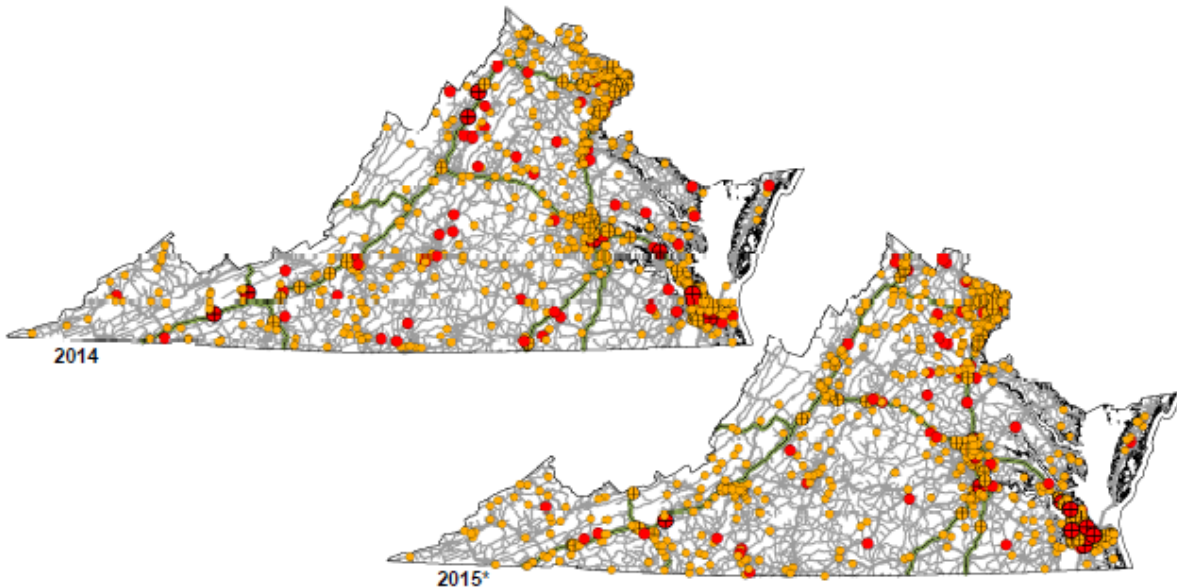
Highest Days

Sunday
22% of serious injury motorcycle crashes

May
16% of serious injury motorcycle crashes

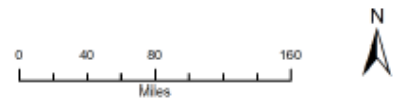
Highest Months

May
17% of serious injury motorcycle crashes



Virginia Motorcycle-Related Crashes

Interstate Crashes	Non-interstate Crashes
Fatal	Fatal
Serious Injury	Serious Injury



Virginia Tech
*preliminary data

Virginia Motorcycle Crash Stats

CY 2014 Fatal Crashes

Street	Cross Street	Count
I-864		3
I-81		3
I-84		3
ROSEMONT RD	SILINA DR	1
SYLVATUS HWY		1
I-77		1
CONSTITUTION HWY	WEYBURN RD	1
ENFIELD RD		1
PETERS CREEK RD	NORTHSIDE HIGH SCHOOL RD	1
CROSS KEYS RD		1

69 locations not included in summary table above, with 1 crash

CY 2015 Fatal Crashes*

Street	Cross Street	Count
I-84		7
PLANK RD		2
I-95		2
JAMES MADISON HWY	CATLETT RD	1
KING ST		1
BEAR CREEK RD		1
HAWK TOWN RD		1
TOWER RD		1
JAMES MADISON HWY		1
NORTHWESTERN PIKE		1

46 locations not included in summary table above, with 1 crash

CY 2014 Serious Injury Crashes

Street	Cross Street	Count
I-95		17
I-84		15
I-81		6
I-95 RAMP		5
I-66		5
I-495		4
I-295		4
GEORGE WASHINGTON MEMORIAL HWY		4
B F BUCHANAN HWY		4
LEE HWY		3

477 locations not included in summary table above, with 3 or few crashes

CY 2015 Serious Injury Crashes*

Street	Cross Street	Count
I-84		19
I-95		15
I-81		10
I-264		8
I-864		7
LEE HWY		5
I-495		4
MAIN ST		4
I-66		4
CUMBERLAND GAP RD		3

609 locations not included in summary table above, with 3 or few crashes

Crash Trends

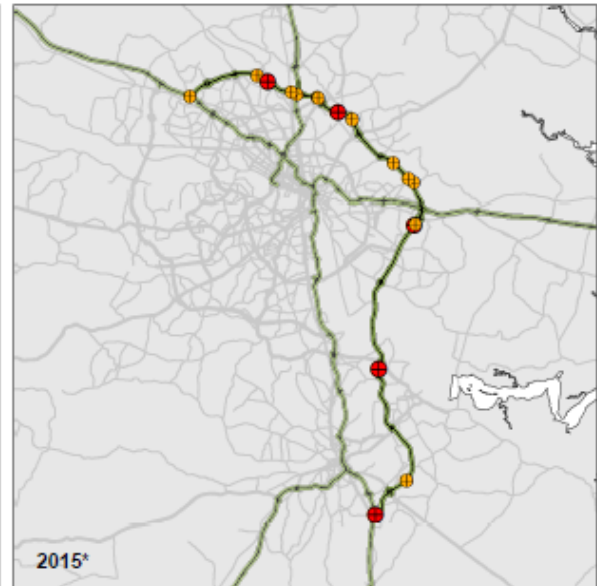
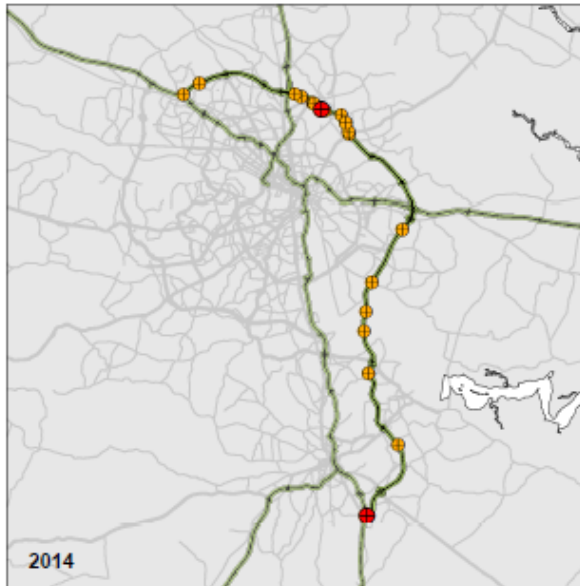
Available Crash Data - Calendar Year (CY)	CY 2012	CY 2013	CY 2014	CY 2015*
TOTAL CRASHES	123432	121715	120261	116913
FATAL CRASHES	714	683	655	660
INJURY CRASHES	44869	43217	41584	39504
Motorcycle-Related Fatal Crashes	77	60	75	63
Percent of Motorcycle-Related Fatal Crashes to Total Fatal Crashes	11%	9%	11%	10%
Motorcycle-Related Injury Crashes	1986	1691	1636	1553
Percent of Motorcycle-Related Injury Crashes to Total Injury Crashes	4%	4%	4%	4%

*preliminary data

I-295 Speed Crash Stats

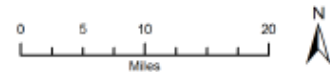
<u>CY 2014</u> 2	Fatal CRASHES	<u>CY 2015*</u> 5
9:00pm- 11:59pm • 6:00pm- 8:59pm <i>100% of fatal Speed crashes</i>	Highest Time Periods	Noon- 2:59pm • 6:00am - 8:59am <i>80% of fatal Speed crashes</i>
Saturday • Wednesday <i>100% of fatal Speed crashes</i>	Highest Days	Monday <i>40% of fatal speed crashes</i>
April • December <i>100% of fatal Speed crashes</i>	Highest Months	March <i>40% of fatal speed crashes</i>


<u>CY 2014</u> 18	Serious Injury CRASHES	<u>CY 2015*</u> 12
6:00am - 8:59am <i>39% of serious injury speed crashes</i>	Highest Time Periods	9:00am - 11:59am • 3:00am - 5:59am <i>50% of serious injury Speed crashes</i>
Monday <i>28% of serious injury speed crashes</i>	Highest Days	Monday <i>33% of serious injury speed crashes</i>
December <i>28% of serious injury speed crashes</i>	Highest Months	August <i>33% of serious injury speed crashes</i>



I-295 Speed-Related Crashes

Interstate Crashes	Non-interstate Crashes
Fatal	Fatal
Serious Injury	Serious Injury




*preliminary data

I-295 Speed Crash Stats

CY 2014 Fatal Crashes

Street	Cross Street	Count
I-295		2

CY 2015 Fatal Crashes*

Street	Cross Street	Count
I-295		5

CY 2014 Serious Injury Crashes

Street	Cross Street	Count
I-295		16
I-295 RAMP		2

CY 2015 Serious Injury Crashes*

Street	Cross Street	Count
I-295		11
I-295 RAMP		1

Crash Trends

Available Crash Data - Calendar Year (CY)	CY 2012	CY 2013	CY 2014	CY 2015*
TOTAL CRASHES	380	454	475	474
FATAL CRASHES	1	4	6	7
INJURY CRASHES	130	117	136	147
Speed-Related Fatal Crashes	1	2	2	5
Percent of Speed-Related Fatal Crashes to Total Fatal Crashes	100%	50%	33%	71%
Speed-Related Injury Crashes	50	46	61	59
Percent of Speed-Related Injury Crashes to Total Injury Crashes	38%	39%	45%	40%

*preliminary data

Description of Data Sources and Processes Used to Develop and Select Evidence-based Countermeasures Strategies and Projects to Address Problems and Achieve Performance Targets

- Local input and solutions are processed through the Highway Safety Program Manager; a transportation safety commission (when applicable) and the affected state agency.
- VAHSO identifies and assesses crash severity and rank by the “Top 40” jurisdictions, focusing on the highest number/percentage of fatal and serious injury crashes (i.e. total, alcohol, speed) as well as unrestrained fatalities and serious injuries statewide.
- VAHSO identifies projects that creatively incorporates and support statewide goals and that have the ability to transfer to other jurisdictions.
- VAHSO identifies projects from state, local and nonprofit organizations that have statewide significance and that addresses the federal program areas under “Moving Ahead for Progress in the 21st Century Act” (MAP-21) and as these programs relate to the FAST Act.
- Individual project requests are reviewed and selected in three stages: (1) Review by VAHSO Headquarters and Program Personnel that have the knowledge and expertise in specific problem areas (2) Review by a committee of VAHSO management (3) VAHSO management advises the DMV Commissioner and the Secretary of Transportation.

Evidence-Based Traffic Safety Enforcement Program

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

Data-driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier which demonstrates that the data analyses are designed to identify who is overinvolved in crashes and when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP. "See examples on HSP pages 16-24."

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

Implementation of Evidence-based Strategies

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

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

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

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

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

Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of VAHSO's enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by VAHSO. Law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and 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 Regional Program Managers for the VAHSO. Program managers and associated Law Enforcement Liaisons (LELs) maintain contact with enforcement agencies through meetings, conferences, grant monitoring sessions, emails, phone calls and press events.

Risk Assessments

Each sub-recipient who applies for highway safety funding is evaluated to determine their level of risk. The risk assessment, which is a part of the overall grant application evaluation process is based on a variety of factors. Past performance on grant projects is considered, to include timeliness, accuracy and completeness of monitoring reports and reimbursement vouchers, maintenance of records, adherence to the Statement of Work & Special Conditions of the grant agreement, and grant task performance. For selective enforcement grants this will include citations and/or contacts per hour, types of violations written and relevance to the grant type or mobilization emphasis, and relevant use of purchased equipment. Current agency conditions are considered, including size of agency, number of traffic officers and vehicles, current levels of critical equipment and leadership support for highway safety efforts.

Quantitative information is included in an evaluation spreadsheet prepared by Program Managers who monitor the grant projects. These individuals meet as a group in intensive sessions to review all applications, share quantitative and qualitative information, discuss their recommendations based on the risk assessment and develop consensus recommendations for funding in the upcoming Highway Safety Plan. Agencies deemed to be high risk for poor performance may be (1) identified for close monitoring with clear performance goals for the remainder of the current grant cycle, with their next grant award dependent upon that performance, (2) have their grant awards reduced and/or (3) have their applications denied.

Example of “Top 40” jurisdiction data used to develop and select evidence-based countermeasure strategies and projects.

**Top 40 Jurisdictions - Overall Fatalities
Representing 71% of Virginia Fatalities
Calendar Year 2015**

Rank	County/City	Fatalities	Region
1	Fairfax County	30	Fairfax Region
2	Chesterfield County	28	Richmond Region
3.5	Fauquier County	19	Staunton Region
3.5	Pittsylvania County	19	Roanoke Region
5	Chesapeake City	18	Portsmouth Region
6	Henrico County	17	Richmond Region
7.5	Henry County	16	Roanoke Region
7.5	Va. Beach City	16	Portsmouth Region
11.5	Albemarle County	15	Staunton Region
11.5	Hanover County	15	Richmond Region
11.5	Newport News City	15	Portsmouth Region
11.5	Norfolk City	15	Portsmouth Region
11.5	Stafford County	15	Fairfax Region
11.5	Suffolk City	15	Portsmouth Region
15.5	Richmond City	14	Richmond Region
15.5	Wythe County	14	Bristol Region
17.5	Frederick County	13	Staunton Region
17.5	Prince George County	13	Richmond Region
20	Loudoun County	11	Fairfax Region
20	Prince William County	11	Fairfax Region
20	Spotsylvania County	11	Fairfax Region
23.5	Caroline County	10	Fairfax Region
23.5	Dinwiddie County	10	Richmond Region
23.5	Roanoke County	10	Roanoke Region
23.5	Rockingham County	10	Staunton Region
28.0	Augusta County	9	Staunton Region
28.0	Goochland County	9	Richmond Region
28.0	Halifax County	9	Richmond Region
28.0	Russell County	9	Bristol Region
28.0	Washington County	9	Bristol Region
32.5	Botetourt County	8	Roanoke Region
32.5	Hampton City	8	Portsmouth Region
32.5	James City County	8	Portsmouth Region
32.5	New Kent County	8	Fairfax Region
40	Campbell County	7	Roanoke Region
40	Carroll County	7	Bristol Region
40	Charlotte County	7	Richmond Region
40	Clarke County	7	Staunton Region
40	Fluvanna County	7	Staunton Region
40	Franklin County	7	Roanoke Region
40	Lee County	7	Bristol Region
40	Nelson County	7	Staunton Region
40	Prince Edward County	7	Richmond Region
40	Rockbridge County	7	Staunton Region
40	Shenandoah County	7	Staunton Region

Performance Report (2010-2014 Trend Data)

Outcome Measures	2010	2011	2012	2013	2014	2017 Target
Fatalities	740	764	776	740	703	686
Serious Injuries*	11,736	10,900	10,129	8,650	7,585	7,144
Fatalities/100M VMT	0.90	0.94	0.96	0.92	0.86	0.84
Rural Fatalities (per 100M VMT)	1.03	1.37	1.68	1.57	1.51	1.37
Urban Fatalities (per 100M VMT)	0.45	0.54	0.51	0.51	0.47	0.44
Unrestrained Passenger Vehicle Occupant Fatalities	302	301	297	300	250	246
Alcohol Impaired Driving Fatalities (BAC=0.08+)	207	228	209	263	214	205
Speed-Related Fatalities	269	287	271	339	300	288
Motorcycle Fatalities	86	96	85	79	90	68
Unhelmeted Motorcycle Fatalities	1	1	5	3	0	0
Drivers Age 20 or Younger Involved in Fatal Crashes	101	90	97	89	76	70
Pedestrian Fatalities	73	73	97	75	88	76
Bicycle Fatalities	12	6	11	8	12	10
Behavior Measure						
Observed Seat Belt Use **	80.5%	81.8%	78.4%	79.7%	77.3%	84.0%
Activity Measures tracked but no goals set						
Seat Belt Citations Issued	-----	10,719	10,060	10,855	10,719	
Impaired Driving Arrests	-----	2,664	2,994	3,210	2,740	
Speed Citations Issued	-----	67,999	58,721	65,068	61,697	

* Data is sourced from TRENDS (Traffic Records Electronic Data System).

** Virginia Data: State Survey

Status of 2016 Performance Goals

Virginia's 2017 HSP contains adjustments to performance measure targets, related strategies and project selection to address the goals we did not meet in 2016. Virginia continuously analyzes data and evaluates its targeted progress in an effort to monitor shifts in the data which allows us to not only make on-demand changes to our enforcement, media and outreach efforts, but to also predict estimated end of year results that are used to make programmatic changes where needed.

- Virginia's fatalities were 265 for the first 5 months of 2016. This is 20 fewer fatalities as compared to 285 fatalities recorded during the same time period in 2015. Virginia is on track to meet its target of 638 for 2016.
- Virginia's serious injuries were 2,833 for the first 5 months of 2016. This is 173 fewer serious injuries as compared to 3,006 serious injuries recorded during the same time period in 2015. . Virginia is on track to meet its target of 5,798 for 2016.
- Virginia's fatalities/VMT cannot be reported for year to year comparison because VMT data is not available for the first 5 months of 2015 and 2016. .
- Virginia's rural fatalities/VMT cannot be reported for year to year comparison because VMT data is not available for the first 5 months of 2015 and 2016.
- Virginia's urban fatalities/VMT cannot be reported for year to year comparison because VMT data is not available for the first 5 months of 2015 and 2016.
- Virginia's unrestrained passenger vehicle fatalities were 115 for the first 5 months of 2016. This is 5 fewer fatalities as compared to 120 unrestrained passenger vehicle fatalities during the same time period in 2015. Virginia is on track to meet its target of 224 for 2016
- Virginia's impaired driving fatalities cannot be reported for year to year comparison because data is not available for the first 5 months of 2015 and 2016.
- Virginia's speed-related fatalities were 105 for the first 5 months of 2016. This is 26 fewer speed-related fatalities as compared to 131 speed-related fatalities during the same time period in 2015. Virginia is on track to meet its target of 245 for 2016
- Virginia's motorcycle fatalities were 23 for the first 5 months of 2016. This is 1 fewer fatality as compared to 24 motorcycle fatalities recorded during the same time period in 2015. Virginia is on track to meet its target of 72 for 2016.
- Virginia's young drivers age 20 or younger involved in fatal crashes were 20 for the first 5 months of 2016. This is 8 fewer driver fatalities as compared to 28 young driver fatalities recorded during the same time period in 2015. Virginia is on track to meet its target of 60 for 2016.
- Virginia's pedestrian fatalities were 38 for the first 5 months of 2016. This is 7 more fatalities as compared to 31 pedestrian fatalities recorded during the same time period in 2015. Virginia is not on track to meet its target of 74 for 2016.
- Virginia's bicycle fatalities were 2 for the first 5 months of 2016. This is 2 fewer fatalities as compared to 4 bicycle fatalities during the same time period in 2015. Virginia is on track to meet its target of 6 for 2016.

Note: First five months data is January 1 – May 31.

Virginia's Performance Plan

VAHSO's Performance Plan includes the data driven Core Outcome performance measures and defined targets for each program area. VAHSO also includes one Core Behavior measure as well as the three grant funded Activity measures in its Plan. Evidence-based countermeasure strategies and projects contain performance targets and a justification for the selection of that target. Additionally, approved projects that will have a positive impact on Virginia's traffic safety program have been developed and awarded funding.

CORE OUTCOME PERFORMANCE MEASURES

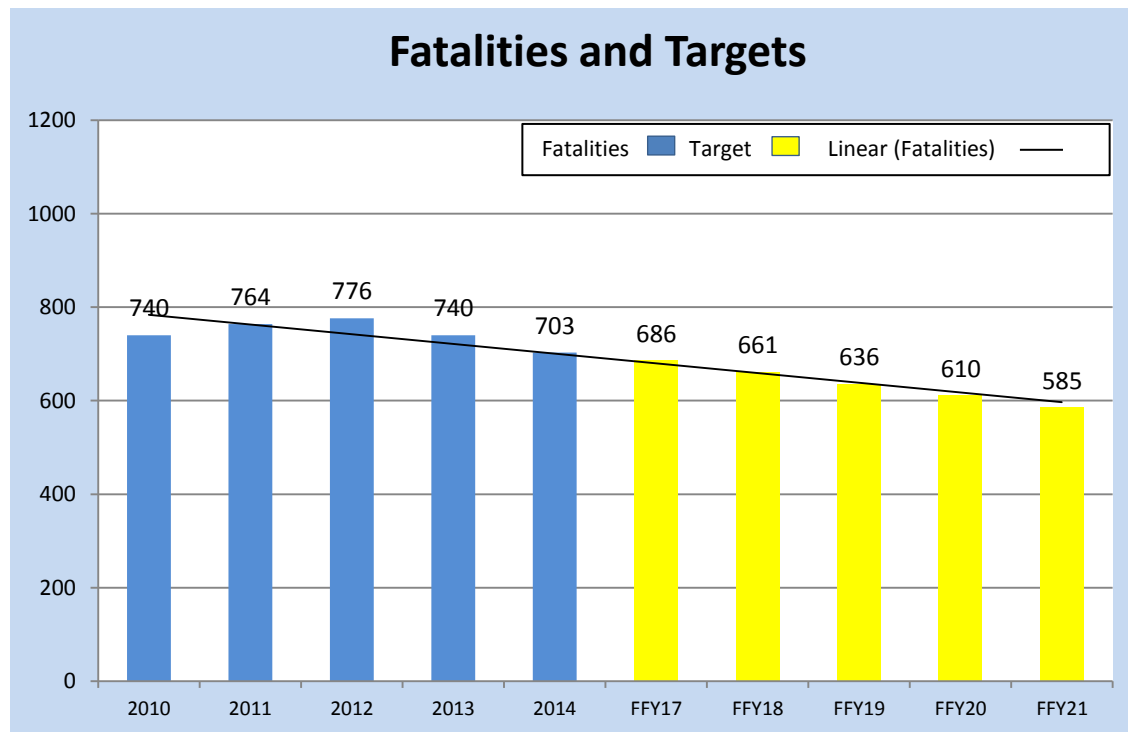
Fatalities

In Virginia, traffic fatalities increased seven percent in 2015 as compared to 2014 (753 vs. 703). Failure to maintain control of the vehicle, running off the road and speed accounted for forty-four percent of the fatalities. Twenty-six percent of the fatalities were between the ages of 21-35. September was the month with the highest number of fatalities, eleven percent. Thirty-three percent of the fatalities occurred between the hours of noon and 6pm. The top jurisdictions for the fatalities were (1) Fairfax County, (2) Chesterfield County, (3) Fauquier County/Pittsylvania County (tied) and (4) Chesapeake City. Virginia does not have a major problem with fatal crashes resulting from unsecured loads recording only 1 fatal crash in 2013 and 1 in 2014. Virginia will monitor this data for any changes.

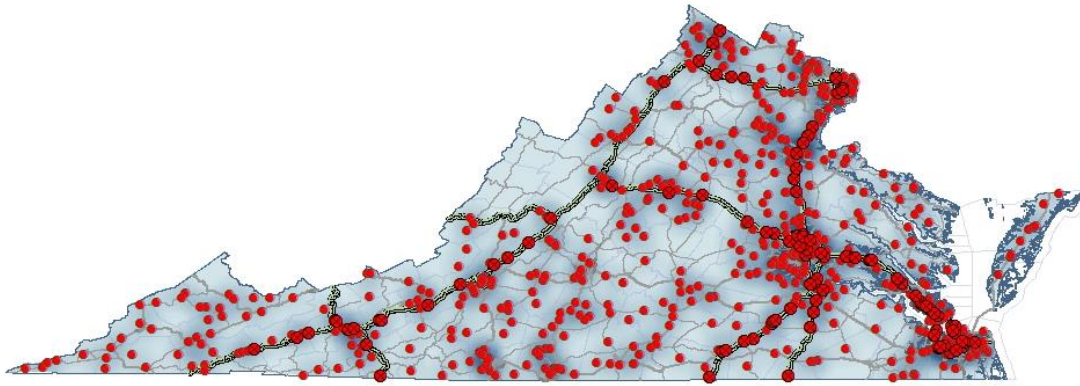
Measure C-1 Fatalities: Decrease traffic **fatalities** 2 percent from the 2014 calendar base year of 703 to 686 by December 31, 2017.

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

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



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

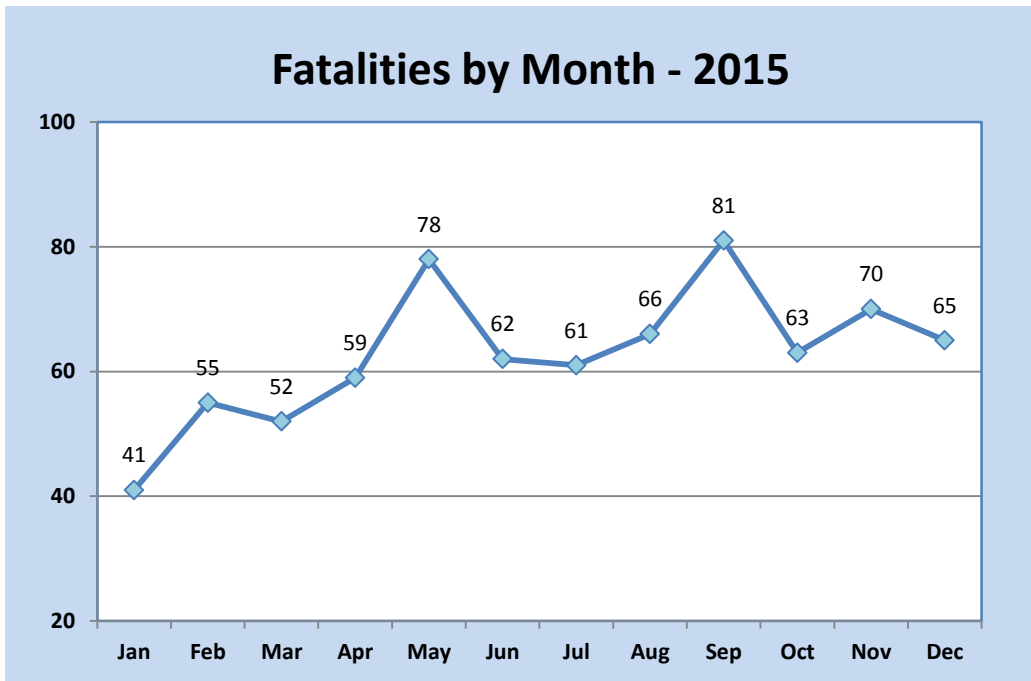


2015 Fatal Crashes in Virginia

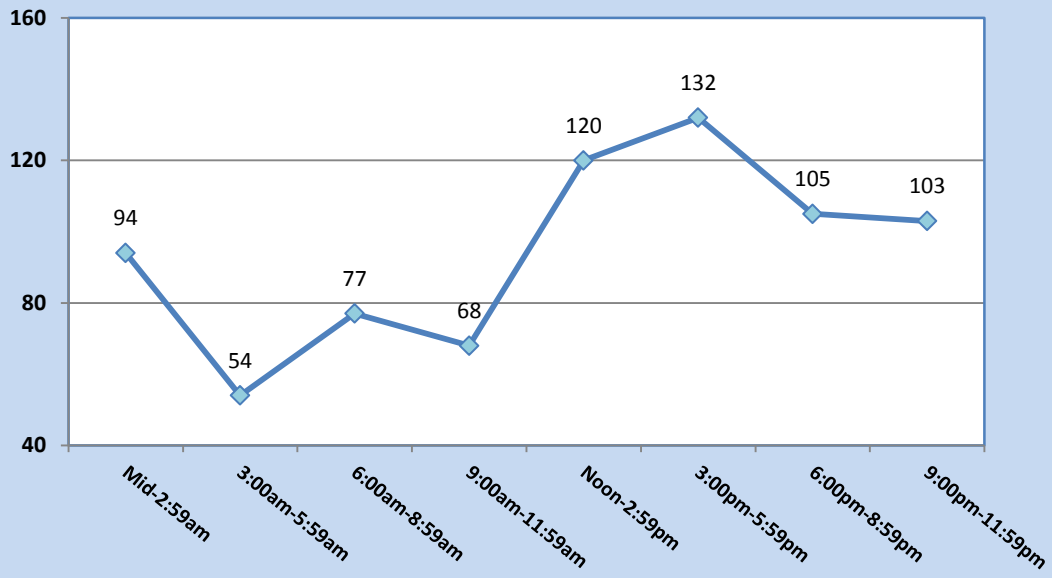
Total Number of Fatalities: 753
 Total Number of Fatal Crashes: 711



- Interstate Crashes
- Non-Interstate Crashes



Fatalities by Time of Day - 2015



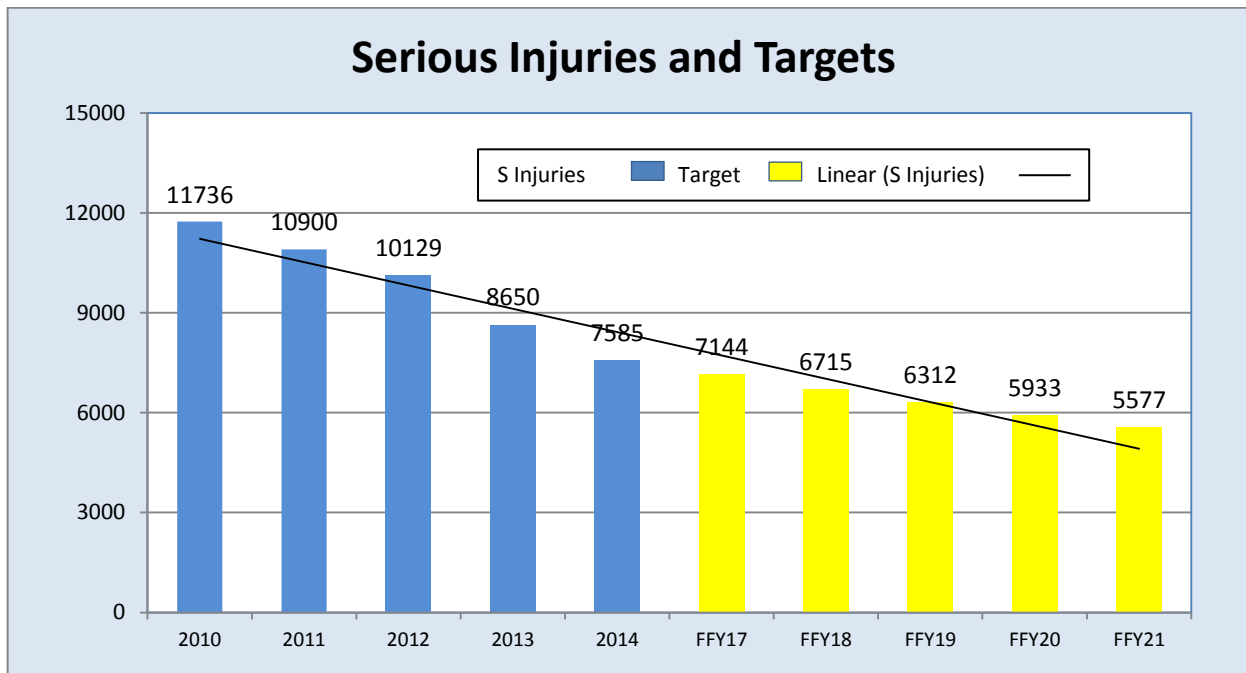
Serious Injuries

In Virginia, serious injuries in traffic crashes increased six percent in 2015 as compared to 2014 (8,014 vs. 7,585). Failure to maintain control of the vehicle, running off the road and speed accounted for twenty-nine percent of the serious injuries. Thirty-four percent of the serious injuries were between the ages of 21-35. May was the month with the highest number of serious injuries, ten percent. The highest number of serious injuries, twenty-two percent occurred between the hours of 3pm and 6pm. The top jurisdictions for the serious injuries were (1) Fairfax County, (2) Norfolk City, (3) Chesterfield County, (4) Hampton City and (5) Newport News City.

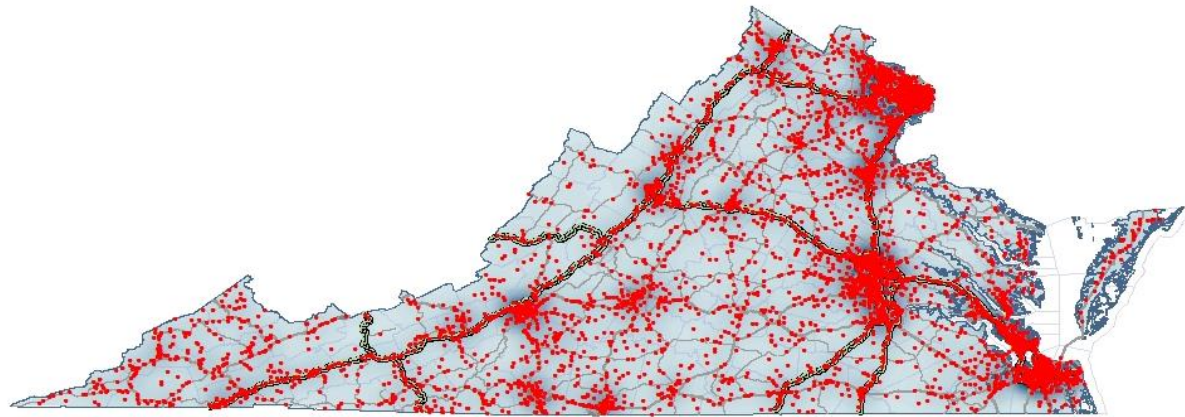
Measure C-2 Serious Injuries: Decrease **serious injuries** in traffic crashes 6 percent from the 2014 calendar base year of 7,585 to 7,144 by December 31, 2017.

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

Note: 2014 calendar base year data was used to calculate the 2017 target. 2010-2015 is Virginia data.

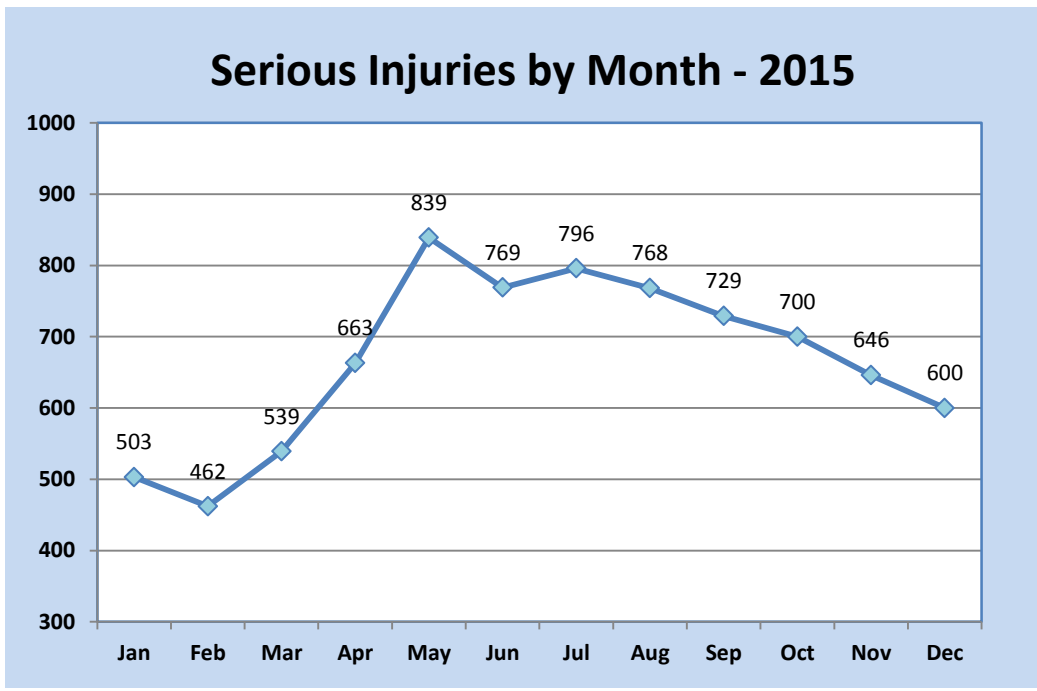


Justification: Virginia conducted trend analyses based on annual numbers, 3-year and 5-year rolling averages. Virginia selected 5-year rolling average (6 percent reduction) in serious injuries as a more achievable target than the annual or 3-year rolling average.

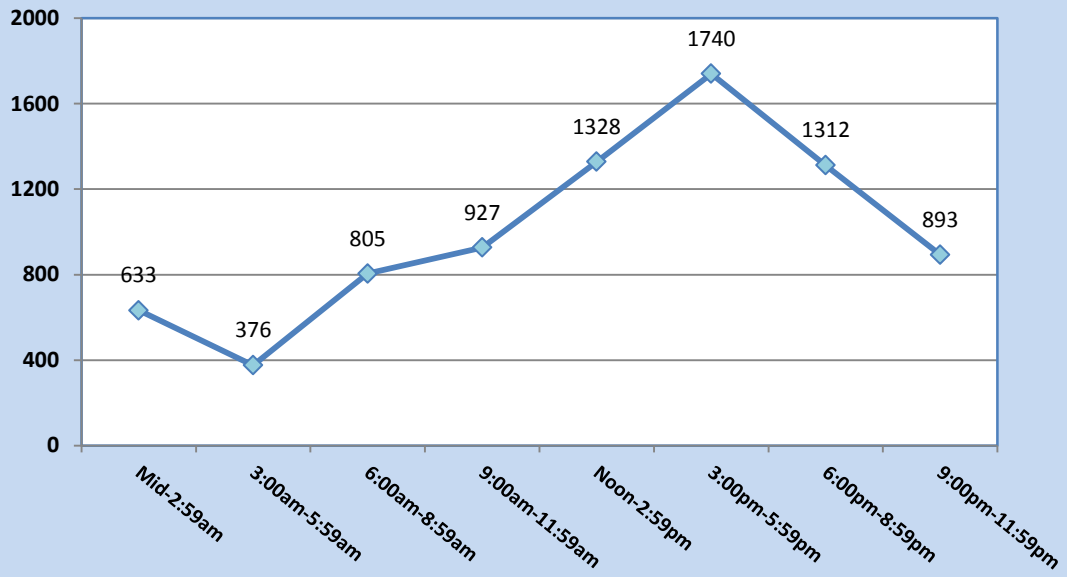


2015 Serious Injury Crashes in Virginia

0 25 50 100 Miles



Serious Injuries by Time of Day - 2015

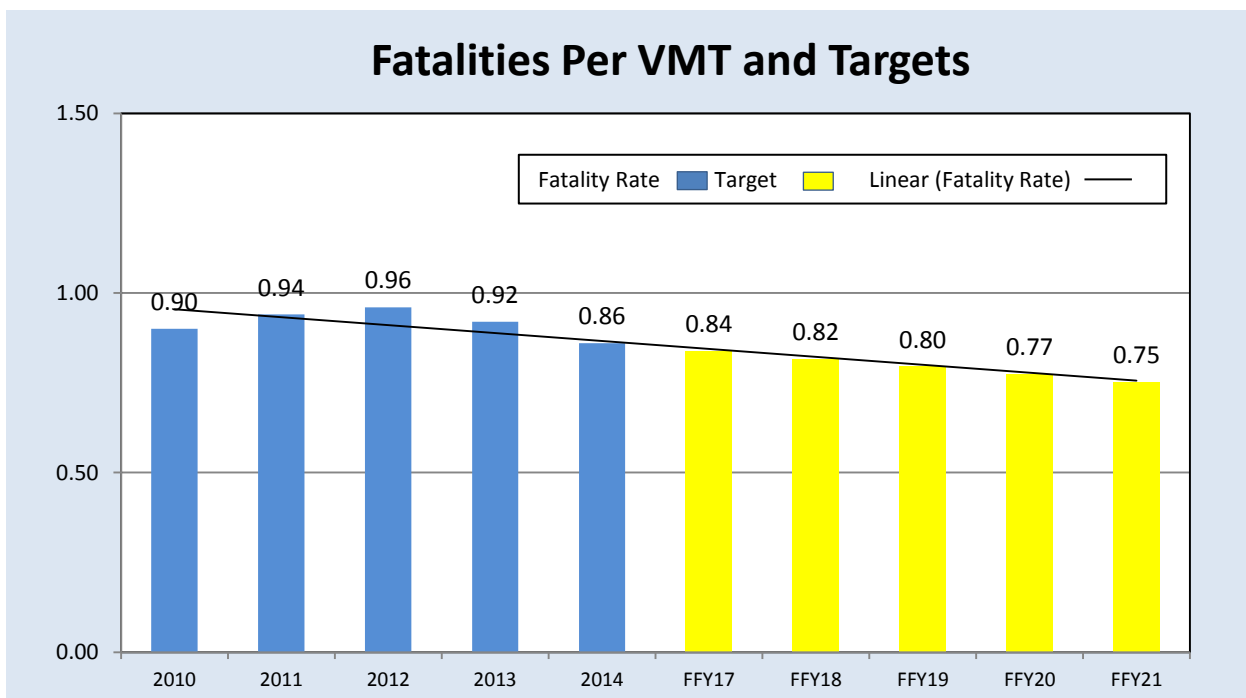


Fatalities/VMT

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

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

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

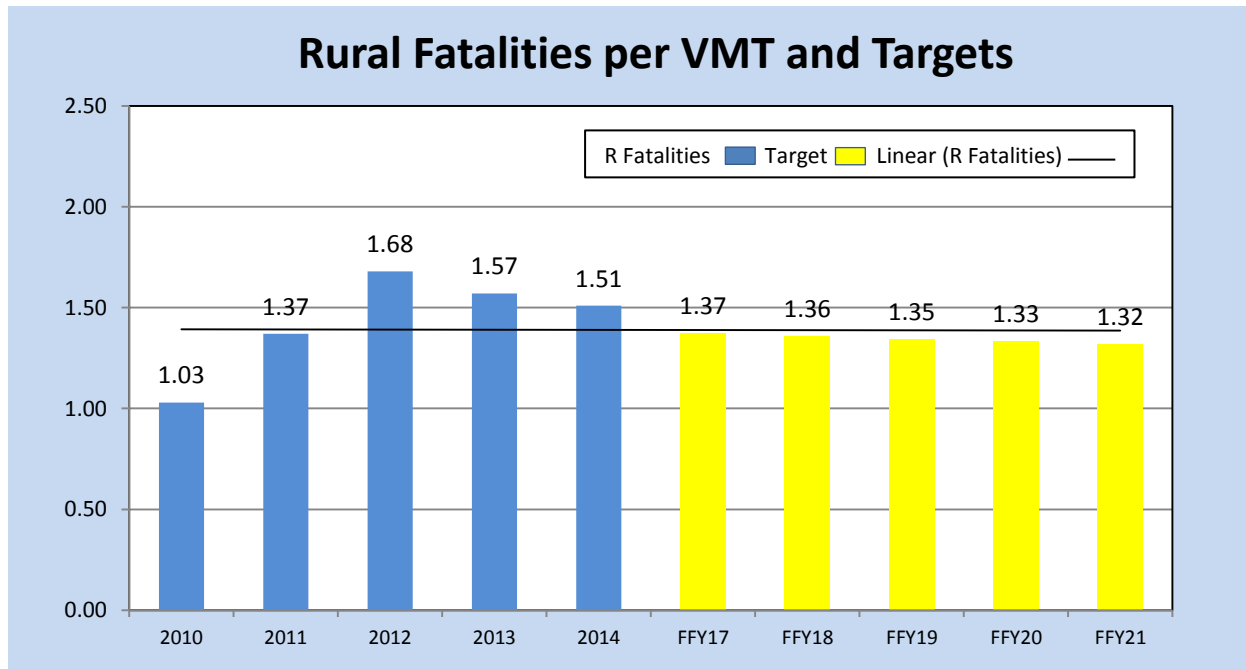


Justification: Virginia conducted trend analysis based on annual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (2 percent reduction) in fatalities per 100M VMT as a more achievable target than the 3-year rolling average or annual target.

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

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

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

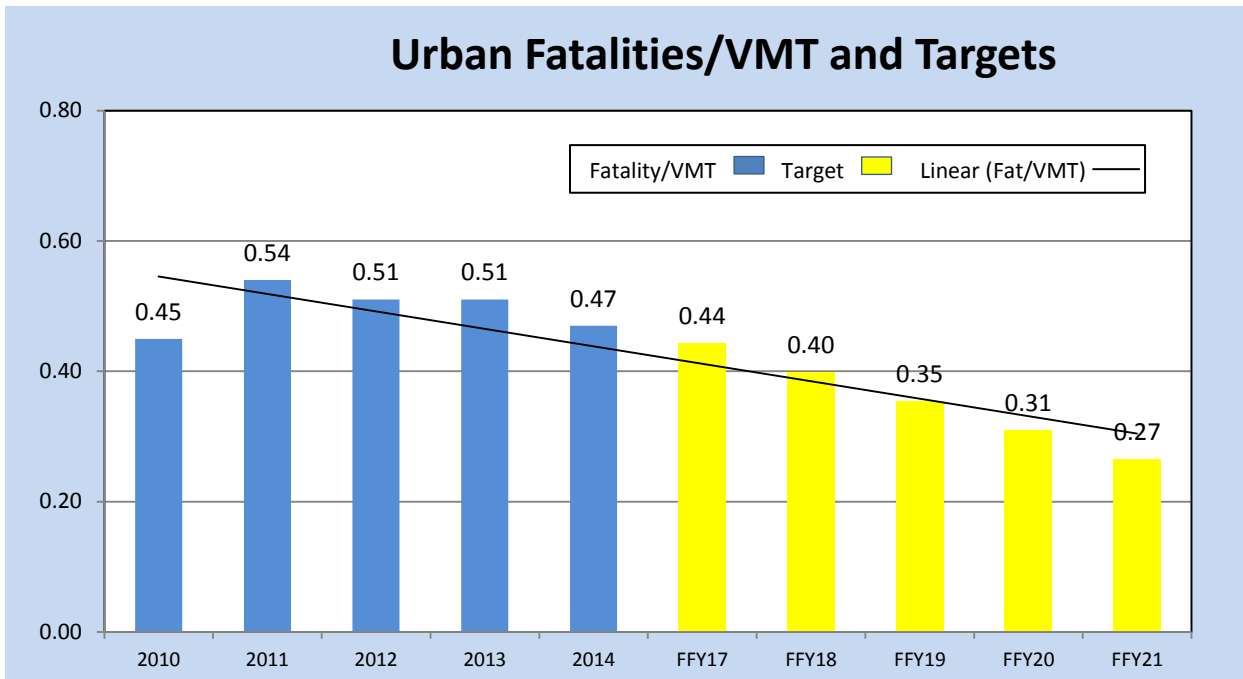


Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average (9 percent reduction) in rural fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling average.

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

	Baseline Data						2017 Target
	2010	2011	2012	2013	2014	2015	0.44
Urban Fatalities (per 100 VMT)	0.45	0.54	0.51	0.51	0.47	0.46	

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



Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected the 5-year linear (6 percent reduction) for urban fatalities per 100M VMT as a more achievable target than the annual or 3-year rolling averages.

Occupant Protection Program Area

From the analysis of our data, 54 percent of occupants killed in Virginia crashes during 2015, were not wearing safety restraints (slightly above the national average of 50 percent.) Two-hundred ninety seven 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, 30 percent occurred during the fall months of September, October and November, 36 percent of the fatalities were on the weekend (Saturday or Sunday) and 47 percent occurred between 6pm and 3am. Failing to maintain control of the vehicle, running off the road, along with speeding, accounted for 57 percent of the driver's actions. The top jurisdictions where the fatalities occurred were: Chesterfield County/Virginia Beach City (9 each) and Fairfax County/Fauquier County (8 each.)

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

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

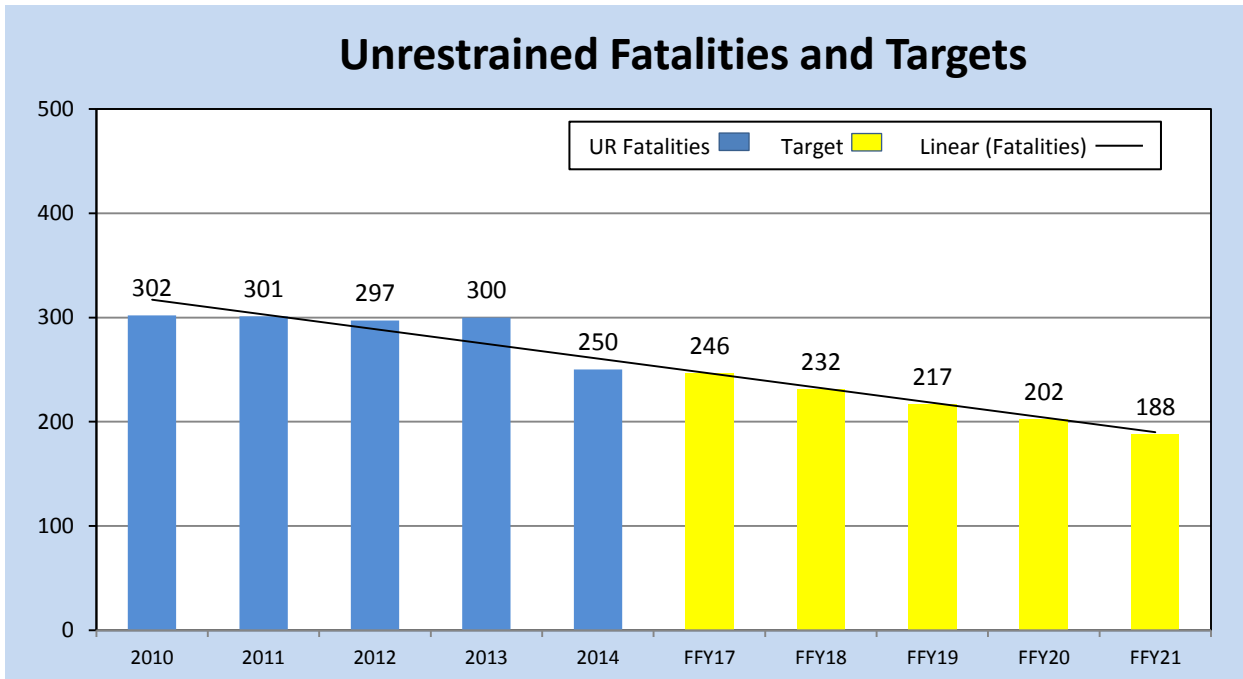
Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

Additionally, Occupant Protection (OP) is a key focus area in the Virginia Highway Safety Office's HSP, SHSP and its Occupant Protection Plan (OPP). These plans include recommendations from the March 2016 OP assessment. Additionally, innovative strategies and funding assist efforts to increase overall seat belt use – particularly at night, on rural roadways, and among pickup truck and work van drivers – and decrease unrestrained fatalities during the most critical time periods and locations. Programs that address OP include: statewide traffic enforcement, enforcement training, two Click It or Ticket mobilizations, child passenger safety education and programs, public information campaigns and OP program evaluation.

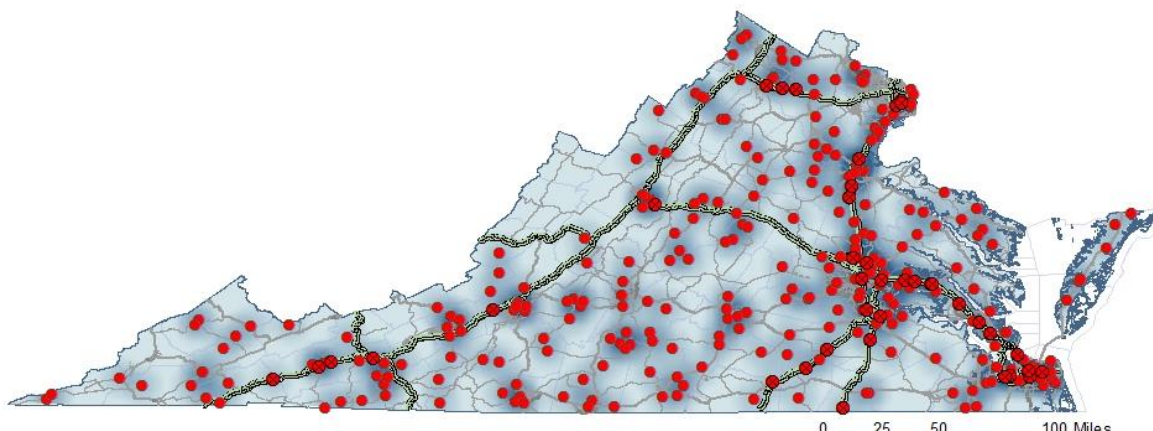
Specific examples approved for the FY2016 grant year include:

- DRIVE SMART Virginia's OP public education and awareness campaign through social media and the workplace
- Drive Safe Hampton Roads' Get it Together Challenge in 25 area high schools
- Virginia Association of Driver Education's Cross Your Heart program
- AAA Mid-Atlantic Foundation's I Drive event for teens
- Virginia Department of Health's Low Income Safety Seat Distribution
- YOVASO Spring Safe Driving Contest

Unrestrained Fatalities and Targets



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

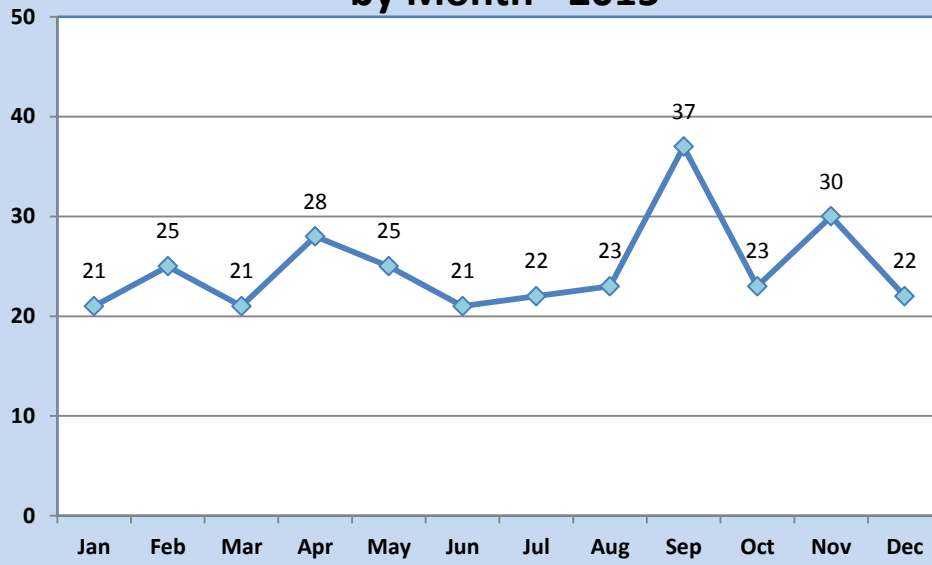


2015 Fatal Crashes Involving Unrestrained Occupants in Virginia

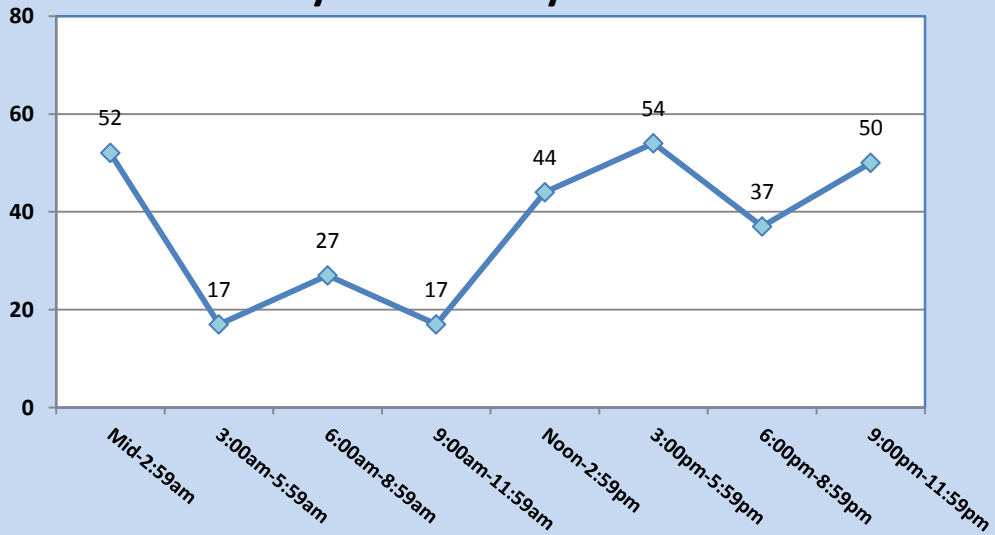
- Interstate Crashes
- Non-Interstate Crashes



Unrestrained Passenger Vehicle Occupants by Month - 2015



Unrestrained Passenger Vehicle Occupants by Time of Day - 2015



Strategies

1. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization. The enforcement mobilization will have particular emphasis on high risk locations for two weeks in May /June 2017, and one week in November 2016 (CTW Chapter 2-2.1, 3.1)
2. Cover 85 percent of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by July 2017 (CTW Chapter 2-2.1, 3.1)
3. Conduct pre-and-post mobilization observational surveys of safety belt use by July 2017 (CTW Chapter 2-2.1, 3.1)
4. Conduct a minimum of 50 occupant protection selective enforcement activities. (CTW Chapter 2-2.3) (There are 46 Local OP grants and 102 VSP OP Projects)
5. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2)
6. Conduct a minimum of four, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2016. (CTW Chapter 3.1, 3.2)
7. Conduct at least 100 outreach events with Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2016. (CTW Chapter 2, 3.1, 3.2)
8. Coordinate and/or assist with five NHTSA Standardized Child Passenger Safety Certification Courses, four Child Passenger Technician Refresher Courses, one Renewal Course and one Child Passenger Safety Special Needs Certification Courses. (CTW Chapter 2 – 3.1)
9. Coordinate 12 Operation Kids: Next Generation Familiarization Courses for Virginia Highway Safety Office law enforcement liaisons.
10. Expand the number of safety seats inspected to 12,000; 9,000 safety seats will be inspected through safety seat check stations and 3,000 safety seats will be inspected at one-day check events (CTW Chapter 2, 7.2)
11. Provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible. (CTW Chapter 2, 6.2)

Occupant Protection: Budget Summary

Program Area	Project Focus	Budget	Funding Source
405b OP Low	Occupant Protection	\$1,730,483.00	405b Occupant Protection Low-MAP 21
OP	Occupant Protection	\$557,271.00	NHTSA 402
Total All Funds		\$2,287,754.00	

OCCUPANT PROTECTION			
Sub recipient	Project Title	Project Number	Amount Approved
Children's Hospital/King's Daughters	The Child Passenger Safety Program at CHKD	M2CSS-2017-57011-6660	\$22,218.00
Alleghany County	Selective Enforcement - Occupant Protection	M2HVE-2017-57355-7004	\$3,000.00
Arlington County	Selective Enforcement - Occupant Protection	M2HVE-2017-57122-6771	\$4,400.00
Ashland Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57253-6902	\$3,240.00
Blacksburg Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57405-7054	\$3,600.00
Botetourt County	Selective Enforcement - Occupant Protection	M2HVE-2017-57053-6702	\$5,040.00
Campbell County	Selective Enforcement - Occupant Protection	M2HVE-2017-57282-6931	\$4,800.00
Christiansburg Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57371-7020	\$3,400.00
King and Queen County	Selective Enforcement - Occupant Protection	M2HVE-2017-57382-7031	\$3,000.00
Lexington City	Selective Enforcement - Occupant Protection	M2HVE-2017-57153-6802	\$3,500.00
Page County	Selective Enforcement - Occupant Protection	M2HVE-2017-57182-6831	\$5,250.00
Prince George County	Selective Enforcement - Occupant Protection	M2HVE-2017-57376-7025	\$8,400.00
Prince William County	Selective Enforcement - Occupant Protection	M2HVE-2017-57296-6945	\$11,250.00
Roanoke City	Selective Enforcement - Occupant Protection	M2HVE-2017-57298-6947	\$11,200.00
Rockbridge County	Selective Enforcement - Occupant Protection	M2HVE-2017-57326-6975	\$3,600.00
Suffolk City	Selective Enforcement - Occupant Protection	M2HVE-2017-57096-6745	\$2,472.00
Tazewell Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57131-6780	\$2,000.00
Virginia Department of Motor Vehicles	Occupant Protection Paid Media	M2HVE-2017-57313-6962	\$544,000.00
Virginia Department of State Police	Selective Enforcement - Occupant Protection	M2HVE-2017-57043-6692	\$160,000.00
Westmoreland County	Selective Enforcement - Occupant Protection	M2HVE-2017-57095-6744	\$3,000.00

Old Dominion University Research Foundation	Occupant Protection in Virginia: Creating Transferable Programs	M2OP-2017-57285-6934	\$177,718.00
Drive Smart of Virginia	Occupant Protection Education & Outreach	M2PE-2017-57224-6873	\$210,826.00
Virginia Department of Health	Virginia Department of Health Child Passenger Safety	M2TR-2017-57357-7006	\$404,385.00
Virginia Department of Motor Vehicles	Occupant Protection for Children Training Program	M2TR-2017-57028-6677	\$130,184.00
Buena Vista City	Selective Enforcement - Occupant Protection	OP-2017-57183-6832	\$3,000.00
Chatham Town	Selective Enforcement - Occupant Protection	OP-2017-57150-6799	\$2,500.00
Chesapeake City	Selective Enforcement - Occupant Protection	OP-2017-57315-6964	\$15,300.00
Danville City	Selective Enforcement - Occupant Protection	OP-2017-57394-7043	\$5,760.00
Drive Smart of Virginia	"Who's Your Driver" OP Outreach Project - OP	OP-2017-57360-7009	\$154,334.00
Eastern VA Medical School	Reenergizing "Boost 'em in the Back Seat": A New Decade of Behavior Change	OP-2017-57097-6746	\$101,022.00
Exmore Town	Selective Enforcement - Occupant Protection	OP-2017-57157-6806	\$750.00
Franklin County	Selective Enforcement - Occupant Protection	OP-2017-57197-6846	\$3,000.00
Galax City	Selective Enforcement - Occupant Protection	OP-2017-57373-7022	\$6,500.00
Gloucester County	Selective Enforcement - Occupant Protection	OP-2017-57141-6790	\$5,600.00
Henrico County	Selective Enforcement - Occupant Protection	OP-2017-57292-6941	\$16,800.00
Henry County	Selective Enforcement - Occupant Protection	OP-2017-57174-6823	\$10,200.00
Hillsville Town	Selective Enforcement - Occupant Protection	OP-2017-57088-6737	\$3,000.00
James City County	Selective Enforcement - Occupant Protection	OP-2017-57188-6837	\$5,390.00
Manassas Park City	Selective Enforcement - Occupant Protection	OP-2017-57063-6712	\$3,000.00
Martinsville City	Selective Enforcement - Occupant Protection	OP-2017-57404-7053	\$2,001.00
Montgomery County	Selective Enforcement - Occupant Protection	OP-2017-57075-6724	\$6,974.00
New Kent County	Selective Enforcement - Occupant Protection	OP-2017-57248-6897	\$5,250.00

Old Dominion University Research Foundation	Increasing Law Enforcement's Occupant Protection Behaviors	OP-2017-57287-6936	\$67,568.00
Old Dominion University	Selective Enforcement - Occupant Protection	OP-2017-57207-6856	\$4,200.00
Onancock Town	Selective Enforcement - Occupant Protection	OP-2017-57002-6651	\$5,628.00
Pittsylvania County	Selective Enforcement - Occupant Protection	OP-2017-57289-6938	\$6,048.00
Portsmouth City	Selective Enforcement - Occupant Protection	OP-2017-57004-6653	\$6,958.00
Richmond City	Selective Enforcement - Occupant Protection	OP-2017-57046-6695	\$10,000.00
Roanoke County	Selective Enforcement - Occupant Protection	OP-2017-57058-6707	\$14,625.00
Salem City	Selective Enforcement - Occupant Protection	OP-2017-57019-6668	\$3,300.00
South Boston Town	Selective Enforcement - Occupant Protection	OP-2017-57251-6900	\$3,438.00
South Hill Town	Selective Enforcement - Occupant Protection	OP-2017-57057-6706	\$11,900.00
Stafford County	Selective Enforcement - Occupant Protection	OP-2017-57402-7051	\$7,000.00
Tazewell County	Selective Enforcement - Occupant Protection	OP-2017-57381-7030	\$2,500.00
Virginia Beach City	Selective Enforcement - Occupant Protection	OP-2017-57099-6748	\$52,000.00
Washington County	Selective Enforcement - Occupant Protection	OP-2017-57156-6805	\$5,600.00
Wythe County	Selective Enforcement - Occupant Protection	OP-2017-57255-6904	\$6,125.00
Total			\$2,287,754.00

Alcohol Impaired Driving Program Area

In Virginia, 30 percent of the fatalities involved alcohol impaired driving. The average age of the drinking driver killed is 49. Ninety-seven percent of the fatalities occurred on non-interstate roadways with 50 percent occurring between 9 pm and 3 am. Drinking drivers age 35 and under continue to represent the majority of drivers involved in fatal crashes. Fifty-nine percent of drinking driver fatalities were also speed-related and sixty percent were unrestrained. Single vehicle crashes accounted for seventy-three percent of drinking driver fatalities, twenty percent were two vehicle crashes and seven percent involved three or more vehicles. Seventy-one percent of the drinking drivers ran off the road during the crash. The top localities for these fatalities were (1) Pittsylvania County (5), Bedford County/Chesterfield County/Henrico County/Virginia Beach City (4 each), Stafford County/Newport News City/Roanoke City (3 each).

Virginia continues to be vigilant in efforts to reduce alcohol-related fatalities and is a low fatality rate state for FY17. Virginia's fatality rate was less than 0.30.

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

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

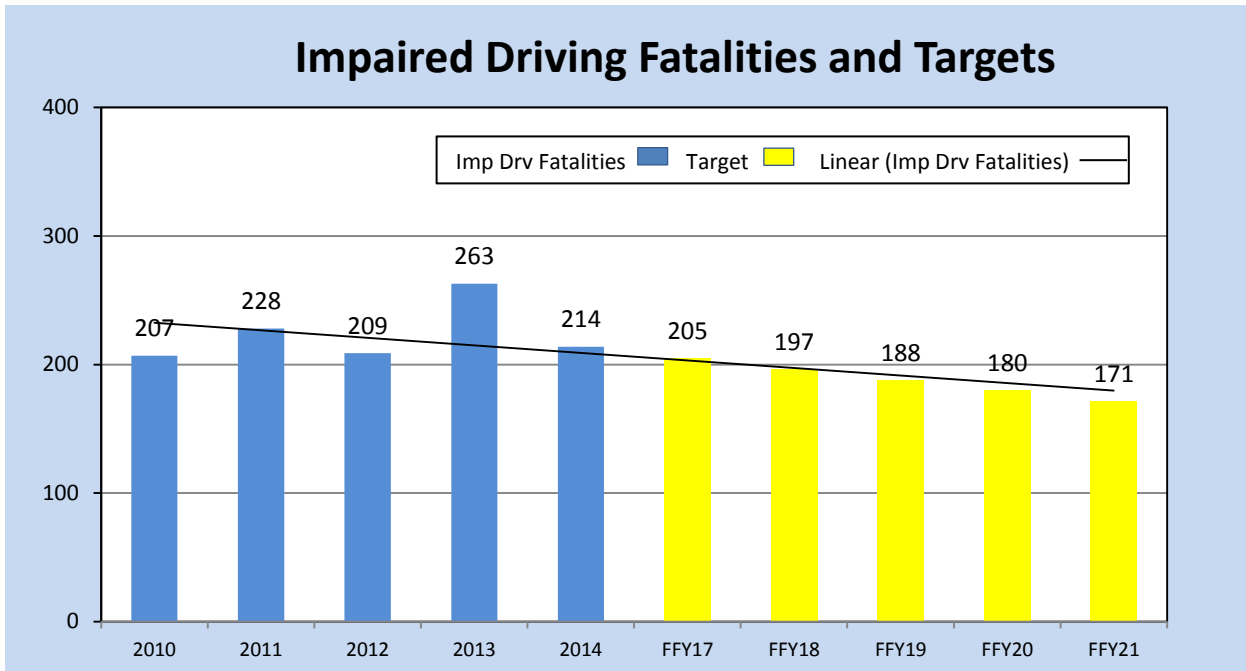
Note: 2014 calendar base year data was used to calculate the 2017 target.

Note: Drinking driver is determined by information provided by law enforcement on the police crash report.

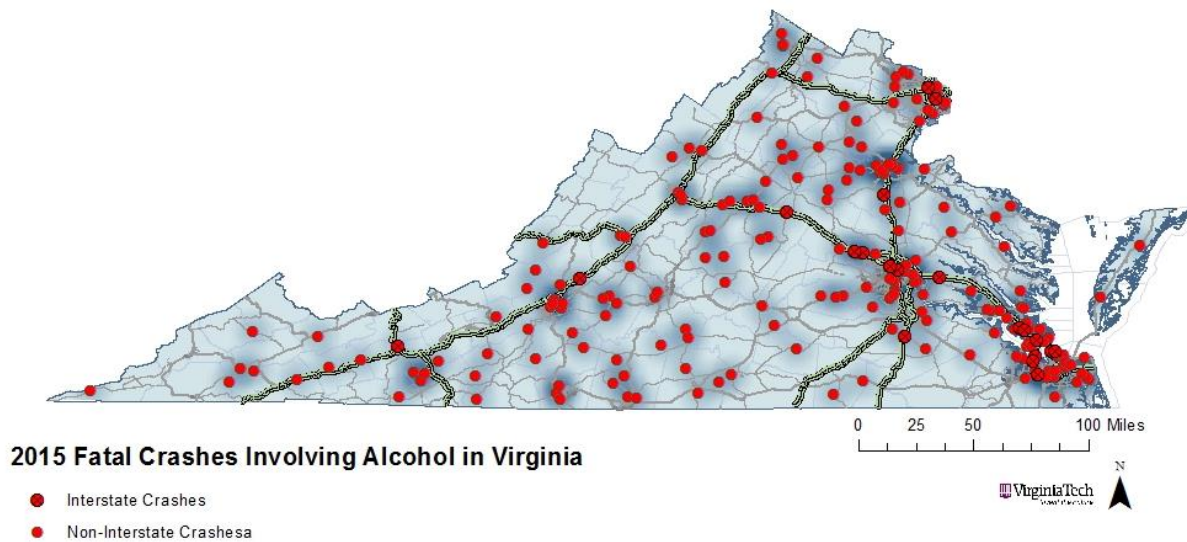
Strategies that will be implemented to address this area will include traffic enforcement on non-interstate roadways between 9pm and 3am in the top localities listed. Projects should also capitalize on attitudinal survey results that the general public believes they are "likely" to be ticketed for DUI. Other examples approved for the FY2017 grant year include:

1. Continued implementation of DUI Task Forces in several areas of the state
2. Enhanced emphasis on public information for the CheckPoint Strikeforce (CPSF) and Drive Sober or Get Pulled Over media campaigns
3. Enhanced funding for CPSF and other alcohol centered programs
4. Continuation of other alcohol impaired driving reduction activities such as the YOVASO program; Forensic Science Breath Alcohol training program; the Annual Judicial Transportation Safety Conference and support for the ABC underage compliance selective enforcement

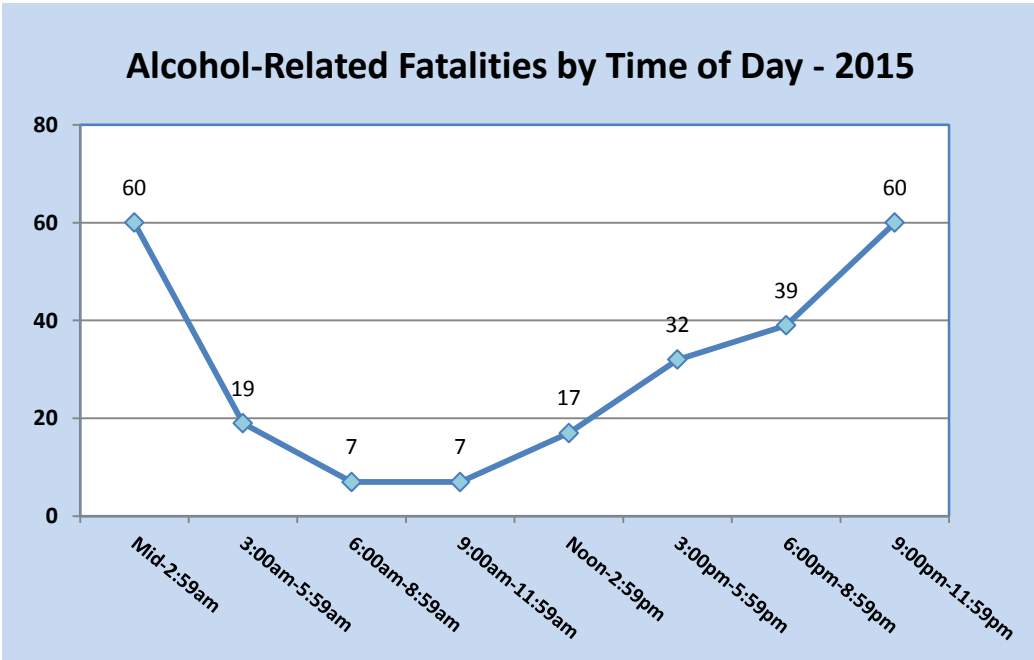
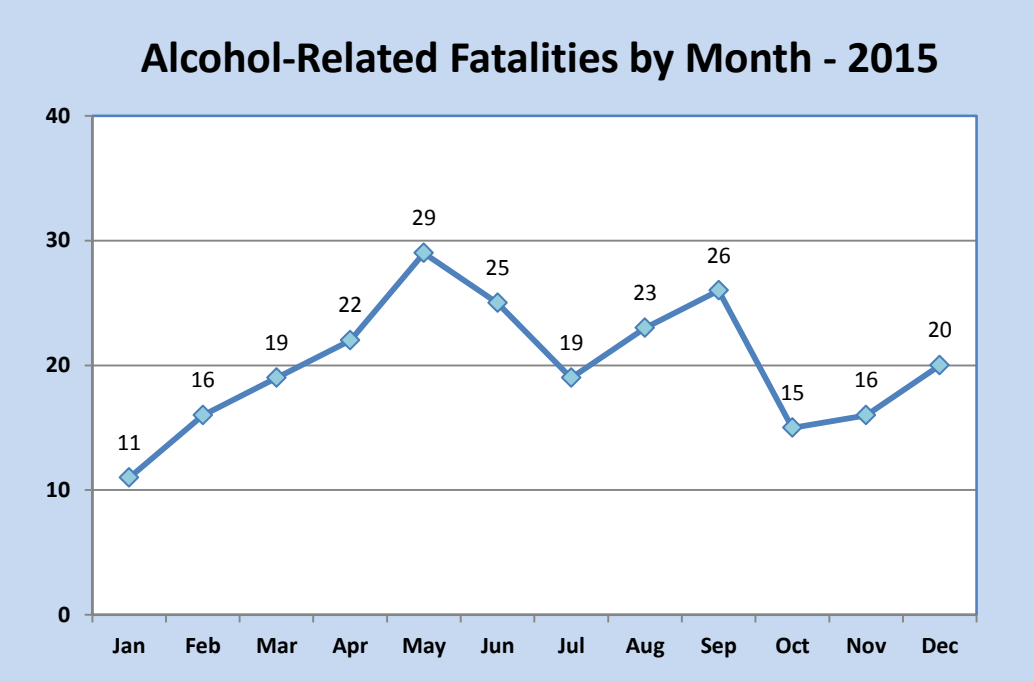
Impaired Driving Fatalities and Targets



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



Note: Virginia also tracks fatalities as a result of traffic crashes involving any driver(s) indicated as drinking by the police officer or with any positive BAC.



Alcohol Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
154AL	Alcohol	\$8,397,280.00	154 Transfer
K8	410 Alcohol	\$324,287.00	410 Alcohol
M6OT	Alcohol	\$3,589,165.00	405d Impaired Driving Low-MAP 21
AL	Alcohol	\$51,110.00	NHTSA 402
Total All Funds		\$12,361,842.00	

Strategies

1. Implement a statewide DUI Checkpoint Strike Force campaign (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January.
2. Conduct a minimum of 100 DUI Checkpoints and the use of Low Manpower Checkpoints (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3).
3. Continue to implement at least 3 locally based law enforcement DUI Task Force projects (CTW, Chapter 1 Section(s) 2.1, 2.2, 2.3).
4. Develop a coordinated program for the deployment of Mobile Alcohol Testing Units to support law enforcement activities and to provide additional educational outreach regarding the consequences of DUI (CTW, Chapter 1, Section(s) 2.1,2.2, 2.3).
5. Continue to expand the Standardized Field Sobriety Test (SFST) instructor database and the SFST instructor database. Assist remaining law enforcement academies with the certification of at least one Senior SFST Instructor for their academy. Ensure any SFST pending instructors needing to have their apprenticeships completed from the FY15 are completed. Assess each academy and identify additional program support needed (CTW, Chapter 1, Section(s) 2.3)
6. Develop DUI Institute (Advanced) Training for law enforcement, to include at least 2 courses the first year.
7. Conduct a statewide judiciary conference training judges on DUI and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.4)
8. Conduct a minimum of 40 trainings on breath alcohol test equipment (CTW, Chapter 1, Section(s) 2.3)
9. Coordinate with the Judicial Outreach Liaison to work with the Virginia Supreme Court to assist with information dissemination and to establish a point of contact between the Highway Safety Office and the judiciary.
10. Conduct 3,600 Alcohol Compliance Checks, to be completed by the Virginia Department of Alcoholic Beverage Control (ABC) (CTW, Chapter 1, Section 6.3).
11. Conduct at least two major sports related outreach efforts to high risk population (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.5, 5.2).

ALCOHOL

Subrecipient	Project Title	Project Number	Amount Approved
Accomack County	Selective Enforcement - Alcohol	154AL-2017-57139-6788	\$22,644.00
Albemarle County	Selective Enforcement - Alcohol	154AL-2017-57307-6956	\$24,132.00
Altavista Town	Selective Enforcement - Alcohol	154AL-2017-57383-7032	\$5,419.00
Arlington County	Selective Enforcement - Alcohol	154AL-2017-57076-6725	\$26,026.00
Ashland Town	Selective Enforcement - Alcohol	154AL-2017-57242-6891	\$6,914.00
Augusta County	Selective Enforcement - Alcohol	154AL-2017-57080-6729	\$36,940.00
Bedford Town	Selective Enforcement - Alcohol	154AL-2017-57421-7070	\$7,200.00
Blackstone Town	Selective Enforcement - Alcohol	154AL-2017-57214-6863	\$6,336.00
Bland County	Selective Enforcement - Alcohol	154AL-2017-57234-6883	\$17,280.00
Bluefield Town	Selective Enforcement - Alcohol	154AL-2017-57035-6684	\$10,119.00
Botetourt County	Selective Enforcement - Alcohol	154AL-2017-57049-6698	\$15,700.00
Broadway Town	Selective Enforcement - Alcohol	154AL-2017-57163-6812	\$4,644.00
Buchanan County	Selective Enforcement - Alcohol	154AL-2017-57069-6718	\$16,500.00
Buena Vista City	Selective Enforcement - Alcohol	154AL-2017-57176-6825	\$14,150.00
Campbell County	Selective Enforcement - Alcohol	154AL-2017-57276-6925	\$25,376.00
Charlotte County	Selective Enforcement - Alcohol	154AL-2017-57398-7047	\$14,500.00
Charlottesville City	Selective Enforcement - Alcohol	154AL-2017-57374-7023	\$12,770.00
Chase City Town	Selective Enforcement - Alcohol	154AL-2017-57113-6762	\$11,875.00
Chesterfield County	Selective Enforcement - Alcohol	154AL-2017-57008-6657	\$176,249.00
Chilhowie Town	Selective Enforcement - Alcohol	154AL-2017-57050-6699	\$12,899.00
Clarke County	Selective Enforcement - Alcohol	154AL-2017-57051-6700	\$11,859.00
Coeburn Town	Selective Enforcement - Alcohol	154AL-2017-57302-6951	\$11,519.00
Colonial Heights City	Selective Enforcement - Alcohol	154AL-2017-57033-6682	\$9,994.00
Commission on VASAP	Multi-State Ignition Interlock Forum	154AL-2017-57083-6732	\$45,521.00
Commission on VASAP	VASAP Case Management System	154AL-2017-57094-6743	\$385,000.00
Culpeper County	Selective Enforcement - Alcohol	154AL-2017-57170-6819	\$23,890.00
Culpeper Town	Selective Enforcement - Alcohol	154AL-2017-57023-6672	\$9,745.00
Dinwiddie County	Selective Enforcement - Alcohol	154AL-2017-57194-6843	\$6,096.00
Drive Safe Hampton Roads	Survive the Drive	154AL-2017-57278-6927	\$70,705.00
Drive Smart of Virginia	"Who's Your Driver" Impaired Outreach Project – AL	154AL-2017-57350-6999	\$617,294.00
Fairfax County	DUI Task Force Selective Enforcement – Alcohol	154AL-2017-57106-6755	\$984,785.00
Farmville Town	Selective Enforcement - Alcohol	154AL-2017-57158-6807	\$30,111.00
Fauquier County	Selective Enforcement - Alcohol	154AL-2017-57101-6750	\$31,364.00
Floyd County	Selective Enforcement - Alcohol	154AL-2017-57047-6696	\$15,394.00
Fluvanna County	Selective Enforcement - Alcohol	154AL-2017-57323-6972	\$16,188.00
Franklin County	Selective Enforcement - Alcohol	154AL-2017-57206-6855	\$21,800.00

Frederick County	Selective Enforcement - Alcohol	154AL-2017-57267-6916	\$29,398.00
Front Royal Town	Selective Enforcement - Alcohol	154AL-2017-57012-6661	\$15,375.00
Gate City Town	Selective Enforcement - Alcohol	154AL-2017-57332-6981	\$13,650.00
Gloucester County	Selective Enforcement - Alcohol	154AL-2017-57138-6787	\$19,740.00
Goochland County	Selective Enforcement - Alcohol	154AL-2017-57270-6919	\$23,910.00
Grayson County	Selective Enforcement - Alcohol	154AL-2017-57089-6738	\$12,700.00
Halifax County	Selective Enforcement - Alcohol	154AL-2017-57185-6834	\$14,240.00
Hanover County	Selective Enforcement - Alcohol	154AL-2017-57162-6811	\$68,327.00
Harrisonburg City	Selective Enforcement - Alcohol	154AL-2017-57227-6876	\$18,640.00
Haysi Town	Selective Enforcement - Alcohol	154AL-2017-57027-6676	\$6,176.00
Henry County	Selective Enforcement - Alcohol	154AL-2017-57169-6818	\$29,900.00
Herndon Town	Selective Enforcement - Alcohol	154AL-2017-57032-6681	\$36,500.00
Hillsville Town	Selective Enforcement - Alcohol	154AL-2017-57042-6691	\$13,334.00
Honaker Town	Selective Enforcement - Alcohol	154AL-2017-57327-6976	\$6,565.00
Isle of Wight County	Selective Enforcement - Alcohol	154AL-2017-57406-7055	\$27,975.00
James City County	Selective Enforcement - Alcohol	154AL-2017-57186-6835	\$23,299.00
Lexington City	Selective Enforcement - Alcohol	154AL-2017-57209-6858	\$14,600.00
Loudoun County	Selective Enforcement - Alcohol	154AL-2017-57021-6670	\$40,635.00
Louisa County	Selective Enforcement - Alcohol	154AL-2017-57426-7075	\$12,140.00
Luray Town	Selective Enforcement - Alcohol	154AL-2017-57210-6859	\$9,638.00
Lynchburg City	Selective Enforcement - Alcohol	154AL-2017-57098-6747	\$42,628.00
Manassas Park City	Selective Enforcement - Alcohol	154AL-2017-57015-6664	\$24,720.00
Mecklenburg County	Selective Enforcement - Alcohol	154AL-2017-57262-6911	\$21,940.00
Newport News City	Selective Enforcement - Alcohol	154AL-2017-57061-6710	\$55,200.00
Northampton County	Selective Enforcement - Alcohol	154AL-2017-57201-6850	\$15,760.00
Page County	Selective Enforcement - Alcohol	154AL-2017-57149-6798	\$11,400.00
Patrick County	Selective Enforcement - Alcohol	154AL-2017-57335-6984	\$12,209.00
Pearisburg Town	Selective Enforcement - Alcohol	154AL-2017-57054-6703	\$10,345.00
Petersburg City	Selective Enforcement - Alcohol	154AL-2017-57236-6885	\$56,370.00
Portsmouth City	Selective Enforcement - Alcohol	154AL-2017-57003-6652	\$43,035.00
Powhatan County	Selective Enforcement - Alcohol	154AL-2017-57108-6757	\$29,880.00
Prevention Council of Roanoke County	Blue Ridge Media & Community Education Partnership	154AL-2017-57409-7058	\$116,697.00
Prince Edward County	Selective Enforcement - Alcohol	154AL-2017-57275-6924	\$12,990.00
Prince George County	Selective Enforcement - Alcohol	154AL-2017-57202-6851	\$33,790.00
Pulaski County	Selective Enforcement - Alcohol	154AL-2017-57190-6839	\$18,540.00
Richmond City	Selective Enforcement - Alcohol	154AL-2017-57029-6678	\$100,050.00
Richmond County	Selective Enforcement - Alcohol	154AL-2017-57060-6709	\$22,976.00
Roanoke County	Selective Enforcement - Alcohol	154AL-2017-57031-6680	\$83,500.00
Roanoke County	Selective Enforcement - Alcohol	154AL-2017-57059-6708	\$452,391.00
Rockbridge County	Selective Enforcement - Alcohol	154AL-2017-57324-6973	\$13,700.00
Rockingham County	Selective Enforcement - Alcohol	154AL-2017-57018-6667	\$32,744.00
Rocky Mount Town	Selective Enforcement - Alcohol	154AL-2017-57389-7038	\$12,919.00

Salem City	Selective Enforcement - Alcohol	154AL-2017-57016-6665	\$9,070.00
Shenandoah County	Selective Enforcement - Alcohol	154AL-2017-57250-6899	\$23,400.00
Stanley Town	Selective Enforcement - Alcohol	154AL-2017-57125-6774	\$6,677.00
Suffolk City	Selective Enforcement - Alcohol	154AL-2017-57087-6736	\$23,576.00
Suffolk City	Suffolk Police Department DUI Task Force	154AL-2017-57146-6795	\$158,298.00
Supreme Court of Virginia	Judicial Outreach Liaison	154AL-2017-57372-7021	\$71,250.00
Supreme Court of Virginia	Portsmouth 24/7 Supporting Abstinence from Ethanol (S.A.F.E.)	154AL-2017-57331-6980	\$116,506.00
Surry County	Selective Enforcement - Alcohol	154AL-2017-57117-6766	\$18,987.00
University of Richmond	Selective Enforcement - Alcohol	154AL-2017-57263-6912	\$10,480.00
Virginia Association of Campus Law Enforcement Administrators	Virginia Campus DUI Prevention & Education Program	154AL-2017-57411-7060	\$79,742.00
Virginia Beach City	Selective Enforcement - Alcohol	154AL-2017-57102-6751	\$62,466.00
Virginia Commonwealth University	Selective Enforcement - Alcohol	154AL-2017-57118-6767	\$36,400.00
Virginia Department of Alcohol & Beverage Control	Selective Enforcement - Alcohol	154AL-2017-57424-7073	\$99,600.00
Virginia Department of Criminal Justice Services	SFST Training Program	154AL-2017-57081-6730	\$83,273.00
Virginia Department of Motor Vehicles	Alcohol Paid Media	154AL-2017-57266-6915	\$375,000.00
Virginia Department of Motor Vehicles	Impaired Driving Program Coordination - Alcohol Impaired Driving Reduction	154AL-2017-57428-7077	\$86,123.00
Virginia Department of State Police	Selective Enforcement - Alcohol	154AL-2017-57041-6690	\$1,431,500.00
Washington County	Selective Enforcement - Alcohol	154AL-2017-57181-6830	\$29,645.00
Washington Regional Alcohol Program	FY 2017 Checkpoint Strikeforce Campaign	154AL-2017-57240-6889	\$1,168,365.00
Wythe County	Selective Enforcement - Alcohol	154AL-2017-57254-6903	\$23,828.00
Wytheville Town	Selective Enforcement - Alcohol	154AL-2017-57366-7015	\$19,025.00
York County	Selective Enforcement - Alcohol	154AL-2017-57120-6769	\$44,605.00
Alleghany County	Selective Enforcement - Alcohol	K8-2017-57354-7003	\$8,500.00
Big Stone Gap Town	Selective Enforcement - Alcohol	K8-2017-57220-6869	\$9,000.00
Blacksburg Town	Selective Enforcement - Alcohol	K8-2017-57161-6810	\$15,180.00
Bristol City	Selective Enforcement - Alcohol	K8-2017-57329-6978	\$50,010.00
Caroline County	Selective Enforcement - Alcohol	K8-2017-57092-6741	\$19,900.00
Chesapeake City	Selective Enforcement - Alcohol	K8-2017-57280-6929	\$32,300.00
Christiansburg Town	Selective Enforcement - Alcohol	K8-2017-57277-6926	\$14,350.00
Clintwood Town	Selective Enforcement - Alcohol	K8-2017-57165-6814	\$12,295.00
Dayton Town	Selective Enforcement - Alcohol	K8-2017-57283-6932	\$5,084.00
Greene County	Selective Enforcement - Alcohol	K8-2017-57348-6997	\$7,000.00

Haymarket Town	Selective Enforcement - Alcohol	K8-2017-57301-6950	\$11,375.00
Independence Town	Selective Enforcement - Alcohol	K8-2017-57191-6840	\$4,750.00
Lebanon Town	Selective Enforcement - Alcohol	K8-2017-57143-6792	\$9,700.00
Lunenburg County	Selective Enforcement - Alcohol	K8-2017-57318-6967	\$18,130.00
Martinsville City	Selective Enforcement - Alcohol	K8-2017-57410-7059	\$7,522.00
Mathews County	Selective Enforcement - Alcohol	K8-2017-57192-6841	\$9,724.00
New Market Town	Selective Enforcement - Alcohol	K8-2017-57369-7018	\$8,090.00
Pennington Gap Town	Selective Enforcement - Alcohol	K8-2017-57036-6685	\$6,000.00
Purcellville Town	Selective Enforcement - Alcohol	K8-2017-57014-6663	\$5,675.00
Richlands Town	Selective Enforcement - Alcohol	K8-2017-57219-6868	\$9,900.00
Roanoke City	Selective Enforcement - Alcohol	K8-2017-57337-6986	\$21,840.00
Smyth County	Selective Enforcement - Alcohol	K8-2017-57038-6687	\$6,342.00
Tazewell County	Selective Enforcement - Alcohol	K8-2017-57171-6820	\$13,400.00
Warrenton Town	Selective Enforcement - Alcohol	K8-2017-57216-6865	\$4,800.00
Wise Town	Selective Enforcement - Alcohol	K8-2017-57351-7000	\$13,420.00
Alexandria City	Selective Enforcement - Alcohol	M6OT-2017-57288-6937	\$30,375.00
Amherst County	Selective Enforcement - Alcohol	M6OT-2017-57312-6961	\$21,056.00
Appomattox County	Selective Enforcement - Alcohol	M6OT-2017-57144-6793	\$14,827.00
Bedford County	Selective Enforcement - Alcohol	M6OT-2017-57104-6753	\$22,980.00
Buckingham County	Selective Enforcement - Alcohol	M6OT-2017-57241-6890	\$15,000.00
Clarksville Town	Selective Enforcement - Alcohol	M6OT-2017-57006-6655	\$4,720.00
Commission on VASAP	Commission on VASAP Training Conference and Regional Policy Board Trainings	M6OT-2017-57160-6809	\$94,436.00
Commonwealth Attorney's Services Council	TSRP, Advance DUI, DUID	M6OT-2017-57082-6731	\$186,815.00
Covington City	Selective Enforcement - Alcohol	M6OT-2017-57109-6758	\$2,700.00
Craig County	Selective Enforcement - Alcohol	M6OT-2017-57114-6763	\$10,000.00
Danville City	Selective Enforcement - Alcohol	M6OT-2017-57391-7040	\$10,825.00
Dickenson County	Selective Enforcement - Alcohol	M6OT-2017-57179-6828	\$14,745.00
Drive Smart of Virginia	Impaired Driving Education & Outreach	M6OT-2017-57229-6878	\$176,729.00
Fairfax City	Selective Enforcement - Alcohol	M6OT-2017-57413-7062	\$20,100.00
Fairfax County	Selective Enforcement - Alcohol	M6OT-2017-57235-6884	\$94,000.00
Fredericksburg City	Selective Enforcement - Alcohol	M6OT-2017-57265-6914	\$10,020.00
Galax City	Selective Enforcement - Alcohol	M6OT-2017-57189-6838	\$13,035.00
Henrico County	Selective Enforcement - Alcohol	M6OT-2017-57336-6985	\$195,535.00
King and Queen County	Selective Enforcement - Alcohol	M6OT-2017-57274-6923	\$13,200.00
King George County	Selective Enforcement - Alcohol	M6OT-2017-57193-6842	\$7,160.00
Lee County	Selective Enforcement - Alcohol	M6OT-2017-57116-6765	\$17,600.00
MADD	MADD Impaired Driving Safety Countermeasures	M6OT-2017-57084-6733	\$657,900.00
Marion Town	Selective Enforcement - Alcohol	M6OT-2017-57145-6794	\$10,595.00

Montgomery County	Selective Enforcement - Alcohol	M6OT-2017-57074-6723	\$8,335.00
Narrows Town	Selective Enforcement - Alcohol	M6OT-2017-57310-6959	\$6,800.00
New Kent County	Selective Enforcement - Alcohol	M6OT-2017-57221-6870	\$32,500.00
Northumberland County	Selective Enforcement - Alcohol	M6OT-2017-57293-6942	\$4,434.00
Norton City	Selective Enforcement - Alcohol	M6OT-2017-57085-6734	\$23,030.00
Pittsylvania County	Selective Enforcement - Alcohol	M6OT-2017-57284-6933	\$17,700.00
Poquoson City	Selective Enforcement - Alcohol	M6OT-2017-57281-6930	\$5,065.00
Prince William County	Selective Enforcement - Alcohol	M6OT-2017-57128-6777	\$113,300.00
Pulaski Town	Selective Enforcement - Alcohol	M6OT-2017-57132-6781	\$3,200.00
Radford City	Selective Enforcement - Alcohol	M6OT-2017-57079-6728	\$16,900.00
Russell County	Selective Enforcement - Alcohol	M6OT-2017-57314-6963	\$13,775.00
Saint Paul Town	Selective Enforcement - Alcohol	M6OT-2017-57093-6742	\$4,515.00
Saltville Town	Selective Enforcement - Alcohol	M6OT-2017-57390-7039	\$10,950.00
Scott County	Selective Enforcement - Alcohol	M6OT-2017-57140-6789	\$21,780.00
South Boston Town	Selective Enforcement - Alcohol	M6OT-2017-57246-6895	\$12,525.00
Southampton County	Selective Enforcement - Alcohol	M6OT-2017-57286-6935	\$2,545.00
Spotsylvania County	Selective Enforcement - Alcohol	M6OT-2017-57010-6659	\$93,000.00
Stafford County	Selective Enforcement - Alcohol	M6OT-2017-57417-7066	\$30,950.00
Substance Abuse Free Environment, Inc.	SAFE Roadways for Chesterfield County, Phase II	M6OT-2017-57295-6944	\$192,558.00
Supreme Court of Virginia	Virginia Drug Courts Reduce Impaired Driving	M6OT-2017-57291-6940	\$132,500.00
Sussex County	Selective Enforcement - Alcohol	M6OT-2017-57416-7065	\$25,775.00
Tazewell Town	Selective Enforcement - Alcohol	M6OT-2017-57103-6752	\$4,689.00
The Rector and Visitors of the University of Virginia	Screening, Brief Intervention, and Referral to Treatment for Trauma Patients	M6OT-2017-57034-6683	\$55,430.00
Vienna Town	Selective Enforcement - Alcohol	M6OT-2017-57039-6688	\$26,772.00
Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	M6OT-2017-57030-6679	\$228,104.00
Virginia Department of Motor Vehicles	2017 Judicial Transportation Safety Conference	M6OT-2017-57230-6879	\$58,000.00
Virginia Department of Motor Vehicles	BAC Collection and Submission Improvement Project	M6OT-2017-57386-7035	\$510,676.00
Virginia Polytechnic Institute	Selective Enforcement - Alcohol	M6OT-2017-57300-6949	\$8,010.00
Westmoreland County	Selective Enforcement - Alcohol	M6OT-2017-57273-6922	\$31,550.00
Williamsburg City	Selective Enforcement - Alcohol	M6OT-2017-57167-6816	\$18,200.00
Winchester City	Selective Enforcement - Alcohol	M6OT-2017-57048-6697	\$27,554.00
Wise County	Selective Enforcement - Alcohol	M6OT-2017-57321-6970	\$47,820.00
Washington Regional Alcohol Program	FY 2017 Public Education and Information and Youth Outreach Programs	M6OT-2017-57239-6888	\$155,870.00

Berryville Town	Selective Enforcement - Alcohol	AL-2017-57334-6983	\$6,000.00
Norfolk City	Selective Enforcement - Alcohol	AL-2017-57123-6772	\$45,110.00
Total			\$12,361,842.00

Speed-Related Program Area

There was a 13 percent increase in speed-related fatalities from 2011 to 2015. Eighty three percent of the speed-related fatalities occurred on non-interstate roadways. Seventeen percent occurred on interstate roadways. Twenty eight percent of the speed-related fatalities occurred during the spring months of March, April or May. Twenty eight percent also occurred during the fall months of September, October and November. Fifty-two percent were on a weekend day (Friday, Saturday or Sunday) and 49 percent occurred between the hours of 3pm and midnight. Thirty-seven percent of speed-related fatalities were also alcohol-related. Additionally, 55 percent of the driver fatalities in speed-related fatal crashes were between the ages of 21 and 50. Chesterfield County, Fairfax County and Pittsylvania County are the top 3 jurisdictions for speed-related fatalities.

To address this area, targeted overtime, selective enforcement efforts focused on primary/secondary roadways that capitalizes on attitudinal survey results that the general public believes they are “very likely or likely” to be ticketed for speeding and they are more prone to speed on local roadways. Top jurisdictions for speeders: Chesterfield County, Fairfax County and Pittsylvania County.

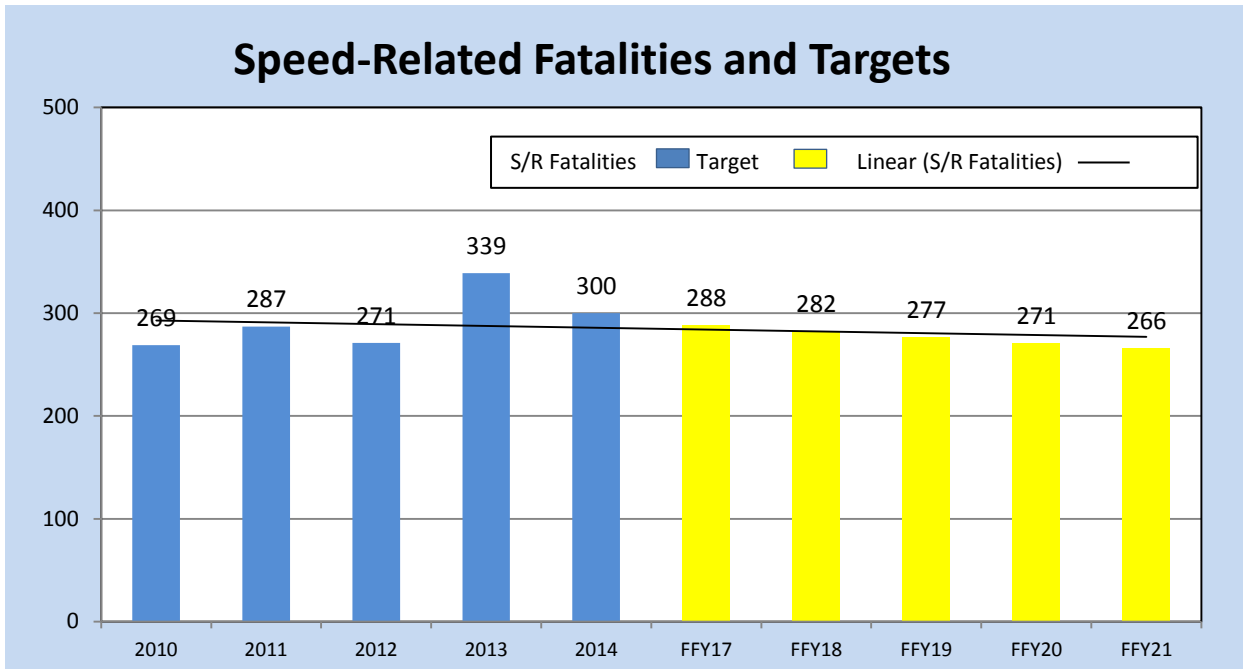
Measure C-6: Decrease **speed-related** fatalities 4 percent from the 2014 calendar base year of 300 to 288 by December 31, 2017.

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

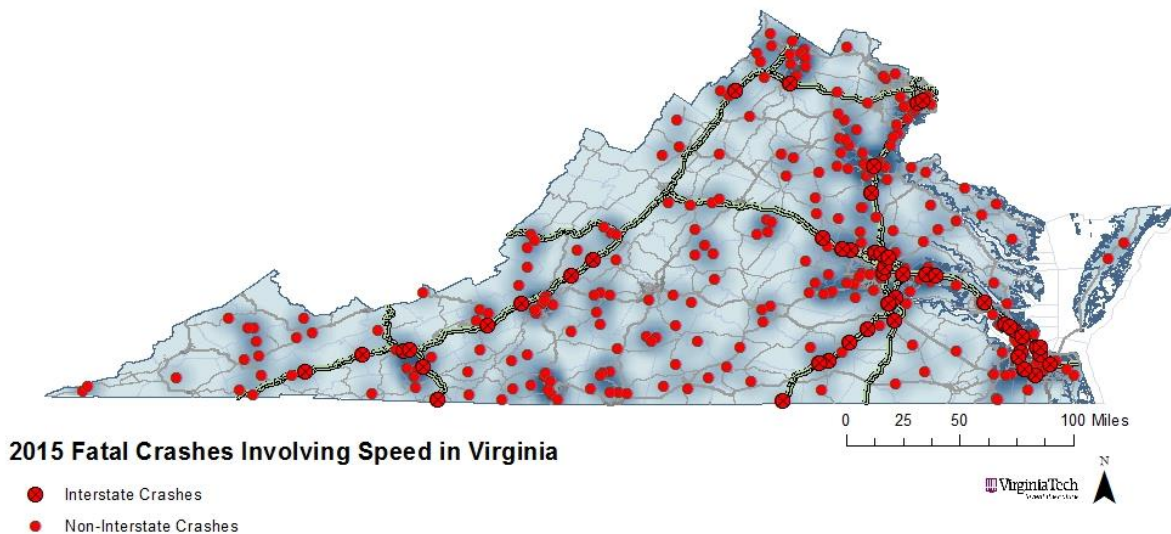
Note: 2014 calendar base year data was used to calculate the 2017 target.

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

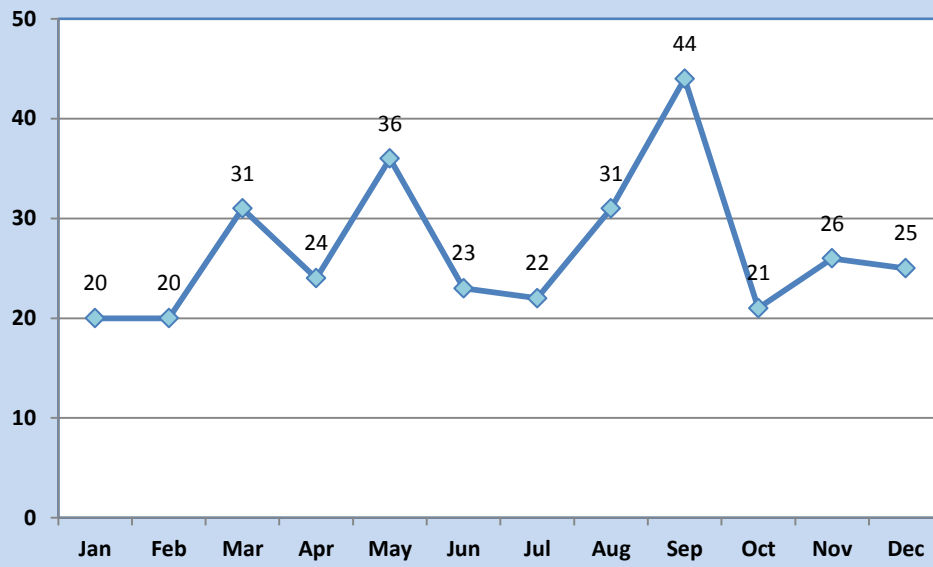
Speed-Related Fatalities and Targets



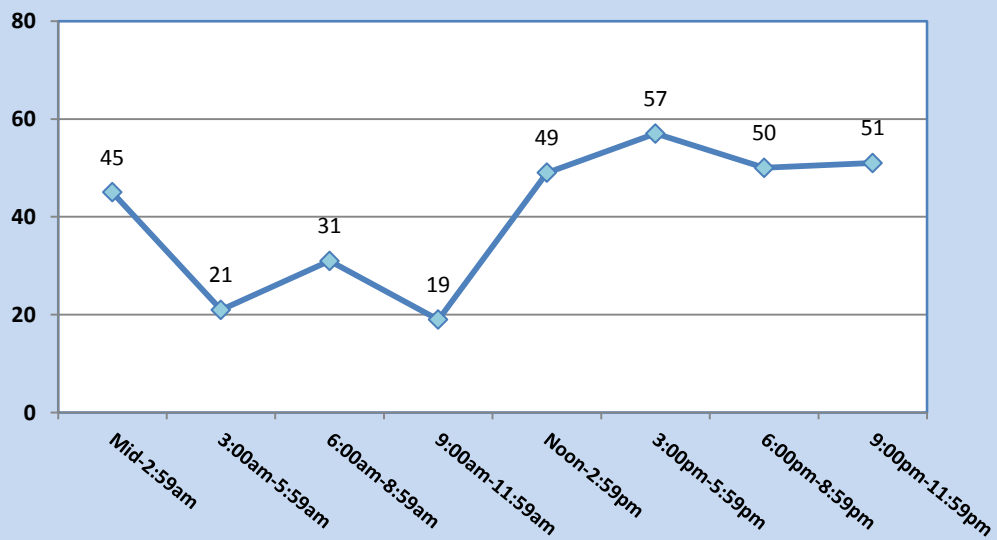
Justification: Virginia conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia selected percent change (4 percent reduction) in speed-related fatalities as a more achievable target than the 3-year or 5-year rolling average.



Speed-Related Fatalities by Month - 2015



Speed-Related Fatalities by Time of Day - 2015



Strategies:

1. Conduct a minimum of 4 statewide high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
2. Conduct a minimum of 100 local high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
3. Conduct a minimum of 700 focused, speed operations lead by Virginia State Police (CTW, Chapter 3, Section(s) 2.2, 2.3)

Speed Related Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
SC	Speed Control	\$1,955,771.00	NHTSA 402
Total All Funds		\$1,955,771.00	

SPEED			
Subrecipient	Project Title	Project Number	Amount Approved
Abingdon Town	Selective Enforcement – Speed	SC-2017-57375-7024	\$12,850.00
Albemarle County	Selective Enforcement – Speed	SC-2017-57345-6994	\$9,336.00
Alleghany County	Selective Enforcement – Speed	SC-2017-57231-6880	\$7,000.00
Altavista Town	Selective Enforcement – Speed	SC-2017-57115-6764	\$5,600.00
Amelia County	Selective Enforcement – Speed	SC-2017-57237-6886	\$15,000.00
Amherst County	Selective Enforcement – Speed	SC-2017-57380-7029	\$9,900.00
Arlington County	Selective Enforcement – Speed	SC-2017-57121-6770	\$18,575.00
Arlington County	Selective Enforcement – Speed	SC-2017-57175-6824	\$14,500.00
Ashland Town	Selective Enforcement – Speed	SC-2017-57256-6905	\$5,760.00
Bedford County	Selective Enforcement – Speed	SC-2017-57107-6756	\$10,880.00
Bedford Town	Selective Enforcement – Speed	SC-2017-57418-7067	\$4,500.00
Blacksburg Town	Selective Enforcement – Speed	SC-2017-57338-6987	\$7,200.00
Blackstone Town	Selective Enforcement – Speed	SC-2017-57215-6864	\$5,104.00
Boykins Town	Selective Enforcement – Speed	SC-2017-57068-6717	\$4,200.00
Buckingham County	Selective Enforcement – Speed	SC-2017-57247-6896	\$5,000.00
Campbell County	Selective Enforcement – Speed	SC-2017-57290-6939	\$12,800.00
Carroll County	Selective Enforcement – Speed	SC-2017-57126-6775	\$19,488.00
Charles City County	Selective Enforcement – Speed	SC-2017-57419-7068	\$13,500.00
Charlottesville City	Selective Enforcement – Speed	SC-2017-57415-7064	\$5,000.00

Chesterfield County	Selective Enforcement – Speed	SC-2017-57009-6658	\$79,540.00
Chincoteague Town	Selective Enforcement – Speed	SC-2017-57154-6803	\$7,500.00
Christiansburg Town	Selective Enforcement – Speed	SC-2017-57328-6977	\$10,880.00
Clarke County	Selective Enforcement – Speed	SC-2017-57052-6701	\$5,005.00
Clarksville Town	Selective Enforcement – Speed	SC-2017-57007-6656	\$4,420.00
Colonial Beach Town	Selective Enforcement – Speed	SC-2017-57258-6907	\$2,250.00
Courtland Town	Selective Enforcement – Speed	SC-2017-57070-6719	\$5,743.00
Covington City	Selective Enforcement – Speed	SC-2017-57111-6760	\$2,640.00
Crewe Town	Selective Enforcement – Speed	SC-2017-57423-7072	\$6,000.00
Culpeper Town	Selective Enforcement – Speed	SC-2017-57025-6674	\$3,800.00
Cumberland County	Selective Enforcement – Speed	SC-2017-57399-7048	\$8,450.00
Danville City	Selective Enforcement – Speed	SC-2017-57393-7042	\$10,939.00
Dumfries Town	Selective Enforcement – Speed	SC-2017-57072-6721	\$10,000.00
Essex County	Selective Enforcement – Speed	SC-2017-57064-6713	\$7,625.00
Exmore Town	Selective Enforcement – Speed	SC-2017-57164-6813	\$8,750.00
Fairfax City	Selective Enforcement – Speed	SC-2017-57422-7071	\$9,600.00
Fairfax County	Selective Enforcement – Speed	SC-2017-57228-6877	\$40,000.00
Falls Church City	Selective Enforcement – Speed	SC-2017-57100-6749	\$13,100.00
Farmville Town	Selective Enforcement – Speed	SC-2017-57166-6815	\$12,000.00
Fauquier County	Selective Enforcement – Speed	SC-2017-57105-6754	\$10,000.00
Franklin County	Selective Enforcement – Speed	SC-2017-57205-6854	\$12,000.00
Frederick County	Selective Enforcement – Speed	SC-2017-57260-6909	\$10,000.00
Fredericksburg City	Selective Enforcement – Speed	SC-2017-57200-6849	\$13,825.00
Galax City	Selective Enforcement – Speed	SC-2017-57269-6918	\$10,680.00
Gate City Town	Selective Enforcement – Speed	SC-2017-57387-7036	\$2,400.00
Giles County	Selective Enforcement – Speed	SC-2017-57168-6817	\$6,000.00
Gloucester County	Selective Enforcement – Speed	SC-2017-57177-6826	\$5,250.00
Goochland County	Selective Enforcement – Speed	SC-2017-57271-6920	\$15,750.00
Greene County	Selective Enforcement – Speed	SC-2017-57384-7033	\$5,000.00
Halifax County	Selective Enforcement – Speed	SC-2017-57184-6833	\$6,680.00
Halifax Town	Selective Enforcement – Speed	SC-2017-57142-6791	\$9,375.00
Hampton City	Selective Enforcement – Speed	SC-2017-57364-7013	\$49,750.00
Harrisonburg City	Selective Enforcement – Speed	SC-2017-57225-6874	\$8,000.00

Haymarket Town	Selective Enforcement – Speed	SC-2017-57303-6952	\$4,500.00
Henrico County	Selective Enforcement – Speed	SC-2017-57316-6965	\$42,000.00
Herndon Town	Selective Enforcement – Speed	SC-2017-57056-6705	\$14,850.00
Hillsville Town	Selective Enforcement – Speed	SC-2017-57090-6739	\$4,500.00
Hopewell City	Selective Enforcement – Speed	SC-2017-57259-6908	\$12,300.00
James City County	Selective Enforcement – Speed	SC-2017-57187-6836	\$19,404.00
Jonesville Town	Selective Enforcement – Speed	SC-2017-57243-6892	\$4,500.00
King and Queen County	Selective Enforcement – Speed	SC-2017-57378-7027	\$3,000.00
King George County	Selective Enforcement – Speed	SC-2017-57222-6871	\$8,000.00
King William County	Selective Enforcement – Speed	SC-2017-57134-6783	\$7,500.00
Loudoun County	Selective Enforcement – Speed	SC-2017-57022-6671	\$27,920.00
Lynchburg City	Selective Enforcement – Speed	SC-2017-57245-6894	\$14,000.00
Madison County	Selective Enforcement – Speed	SC-2017-57414-7063	\$10,850.00
Manassas City	Selective Enforcement – Speed	SC-2017-57218-6867	\$16,000.00
Manassas Park City	Selective Enforcement – Speed	SC-2017-57062-6711	\$20,000.00
Martinsville City	Selective Enforcement – Speed	SC-2017-57356-7005	\$5,017.00
Mathews County	Selective Enforcement – Speed	SC-2017-57257-6906	\$5,120.00
Middletown Town	Selective Enforcement – Speed	SC-2017-57347-6996	\$6,000.00
Narrows Town	Selective Enforcement – Speed	SC-2017-57349-6998	\$4,500.00
New Kent County	Selective Enforcement – Speed	SC-2017-57304-6953	\$11,375.00
Norfolk City	Selective Enforcement – Speed	SC-2017-57130-6779	\$29,328.00
Northampton County	Selective Enforcement – Speed	SC-2017-57198-6847	\$7,500.00
Northumberland County	Selective Enforcement – Speed	SC-2017-57368-7017	\$3,850.00
Nottoway County	Selective Enforcement – Speed	SC-2017-57147-6796	\$17,386.00
Onley Town	Selective Enforcement – Speed	SC-2017-57196-6845	\$5,000.00
Orange County	Selective Enforcement – Speed	SC-2017-57306-6955	\$16,538.00
Patrick County	Selective Enforcement – Speed	SC-2017-57367-7016	\$4,500.00
Pearisburg Town	Selective Enforcement – Speed	SC-2017-57112-6761	\$8,588.00
Pembroke Town	Selective Enforcement – Speed	SC-2017-57037-6686	\$7,500.00
Pittsylvania County	Selective Enforcement – Speed	SC-2017-57363-7012	\$8,100.00
Poquoson City	Selective Enforcement – Speed	SC-2017-57297-6946	\$6,394.00
Portsmouth City	Selective Enforcement – Speed	SC-2017-57005-6654	\$6,958.00
Powhatan County	Selective Enforcement – Speed	SC-2017-57078-6727	\$18,000.00

Prince Edward County	Selective Enforcement – Speed	SC-2017-57311-6960	\$4,736.00
Prince George County	Selective Enforcement – Speed	SC-2017-57377-7026	\$8,400.00
Prince William County	Selective Enforcement – Speed	SC-2017-57129-6778	\$22,500.00
Pulaski Town	Selective Enforcement – Speed	SC-2017-57136-6785	\$6,500.00
Rappahannock County	Selective Enforcement – Speed	SC-2017-57091-6740	\$9,369.00
Richmond City	Selective Enforcement – Speed	SC-2017-57065-6714	\$40,000.00
Richmond County	Selective Enforcement – Speed	SC-2017-57066-6715	\$9,000.00
Roanoke City	Selective Enforcement – Speed	SC-2017-57341-6990	\$13,440.00
Roanoke County	Selective Enforcement – Speed	SC-2017-57055-6704	\$29,250.00
Rockbridge County	Selective Enforcement – Speed	SC-2017-57325-6974	\$5,000.00
Salem City	Selective Enforcement – Speed	SC-2017-57017-6666	\$9,735.00
Spotsylvania County	Selective Enforcement – Speed	SC-2017-57013-6662	\$51,000.00
Stafford County	Selective Enforcement – Speed	SC-2017-57412-7061	\$10,500.00
Strasburg Town	Selective Enforcement – Speed	SC-2017-57322-6971	\$6,369.00
Tappahannock Town	Selective Enforcement – Speed	SC-2017-57159-6808	\$5,144.00
Tazewell Town	Selective Enforcement – Speed	SC-2017-57086-6735	\$5,200.00
Timberville Town	Selective Enforcement – Speed	SC-2017-57155-6804	\$3,000.00
Vienna Town	Selective Enforcement – Speed	SC-2017-57040-6689	\$17,460.00
Virginia Commonwealth University	Selective Enforcement – Speed	SC-2017-57119-6768	\$10,800.00
Virginia Department of State Police	Selective Enforcement – Speed	SC-2017-57044-6693	\$619,500.00
Washington County	Selective Enforcement – Speed	SC-2017-57180-6829	\$10,500.00
Waynesboro City	Selective Enforcement – Speed	SC-2017-57073-6722	\$14,000.00
Weber City Town	Selective Enforcement – Speed	SC-2017-57124-6773	\$6,750.00
Westmoreland County	Selective Enforcement – Speed	SC-2017-57272-6921	\$11,250.00
Windsor Town	Selective Enforcement – Speed	SC-2017-57362-7011	\$11,375.00
Woodstock Town	Selective Enforcement – Speed	SC-2017-57204-6853	\$6,870.00
Wythe County	Selective Enforcement – Speed	SC-2017-57264-6913	\$28,000.00
Total			\$1,955,771.00

Motorcycle Safety Program Area

There were 70 motorcyclists killed in fatal crashes in Virginia. The majority of multi-vehicle motorcycle crashes result from two-vehicle crashes at 50 percent. One hundred percent of the persons killed in two-vehicle crashes involving a motorcycle and a passenger vehicle were motorcyclists.

Single vehicle crashes accounted for 39 percent of motorcycle fatal crashes. Top causes of all motorcycle fatalities were: running off the road/hitting fixed objects or speeding. The months with the highest number of motorcycle fatalities were May (16 or 23%) and August (12 or 17%). These two months accounted for fifty-seven percent of all the motorcycle fatalities. Seventy-one percent of the fatalities occurred between the hours of noon and midnight. The top regions for fatal motorcycle crashes were Portsmouth at 29 percent and Fairfax at 22 percent. Virginia has a very high helmet use rate experiencing one unhelmeted fatality.

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

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

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

On average, nearly 13,600 students attended the motorcycle training courses during calendar years 2011-2015. Nearly 12,800 or 94 percent of the total students passed the course. Only a small percentage or 3 percent (358) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist was at fault in the crash 43 percent of the time with the top driver's actions of fail to maintain control of motorcycle, following too close and speed.

Motorcyclist Fatalities

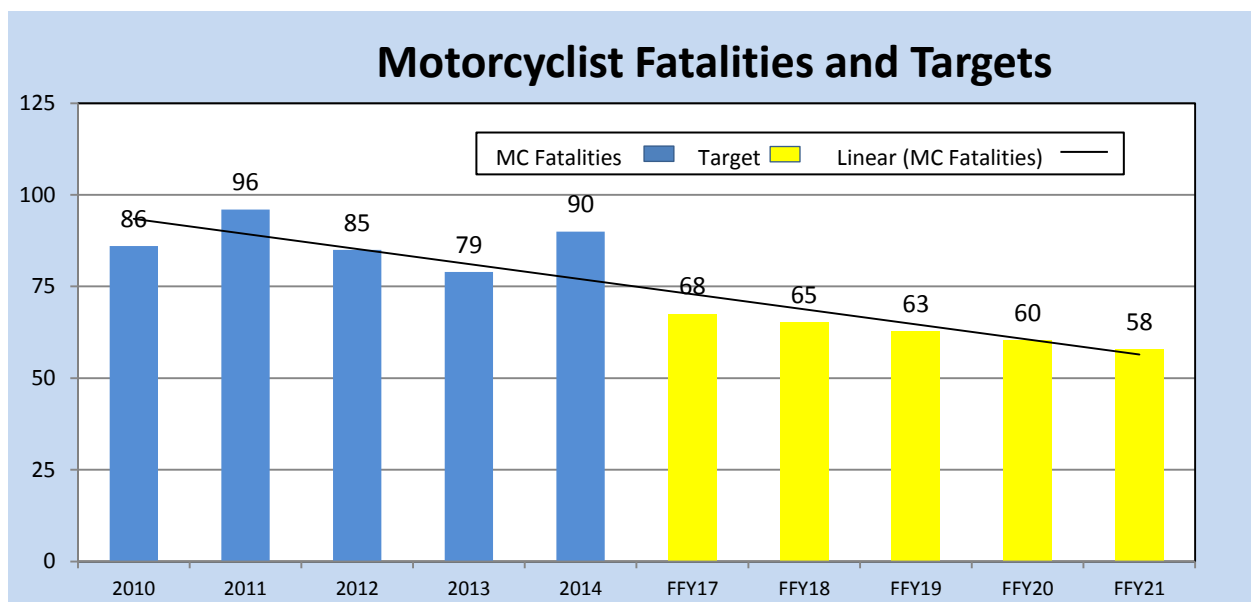
Motorcycle Safety Course Taken	2010	2011	2012	2013	2014	2015
No	76	80	71	57	63	61
Yes	2	10	7	6	14	9
Total	78	90	78	63	77	70
% of Motorcyclists Killed who did not take a MC Course	97%	89%	91%	90%	82%	87%

Innovative strategies to address this area will focus on implementing:

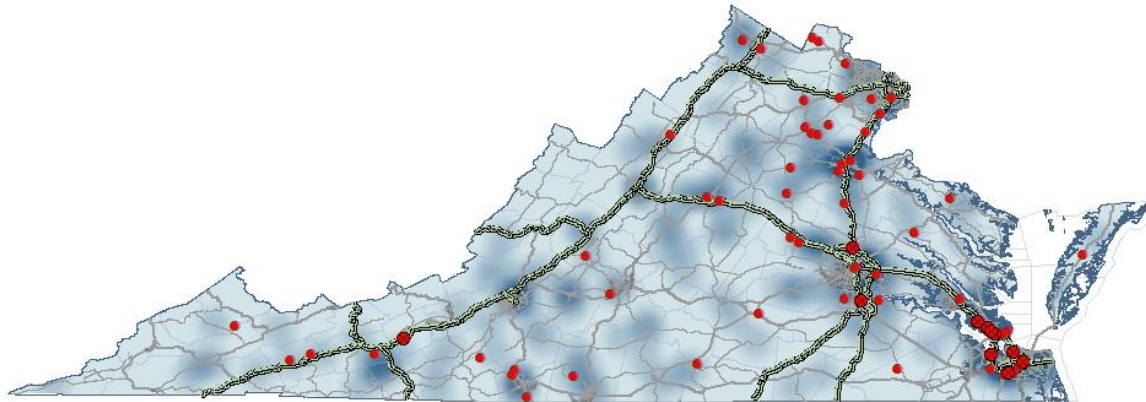
- An awareness campaign in February the month before motorcycle fatalities begin to increase. The campaigns will encourage rider training for motorcyclists, with emphasis on posted speed limits and highway conditions;
- Basic, advanced, and 3 wheel education and training; and
- Providing motorcycle awareness to new drivers through education provided in driver's education.

Evaluation of Motorcycle Safety Program

- VAHSO request a NHTSA Assessment for the Motorcycle Safety Program for 2017 to evaluate the current programs strengths and to identify areas for improvements.



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



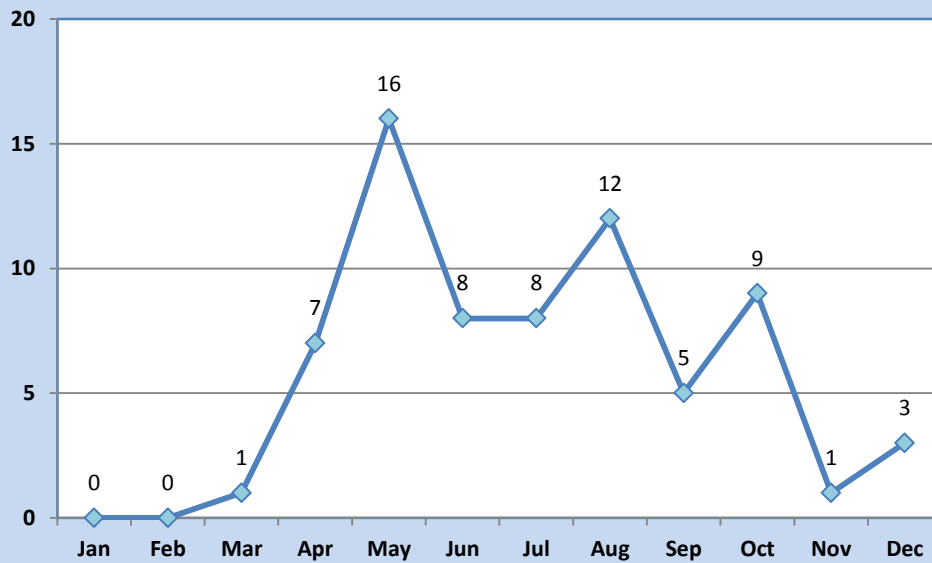
2015 Fatal Crashes Involving Motorcycles in Virginia

- Interstate Crashes
- Non-Interstate Crashes

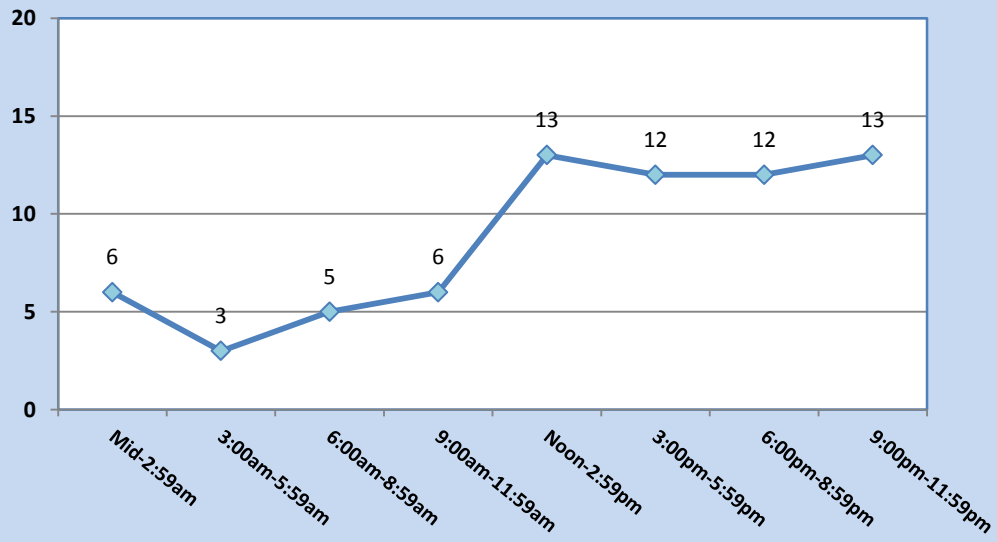
0 25 50 100 Miles



Motorcycle Fatalities by Month - 2015



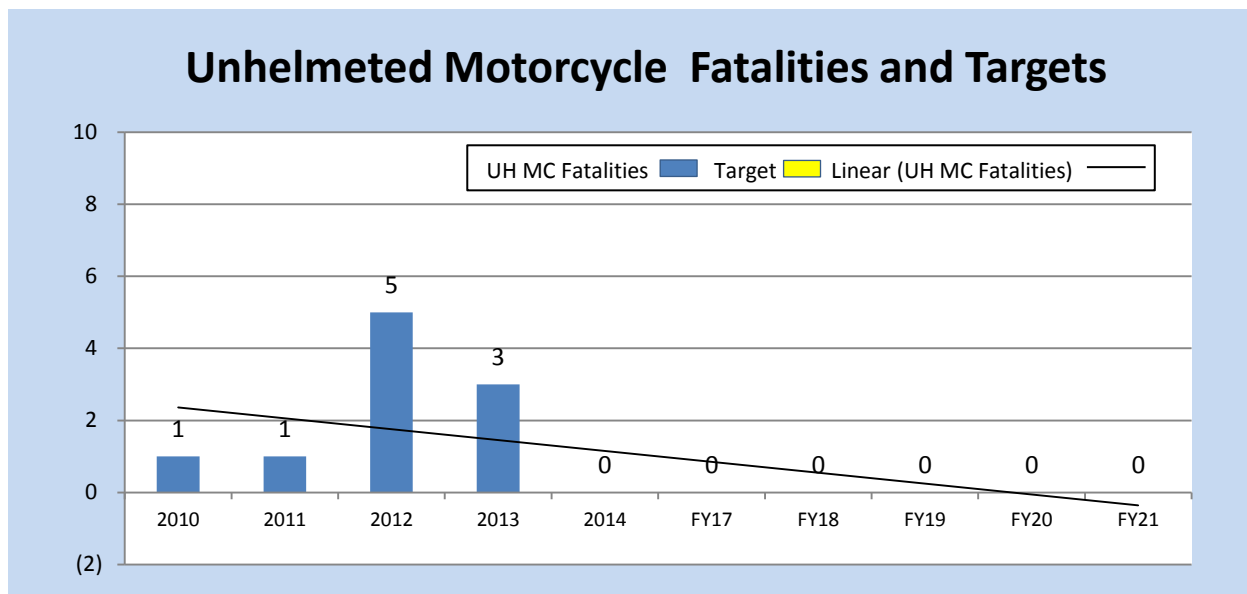
Motorcycle Fatalities by Time of Day - 2015



Measure C-7: Maintain **unhelmeted motorcyclist** fatalities from 0 to 0 by December 31, 2017

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

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



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

Strategies

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

Motorcycle Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
M9MT	Motorcycle Safety	\$164,100.00	405f Motorcycle Programs-MAP 21
MC	Motorcycle Safety	\$409,880.00	NHTSA 402
Total All Funds		\$573,980.00	

MOTORCYCLE SAFETY			
Sub Recipient	Project Title	Project Number	Amount Awarded
Motorcycle Safety League of Virginia	Motorcycle Curriculum and Three Wheel Training Equipment - 2010 Grant	M9MT-2017-57408-7057	\$164,100.00
Motorcycle Safety League of Virginia	Motorcycle & Sidecar/Trike Education	MC-2017-57420-7069	\$253,000.00
Richmond Ambulance Authority	Rider Alert	MC-2017-57024-6673	\$10,880.00
Virginia Department of Motor Vehicles	2010 Motorists' Awareness of Motorcycles Paid Media	MC-2017-57339-6988	\$66,000.00
Virginia Department of Motor Vehicles	402 Motorcycle Safety Paid Media	MC-2017-57340-6989	\$80,000.00
Total			\$573,980.00

Drivers Age 20 or Younger Involved in Fatal Crashes

Seventy-four drivers age 20 or younger were involved in fatal crashes on Virginia roadways. The top jurisdictions where the fatal crashes occurred were Chesterfield County and Pittsylvania County. Forty-two percent of the fatal crashes occurred on the weekend (Saturday or Sunday), 48 percent occurred between 3pm and midnight. Failing to maintain control of the vehicle (running off the road) and speeding, accounted for 44 percent of the driver actions. Ninety-four percent of the fatal crashes were on a non-interstate roadway.

Innovative strategies to address this area should focus on Saturdays and Sundays, mid-afternoon to mid-night; speed and training young drivers on maintaining control of their vehicle. Strategies and funding will be incorporated in alcohol programs, selective enforcement, driver education programs, and public information.

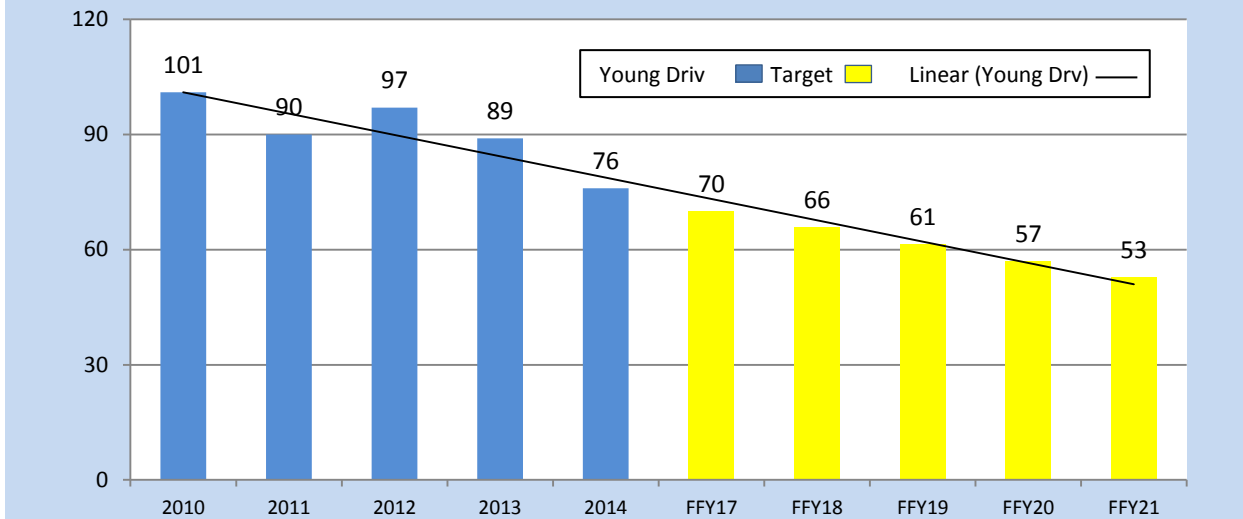
Measure C-9: Decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2014 calendar base year of 76 to 70 by December 31, 2017.

	Baseline Data						2017 Target
	2010	2011	2012	2013	2014	2015	
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	101	90	97	89	76	74	70

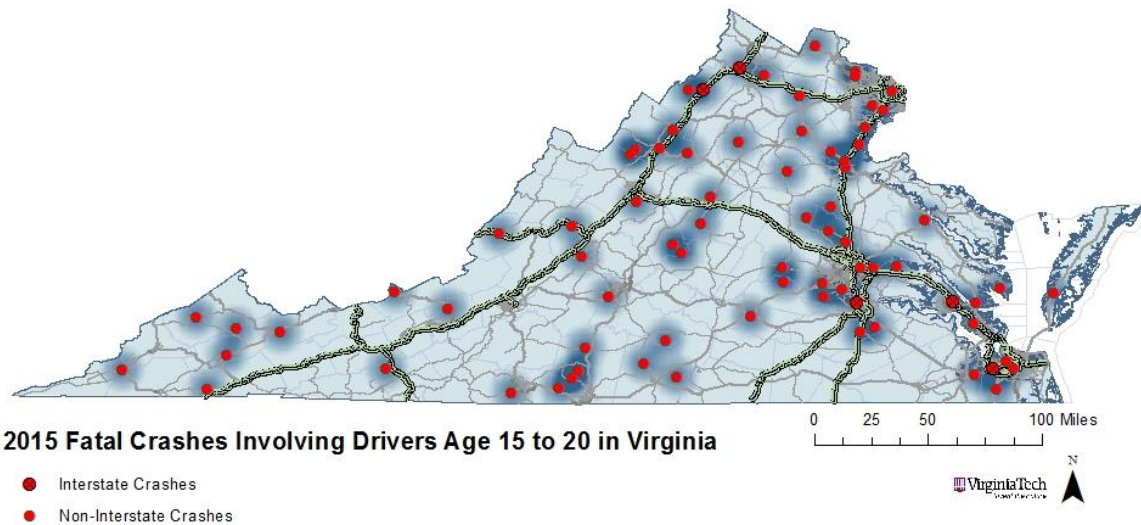
Note: 2014 calendar base year data was used to calculate the 2017 target. 2015 is preliminary FARS data.

Virginia will also continue to address its teen driver fatalities (15 to 19 year olds.) In 2015, 34 drivers and 12 passengers ages 15-19 died on Virginia roads; 6 percent and 9 percent respectively of all drivers and passengers killed. Of the 34 drivers killed 57 percent were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) increased 26 percent in 2015 as compared to 2014 (34 vs. 27). Speed was a factor in 61 percent (36) of the fatal crashes. Two of the teen drivers had been drinking. Failure to maintain control of the vehicle (running off the road) and speed were the top driver's action accounting for 59 percent of the fatalities. Hanover County, Augusta County, Fairfax County, Loudoun County and Pittsylvania County were the top jurisdictions for teen driver fatalities.

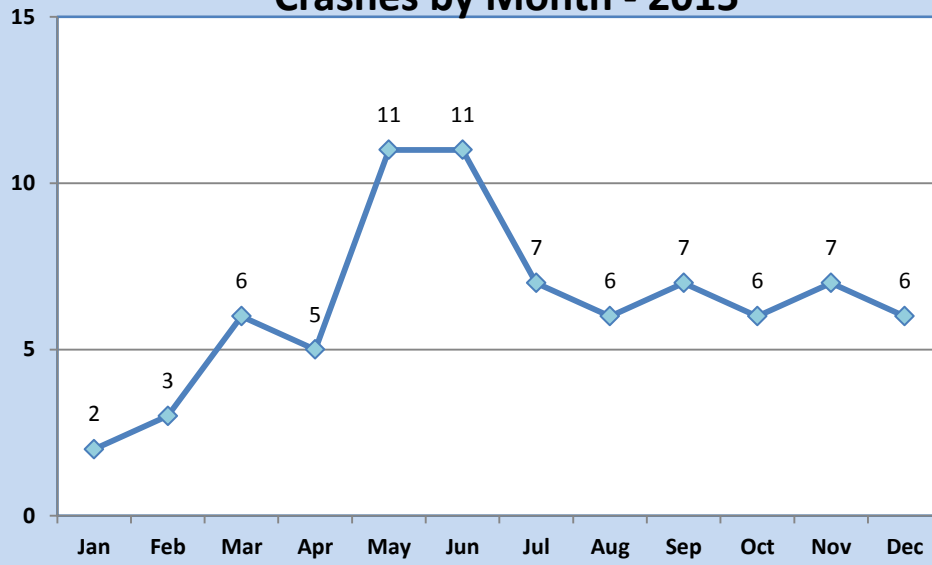
Driver Age 20 and Younger Involved in Fatal Crashes and Targets



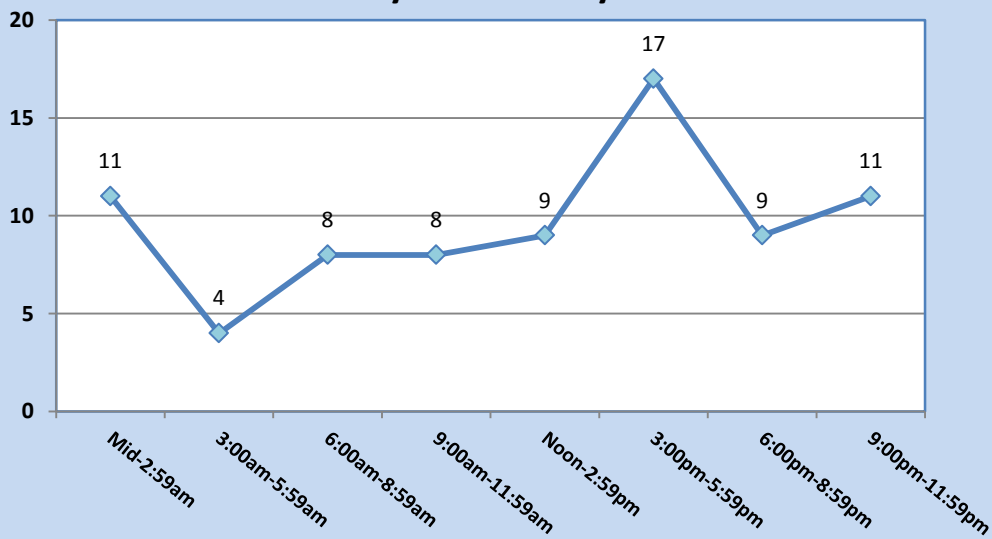
Justification: Virginia conducted trend analyses using annual numbers, 3-year and 5-year rolling averages. Virginia selected the 3-year rolling average (8 percent reduction) in young drivers involved in fatal crashes as a more achievable target than the annual or 5-year rolling average.



Drivers Age 20 or Younger Involved in Fatal Crashes by Month - 2015



Drivers Age 20 or Younger Involved in Fatal Crashes by Time of Day - 2015



Strategies

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

Drivers Age 20 or Younger Involved in Fatal Crashes: Budget Summary

Program Area	Project Focus	Budget	Funding Source
154AL	Alcohol - Drivers Age 20 or Younger	\$237,416.00	154 Transfer
M6OT	Alcohol – Drivers Age 20 or Younger	\$172,506.00	405d Impaired Driving Low-MAP 21
DE	Driver Education – Drivers Age 20 or Younger	\$432,277.00	NHTSA 402
OP	OP – Drivers Age 20 or Younger	\$300,166.00	NHTSA 402
Total All Funds		\$1,142,365.00	

DRIVERS AGE 20 OR YOUNGER			
Subrecipient	Project Title	Project Number	Amount Approved
Virginia Department of State Police	VSP/YOVASO - AL	154AL-2017-57137-6786	\$237,416.00
The Virginia Association for Health, Physical Education, Recreation and Dance	2017 Underage Drinking Prevention Grant	M6OT-2017-57403-7052	\$172,506.00
Children and Parent Resource Group, Inc.	Life Changing Experiences Community Education Project - Cinema Drive	DE-2017-57319-6968	\$32,300.00
Prince William County	Partners for Safe Teen Driving	DE-2017-57077-6726	\$97,517.00
Virginia Department of Education	Parent Involvement	DE-2017-57400-7049	\$266,500.00
Virginia Department of Motor Vehicles	45 hour Parent Teen Guide	DE-2017-57199-6848	\$35,960.00

Drive Safe Hampton Roads	Occupant Protection	OP-2017-57217-6866	\$39,650.00
Virginia Department of State Police	VSP/YOVASO - OP	OP-2017-57135-6784	\$260,516.00
Total			\$1,142,365.00

Pedestrian Safety Program Area

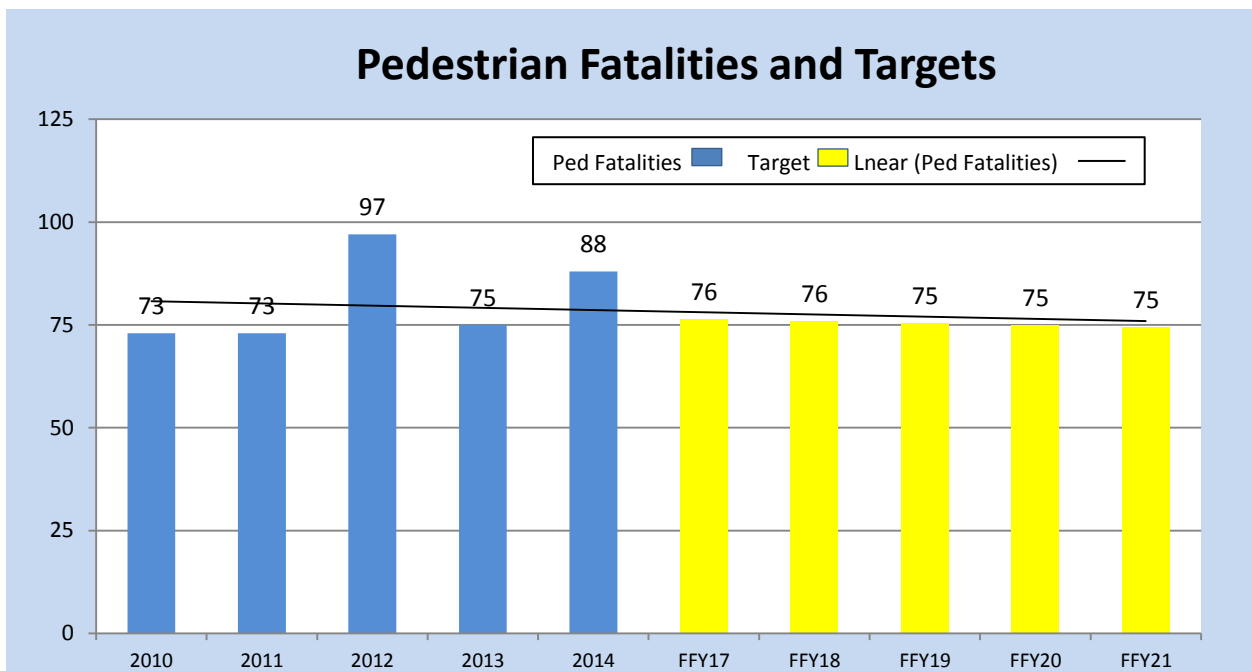
In Virginia, 78 pedestrians were killed in fatal crashes. The pedestrian was at fault fifty-four percent of the time. Fifty-four percent or 42 of the pedestrians killed in fatal crashes were crossing the roadway. Fifty-six percent or 44 of pedestrians were killed between the hours of 6pm and midnight. Sixty-five percent of pedestrians were killed on an urban/city roadway followed by 35 percent on rural routes. Ninety-nine percent or 77 of pedestrians killed were not wearing reflective clothing. Thirty-three percent or 26 of the pedestrians killed were drinking. The jurisdictions for pedestrian fatalities were Fairfax County (13) and Chesapeake City (5). Forty-four percent of the pedestrian fatalities were over the age of 50.

Innovative strategies and funding to address this area should focus on alcohol, enforcement, education and awareness specifically during nighttime hours.

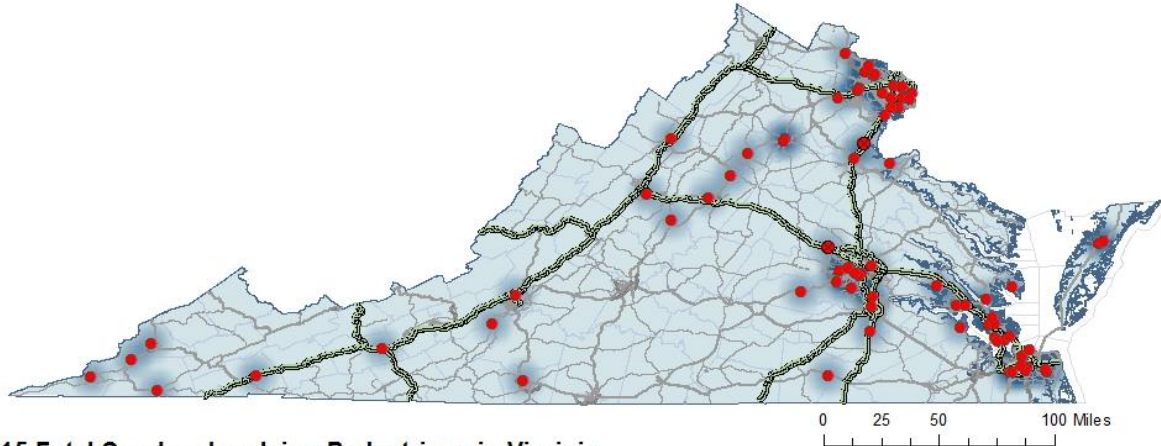
Measure C-10: Reduce **pedestrian fatalities** 14 percent from the 2014 calendar base year of 88 to 76 by December 31, 2017.

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

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



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

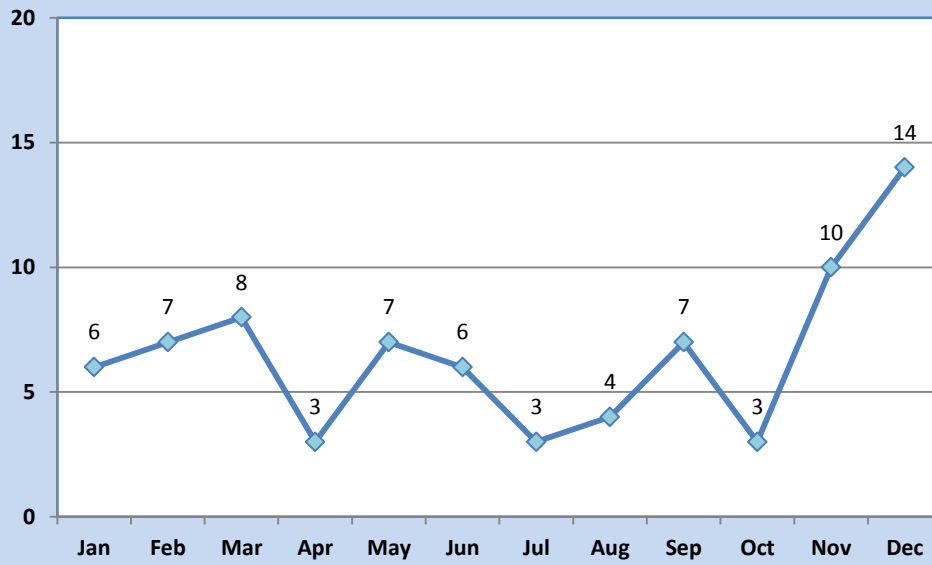


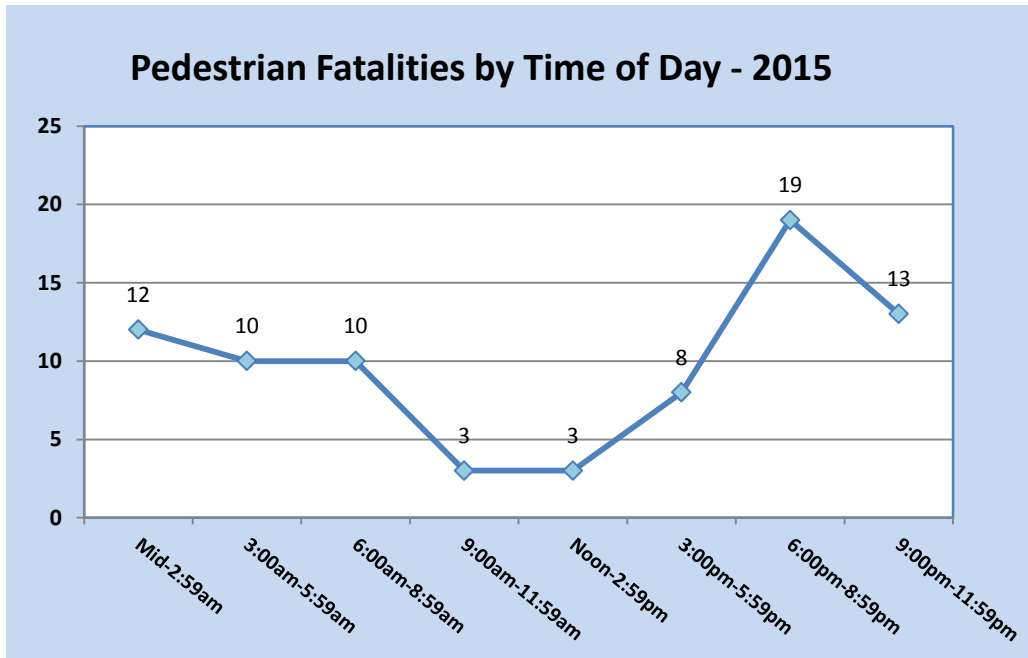
2015 Fatal Crashes Involving Pedestrians in Virginia

- Interstate Crashes
- Non-Interstate Crashes



Pedestrian Fatalities by Month - 2015





Strategies

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4).
2. Partner with sub-grantees to conduct safety campaigns throughout 2017:
 - Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4, 4.5).
 - Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 8, Section(s) 3.1, 4.2, 4.3, 4.4).
3. Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles. (CTW, Chapter 8, Section 4.5).
 - Support and maintain a bicycle and pedestrian safety website.
 - Distribute approximately 18,000 "Sharing the Roads in Virginia" pocket guides (English and Spanish) to Virginians containing thorough information about the Commonwealth's pedestrian and bicycling laws.

Pedestrian Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
PS	Pedestrian Safety	\$271,561.00	NHTSA 402
Total All Funds		\$271,561.00	

PEDESTRIAN SAFETY			
Subrecipient	Project Title	Project Number	Amount Approved
Arlington County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57261-6910	\$4,400.00
Fairfax County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57238-6887	\$18,000.00
Metro Washington Council of Government	Street Smart Regional Pedestrian and Bicycle Safety Program	PS-2017-57208-6857	\$160,000.00
Metropolitan Richmond Sports Backers, Inc.	Bike Lane Safety Educational Campaign	PS-2017-57365-7014	\$12,200.00
Northern Virginia Regional Commission	2017 Bicycle Pedestrian Safety Activities Sharing the Road in Virginia	PS-2017-57151-6800	\$58,531.00
Prince William County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57330-6979	\$6,750.00
Richmond City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57067-6716	\$6,500.00
Roanoke City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57342-6991	\$3,200.00
Salem City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57020-6669	\$1,980.00
Total			\$271,561.00

Bicycle Safety Program Area

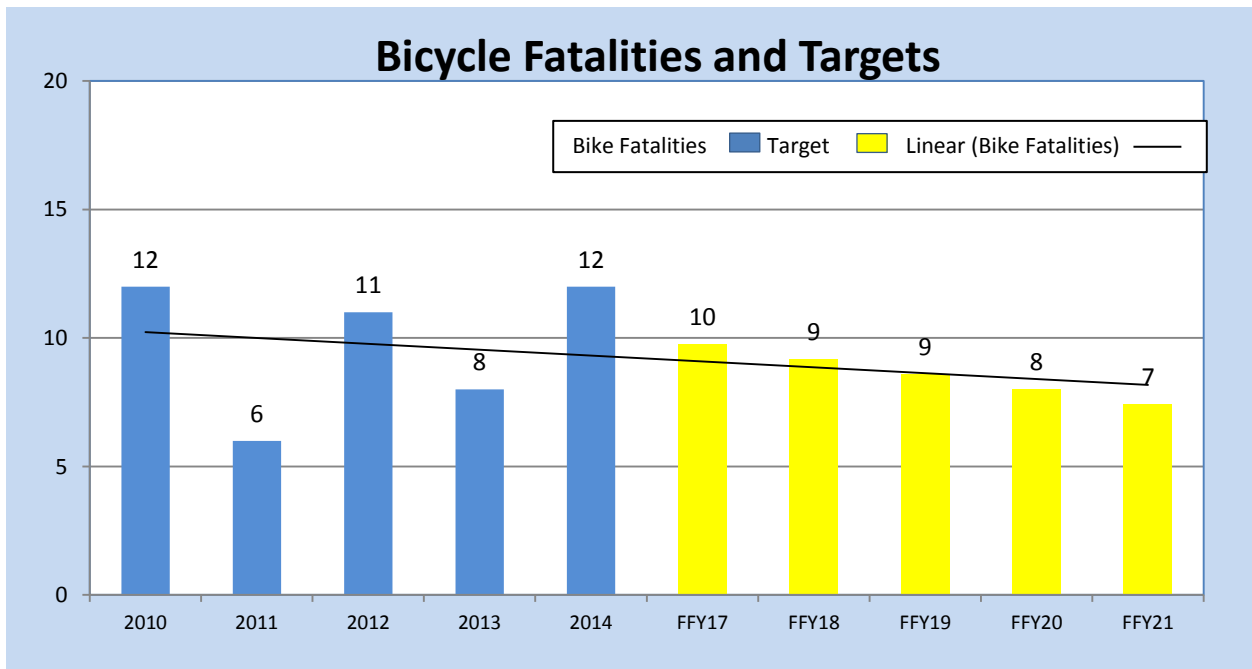
In Virginia, 15 bicyclists were killed in fatal crashes. The bicyclist was at fault sixty-seven percent of the time. Sixty-seven percent (10) of the bicyclists killed were not wearing a helmet. Forty percent or 6 of the bicyclists were killed between the hours of 6pm and 9pm. Sixty-seven percent of bicyclists were killed on an urban/city roadway followed by 33 percent on rural routes. One third of the fatal crashes involving a bicycle occurred during the weekend (Friday/Saturday). Three (20%) of the bicyclists killed were drinking. Virginia Beach City had the highest number of bicycle fatalities (3) followed by Hanover County (2). Forty-seven percent of the bicyclists killed were over age 50.

Innovative strategies and funding to address this area should focus on enforcement, education and awareness specifically during late afternoon.

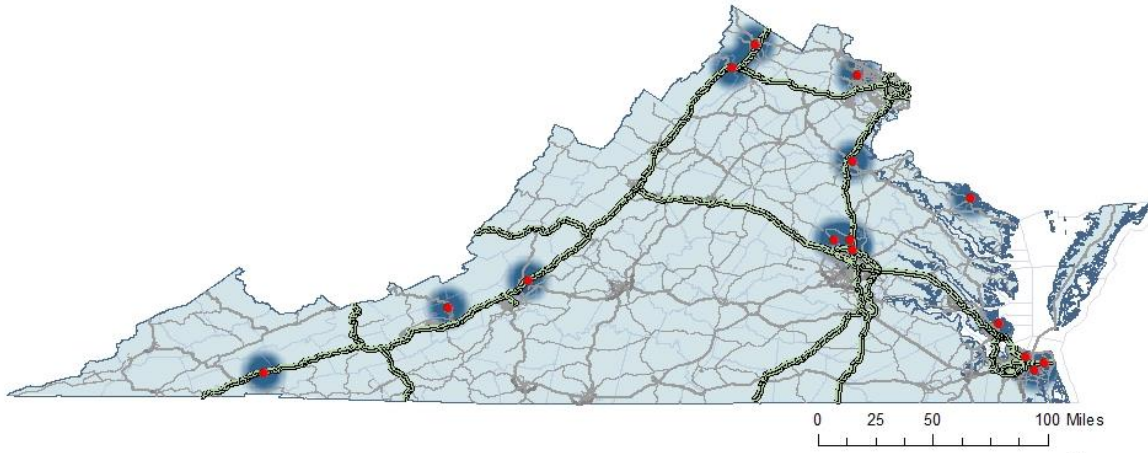
Measure C-11: Reduce **bicyclist fatalities** 17 percent from the 2014 calendar base year of 12 to 10 by December 31, 2017.

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

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

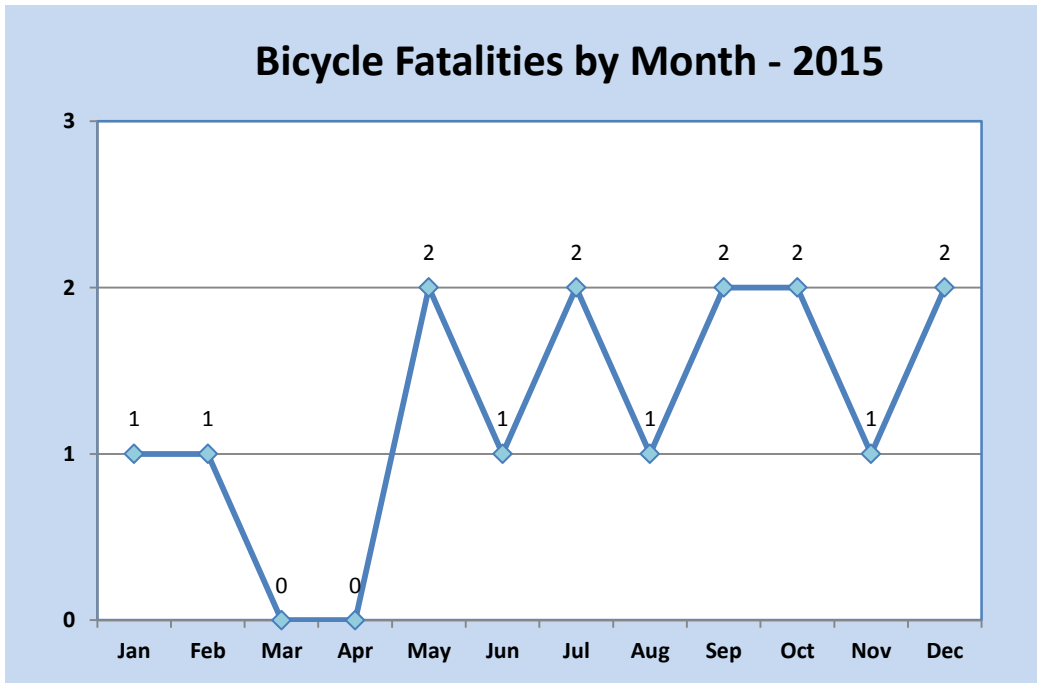


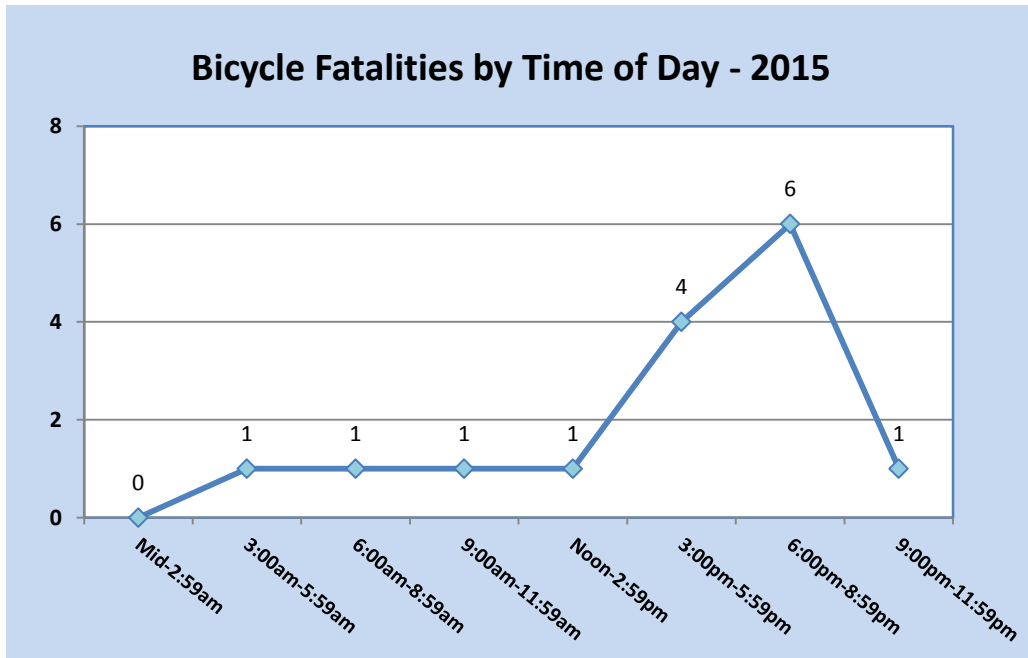
Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the 5 year rolling average (17 percent reduction) in bicyclist fatalities as a more achievable target than the annual or 3-year rolling average.



2015 Fatal Crashes Involving Bicycles in Virginia

● Non-Interstate Crashes





Strategies

- 1 Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 9, Section(s) 3.3).
- 2 Partner with sub-grantees to conduct safety campaigns throughout 2017:
 - Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. (CTW, Chapter 9, Section(s) 1.3, 2.2, 3.2, 3.3, 4.1, 4.2).
 - Outreach efforts will include a campaign that combines bicycle and pedestrian enforcement and education to encourage everyone to share the road. (CTW, Chapter 9, Section(s) 1.3, 2.2, 3.2, 4.1, 4.2, 4.3, 4.4).
- 3 Support creation and distribution of web-based and printed materials to increase awareness and understanding of sharing the roadway for all users, including pedestrians and bicycles. (CTW, Chapter 9, Sections 1.3, 2.2, 3.2, 4.1, 4.2).
 - Support and maintain a bicycle and pedestrian safety website.
 - Distribute approximately 18,000 "Sharing the Roads in Virginia" pocket guides (English and Spanish) to Virginians containing thorough information about the Commonwealth's pedestrian and bicycling laws.
4. Conduct bicycle safety training events and create bicycle awareness messaging. (CTW, Chapter 9, Sections 1.3, 2.2, 3.2, 4.1, 4.2).

Bicycle Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
PS	Bicycle Safety	\$271,561.00	NHTSA 402
Total All Funds		\$271,561.00	

BICYCLE SAFETY			
Subrecipient	Project Title	Project Number	Amount Approved
Arlington County	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57261-6910	\$4,400.00
Fairfax County	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57238-6887	\$18,000.00
Metro Washington Council of Government	Street Smart Regional Pedestrian and Bicycle Safety Program	PS-2017-57208-6857	\$160,000.00
Metropolitan Richmond Sports Backers, Inc.	Bike Lane Safety Educational Campaign	PS-2017-57365-7014	\$12,200.00
Northern Virginia Regional Commission	2017 Bicycle Pedestrian Safety Activities Sharing the Road in Virginia	PS-2017-57151-6800	\$58,531.00
Prince William County	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57330-6979	\$6,750.00
Richmond City	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57067-6716	\$6,500.00
Roanoke City	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57342-6991	\$3,200.00
Salem City	Selective Enforcement – Pedestrian/Bicycle	PS-2017-57020-6669	\$1,980.00
Total			\$271,561.00

Traffic Records Program Area

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 was completed in May 2016 and its overall traffic records program rated above the National average in all but one core component system. VAHSO rated ninety-three percent in crash, planning, management, data use, analysis and integration of the national criteria for an "ideal" traffic records program. This is nearly 20 points higher/above the national average of seventy-three percent. 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 implemented in 2017.

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.

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

Strategies

1. Increase 2016 street level crash location data from 0 to 125,000
2. Increase electronic submission of crash reports by law enforcement from 91percent to 98 percent (TR Assessment recommendation)
3. Integrate 4 ignition interlock vendor process to electronically capture vendor interlock information (TR Assessment recommendation)
4. Implement a minimum of 5 new crash business rules in TREDS to enhance at least one of the six characteristics of the core database (accuracy, timeliness, uniformity, integration, completeness and accessibility) (TR Assessment recommendation)
5. Interface the crash data system with EMS/ISS (TR Assessment recommendation)
6. Review crash system for improved compliance with the MMUCC 4th Edition

Traffic Records/Data Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
154AL	Traffic Records / Alcohol Projects	\$205,000.00	154 Transfer Funds
M3DA	Data Program	\$1,106,300.00	405c Data Program-MAP 21
TR	Traffic Records	\$566,722.00	NHTSA 402
Total All Funds		\$1,878,022.00	

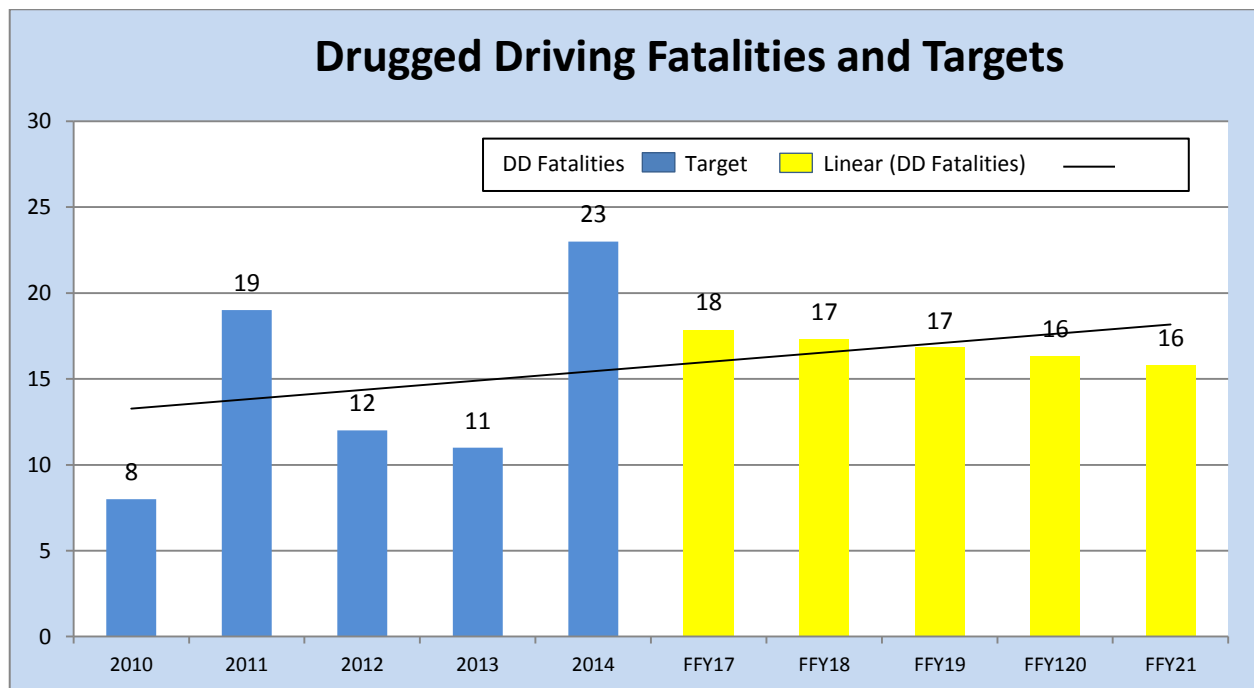
TRAFFIC RECORDS/DATA			
Subrecipient	Project Title	Project Number	Amount Approved
Virginia Department of Motor Vehicles	DUI Projects/VASAP-Ignition Interlock/eSummons	154AL-2017-57344-6993	\$205,000.00
Virginia Department of Motor Vehicles	S2S - State to State Verification System	M3DA-2017-57385-7034	\$108,200.00
Virginia Department of Motor Vehicles	TREDS Projects - VA's Highway Safety Information System	M3DA-2017-57346-6995	\$998,100.00
Supreme Court of Virginia	Improve Traffic Data. Create New and Modify Existing Traffic Reports	TR-2017-57279-6928	\$44,850.00
Virginia Department of Motor Vehicles	VAHSO Data Analyst	TR-2017-57249-6898	\$52,672.00
Virginia Department of Motor Vehicles	VAHSO/VA Tech Analytics and Reporting	TR-2017-57320-6969	\$235,200.00
Virginia Department of Motor Vehicles	VAHSO/VA Tech Crash Location Project	TR-2017-57370-7019	\$234,000.00
Total			\$1,878,022.00

Drugged Driver Fatalities

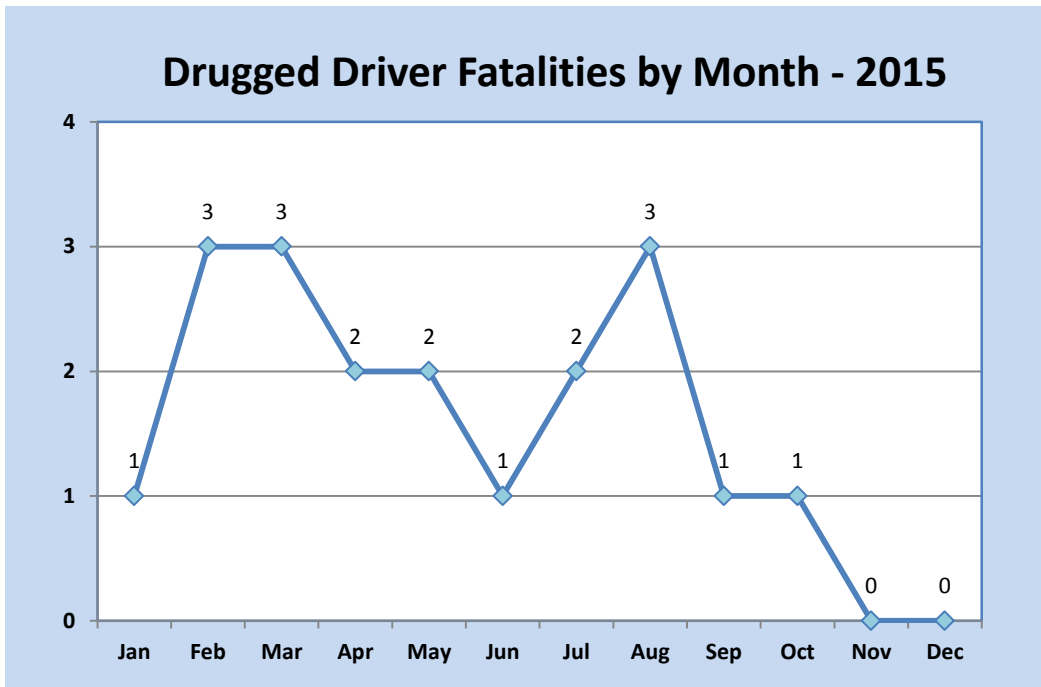
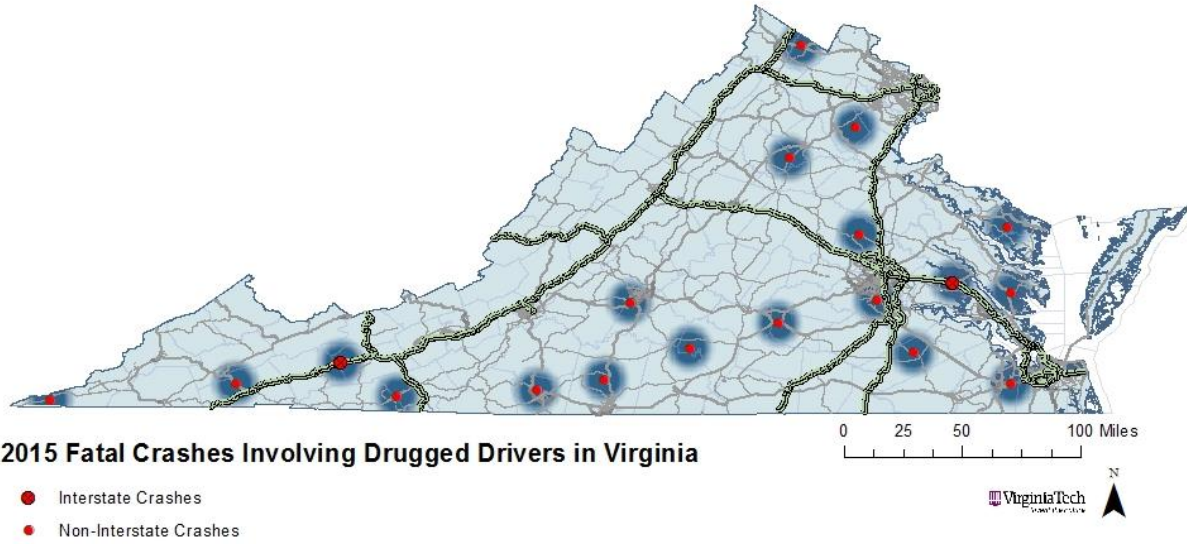
In Virginia, drugged driver fatalities decreased seventeen percent in 2015 as compared to 2014 (19 vs. 23). Failure to maintain control of the vehicle, running off the road accounted for thirty-seven percent of the fatalities. Forty-seven percent of the drugged driver fatalities were between the ages of 36-65. Thirty-two percent of the fatalities occurred during the evening/night hours between the hours of 6 pm and midnight. One drugged driver had also been drinking. The top jurisdiction for the drugged driver fatalities was Clarke County (2).

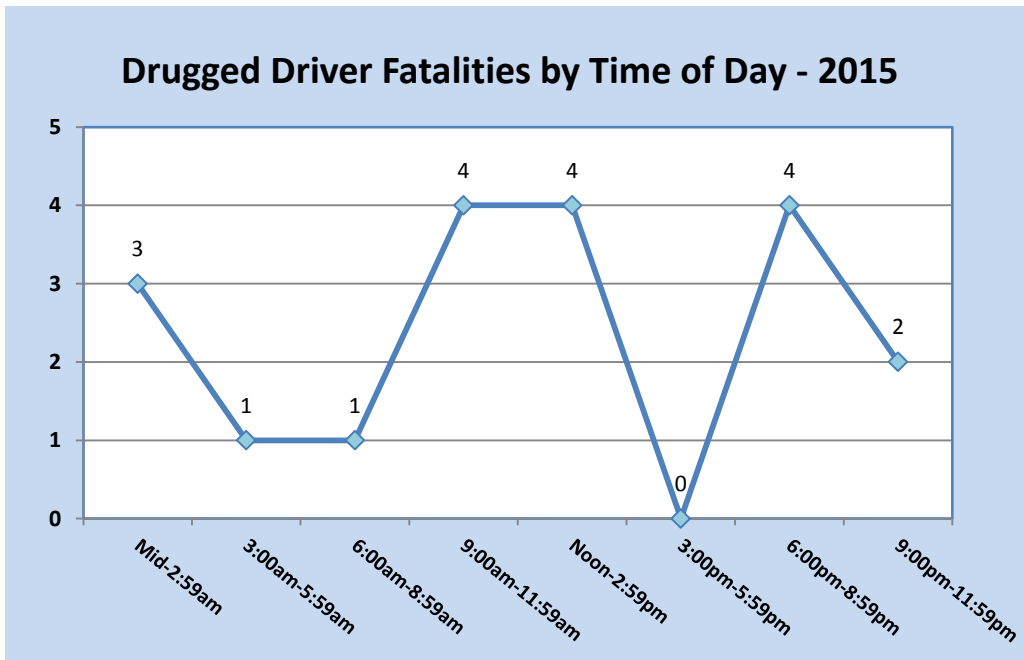
Measure: Reduce drugged driving **fatalities** 22 percent from the 2014 calendar base year of 23 to 18 by December 31, 2017.

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



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the percentage change (22 percent reduction) in drugged driving fatalities as a more achievable target than the annual or 3-year or 5-year rolling average.





Strategies

1. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 4 courses per year, 1 per quarter (CTW, Chapter 1, Section(s) 7.1, 7.3)
2. Continue to develop the Drug Recognition Expert Program, including ensuring that at least 20 DRE's are certified and active. (CTW, Chapter 1, Section(s) 7.1, 7.3)
3. Conduct a statewide training session for Virginia drug court staff (CTW, Chapter 1, Section(s) 3.1, 4.1, 4.4)
4. Conduct 6 youth peer to peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances. (CTW Chapter 1, Section(s) 6-5, 7.3)

Drugged Driver Safety: Budget Summary

Program Area	Project Focus	Budget	Funding Source
M6OT	Drugged Driver	\$33,000.00	405d Impaired Driving Low-MAP 21
Total All Funds		\$33,000.00	

DRUGGED DRIVER SAFETY

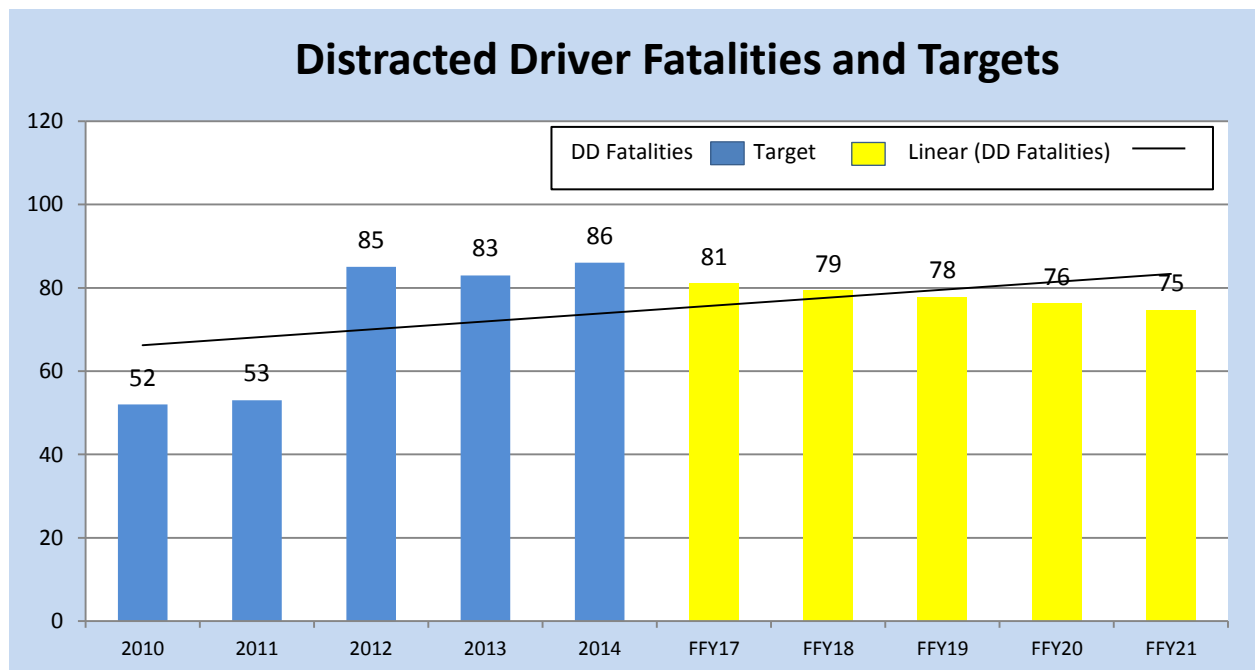
Subrecipient	Project Title	Project Number	Amount Approved
Virginia Department of Motor Vehicles	ARIDE Training	M6OT-2017-57358-7007	\$18,000.00
Virginia Department of Motor Vehicles	DRE Program	M6OT-2017-57359-7008	\$15,000.00
Total			\$33,000.00

Distracted Driver Fatalities

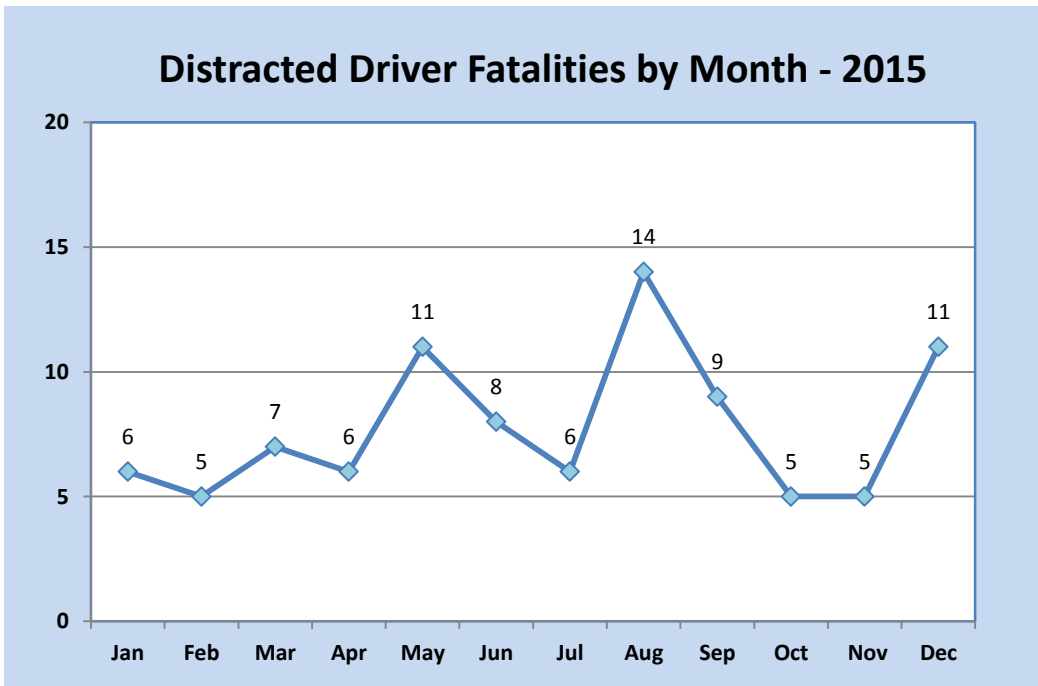
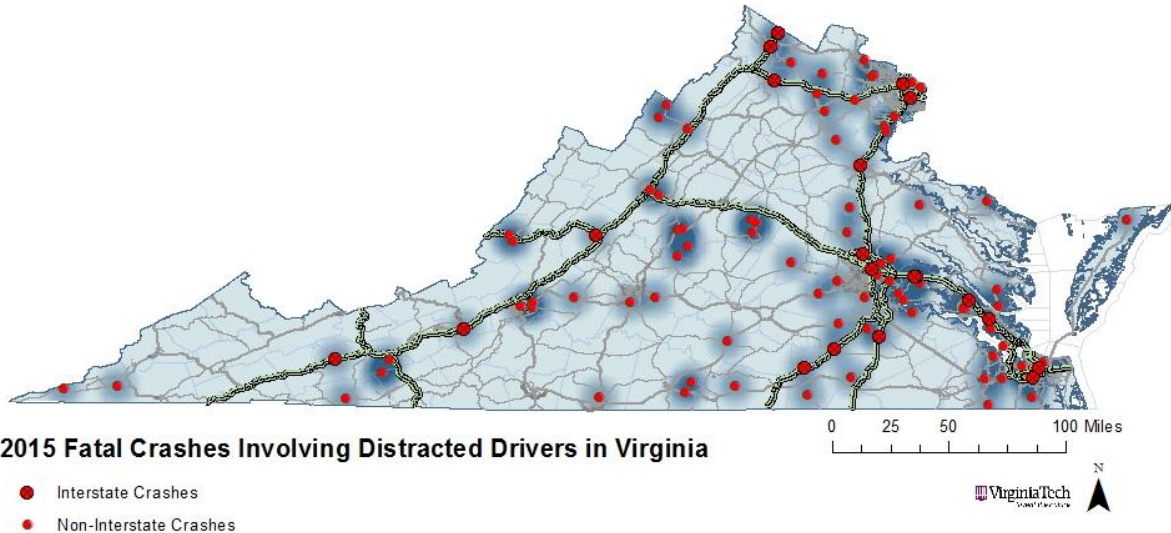
In Virginia, distracted driver fatalities increased in 2015 as compared to 2014 (93 vs. 86). Failure to maintain control of the vehicle, running off the road and speed accounted for sixty-six percent of the distracted driver fatalities. The top driver distraction was eyes not on the road. Ninety-three percent of distracted driver fatalities were age 21 or older. Fifty-one percent (47) of the distracted driver fatalities were between the ages of 21-50, and forty-two percent (39) ages 51 and over. The months of May, August and December had the highest number of distracted driver fatalities (39%). Thirty-eight percent of the fatalities occurred between the hours of noon and 6 pm. Thirteen percent of the distracted drivers had been drinking. The top jurisdictions for the distracted driver fatalities were Fairfax County, Nelson County and Prince William County (4 each).

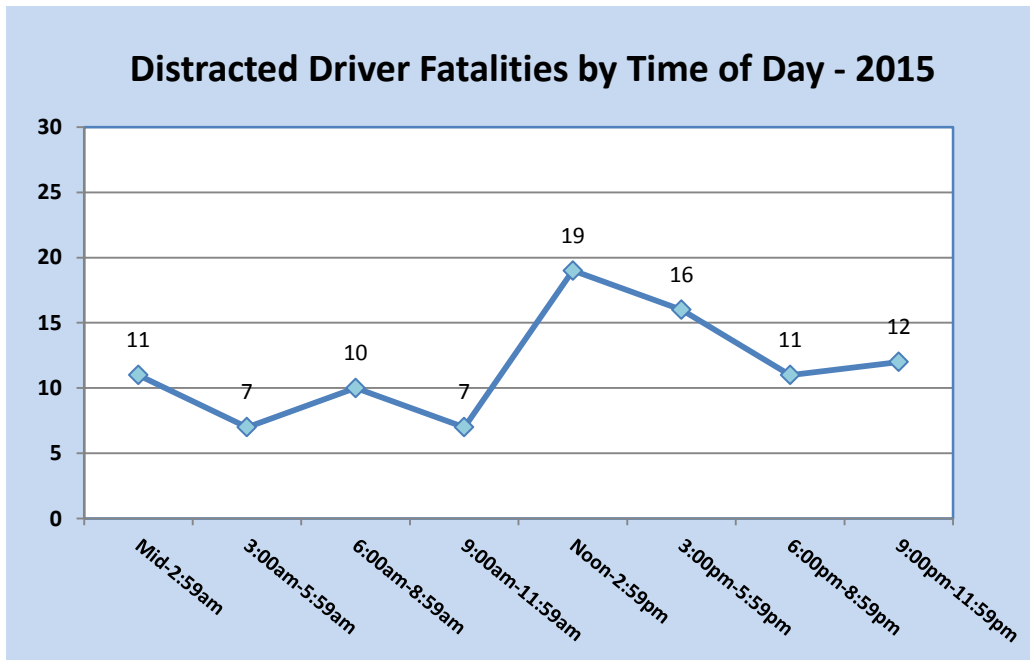
Measure: Reduce distracted driver **fatalities** 6 percent from the 2014 calendar base year of 86 to 81 by December 31, 2017.

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



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





Strategies

1. Continue to support education and training through scholarships for law enforcement and teachers to attend the Distracted Driving Summit. (CTW Chapter 4 – Section(s) 2.2, 3.2) See page 97 – DriveSmart of Virginia grant for Community and Workplace Traffic Safety Education & Outreach.
2. Include distracted driving prevention messaging in youth peer to peer educational programs. (CTW Chapter 4 – Section(s) 2.2, 3.2)

Drowsy Driver Fatalities

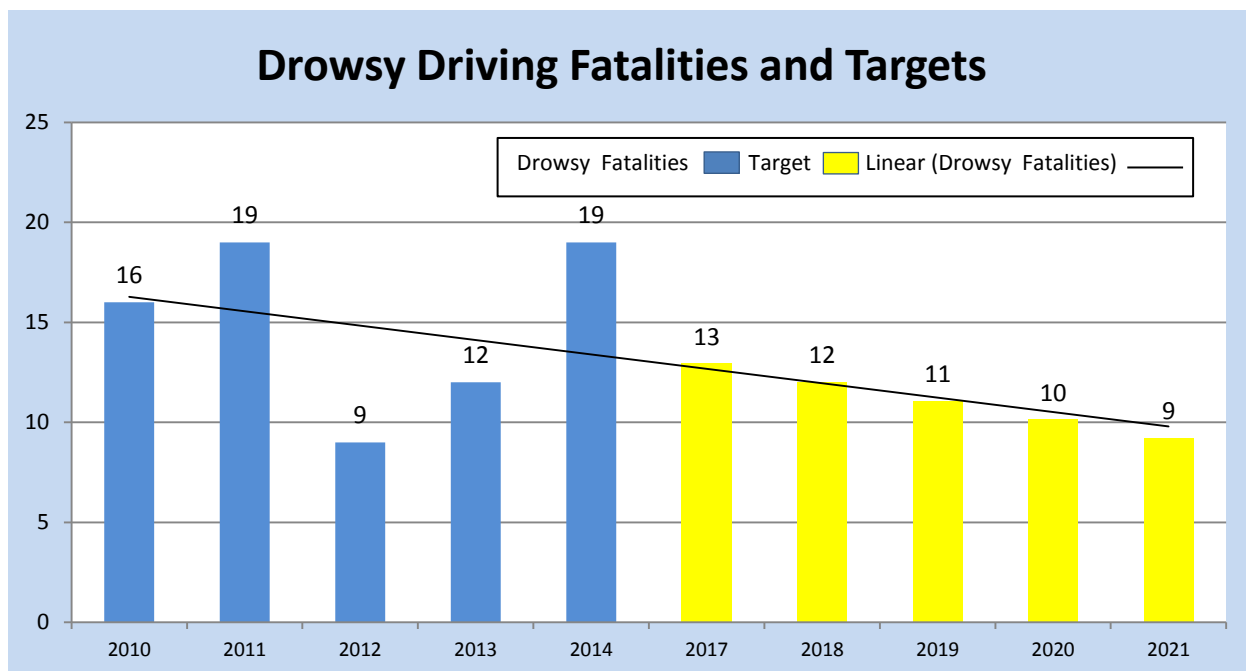
In Virginia, drowsy driver fatalities decreased twenty-six percent in 2015 as compared to 2014 (14 vs. 19). Failure to maintain control of the vehicle, running off the road accounted for eighty-six percent of the fatalities. Fifty percent of the drowsy driver fatalities were between the ages of 21-35. Seventy-nine percent (11) of the drowsy driver fatalities were apparently asleep and twenty-one percent (3) were fatigued. Fifty percent of the fatalities occurred between the hours of noon and 6 pm. The top jurisdiction for the drowsy driver fatalities was Suffolk City (2).

Innovative strategies and funding to address this area should focus on enforcement, education and awareness specifically during late afternoon.

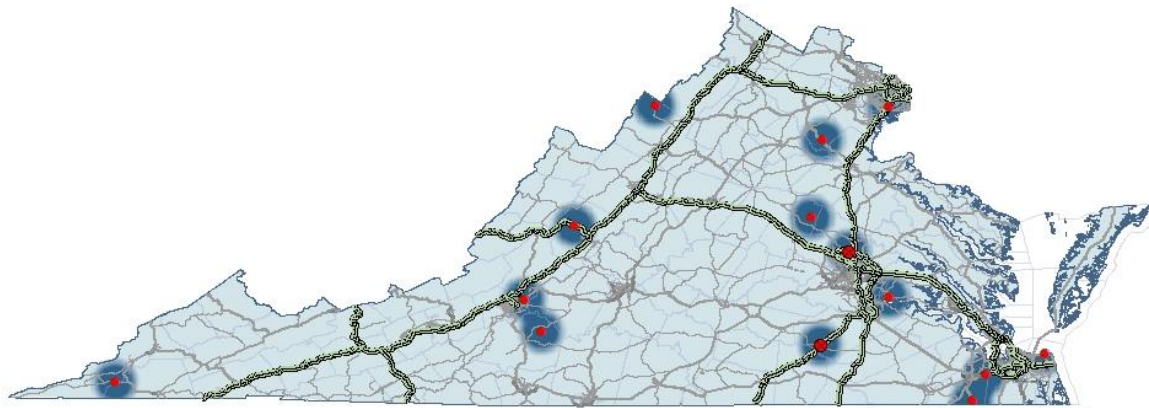
Measure: Reduce drowsy driving fatalities 32 percent from the 2014 calendar base year of 19 to 13 by December 31, 2017.

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

Note: Drowsy Driver - apparently asleep/fatigued



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

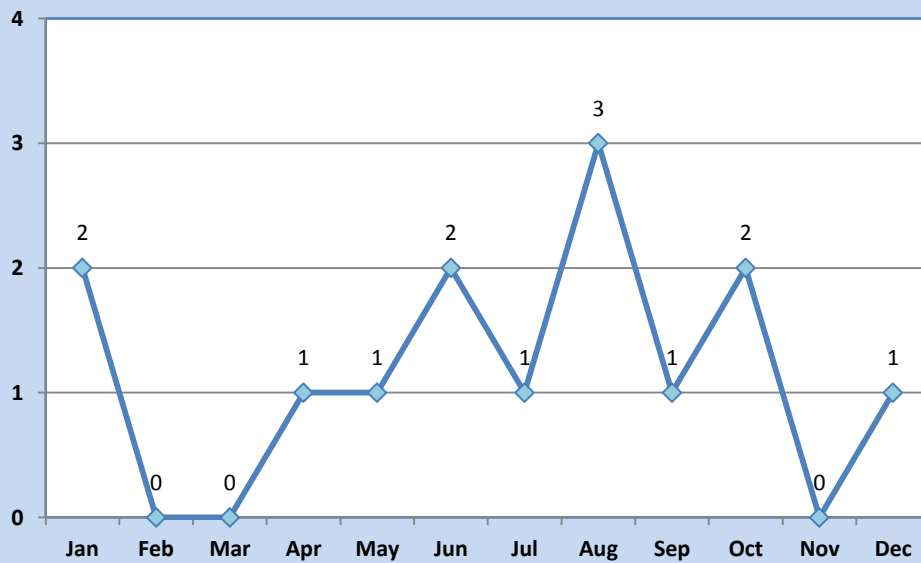


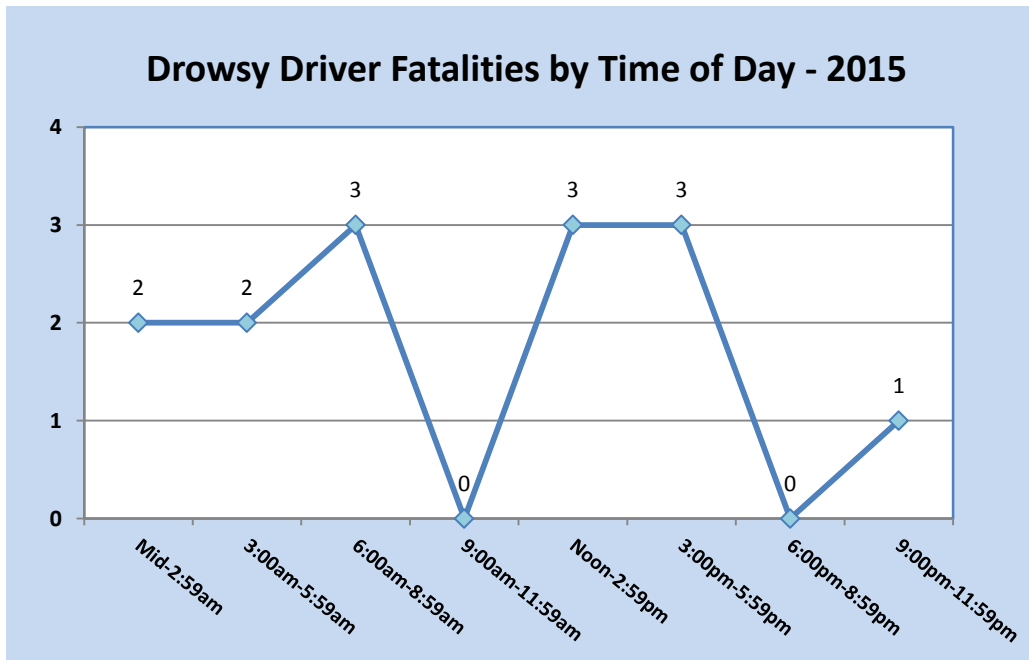
2015 Fatal Crashes Involving Drowsy Drivers in Virginia

- Interstate Crashes
- Non-Interstate Crashes



Drowsy Driver Fatalities by Month - 2015





Strategies

1. Identify opportunities to educate law enforcement on methods for detecting drowsy drivers and identifying when drowsy driving may have been a contributing factor in crash causation to improve problem identification. (CTW Chapter 4 – Section(s) 2.1) See page 98 – DMV grant, Impaired Driving Program Coordinator for reduction of driving impaired, distracted and drowsy driving.
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. (CTW Chapter 4 – Section(s) 2.1, 3.1)

Driver Education (DE)

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

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

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

Strategies

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

Driver Education Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
DE	Driver Education	\$551,747.00	NHTSA 402
Total All Funds		\$551,747.00	

DRIVER EDUCATION			
Subrecipient	Project Title	Project Number	Amount Approved
Department for Aging and Rehabilitative Services	Virginia GrandDriver	DE-2017-57309-6958	\$297,123.00
Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	DE-2017-57195-6844	\$186,014.00
Power of Wisdom, Inc.	Driven To Change	DE-2017-57352-7001	\$49,386.00
Virginia Trucking Association Foundation	Truck Safety Programs Coordinator	DE-2017-57317-6966	\$19,224.00
Total			\$551,747.00

Community Traffic Safety Project (CP)

Virginia will continue to provide highway safety information, maintain and build new partnerships and attend trainings locally, statewide and nationally.

Innovative strategies and funding should focus on training, education and outreach.

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

Strategies

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

Community Traffic Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
CP	Community Traffic Safety	\$182,655.00	NHTSA 402
Total All Funds		\$182,655.00	

COMMUNITY TRAFFIC SAFETY PROJECT(S)			
Subrecipient	Project Title	Project Number	Amount Approved
Commission on VASAP	Commission on VASAP Professional Staff Development	CP-2017-57395-7044	\$10,198.00
Supreme Court of Virginia	Judicial Outreach Liaison-402	CP-2017-57401-7050	\$23,750.00
Virginia Department of Motor Vehicles	2017 VAHSO Travel / Training	CP-2017-57252-6901	\$40,000.00
Virginia Department of Motor Vehicles	FY 2017 VAHSO Annual Conference	CP-2017-57343-6992	\$80,000.00
Virginia Department of Motor Vehicles	Impaired Driving Program Coordinator-Reduction of Drug Impaired, Distracted and Drowsy Driving	CP-2017-57429-7078	\$28,707.00
Total			\$182,655.00

Police Traffic Services (PT)

Virginia will conduct training, education and outreach efforts to raise awareness on issues involving law enforcement and highway safety.

Innovative strategies and funding should focus on education and outreach efforts to increase awareness, knowledge and skills on issues involving highway safety, particularly with law enforcement.

Measure: Conduct a minimum of ten trainings and informational contacts with law enforcement by December 31, 2017.

Strategies

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

Police Traffic Services Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
PT	Police Traffic Services	\$370,190.00	NHTSA 402
Total All Funds		\$370,190.00	

POLICE TRAFFIC SERVICES			
Sub Recipient	Project Title	Project Number	Amount Approved
VA Association of Chiefs of Police	Law Enforcement Training and Resources	PT-2017-57392-7041	\$206,890.00
Virginia Department of Motor Vehicles	FY 2017 Law Enforcement Liaisons	PT-2017-57333-6982	\$163,300.00
Total			\$370,190.00

Roadway Safety Program Area (RS)

Virginia will conduct regional training to increase the knowledge of safety partners in the identification of targeted safety issues to reduce crashes, injuries and fatalities

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

Strategies

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

Roadway Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
RS	Roadway Safety	\$194,500.00	NHTSA 402
Total All Funds		\$194,500.00	

ROADWAY SAFETY			
Subrecipient	Project Title	Project Number	Amount Approved
Virginia Beach City	Regional Training in Traffic Engineering	RS-2017-57308-6957	\$20,000.00
Virginia Department of Motor Vehicles	Crash Investigation & Reconstruction Program	RS-2017-57026-6675	\$120,000.00
Virginia Department of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol	RS-2017-57361-7010	\$54,500.00
Total			\$194,500.00

CORE BEHAVIOR MEASURE

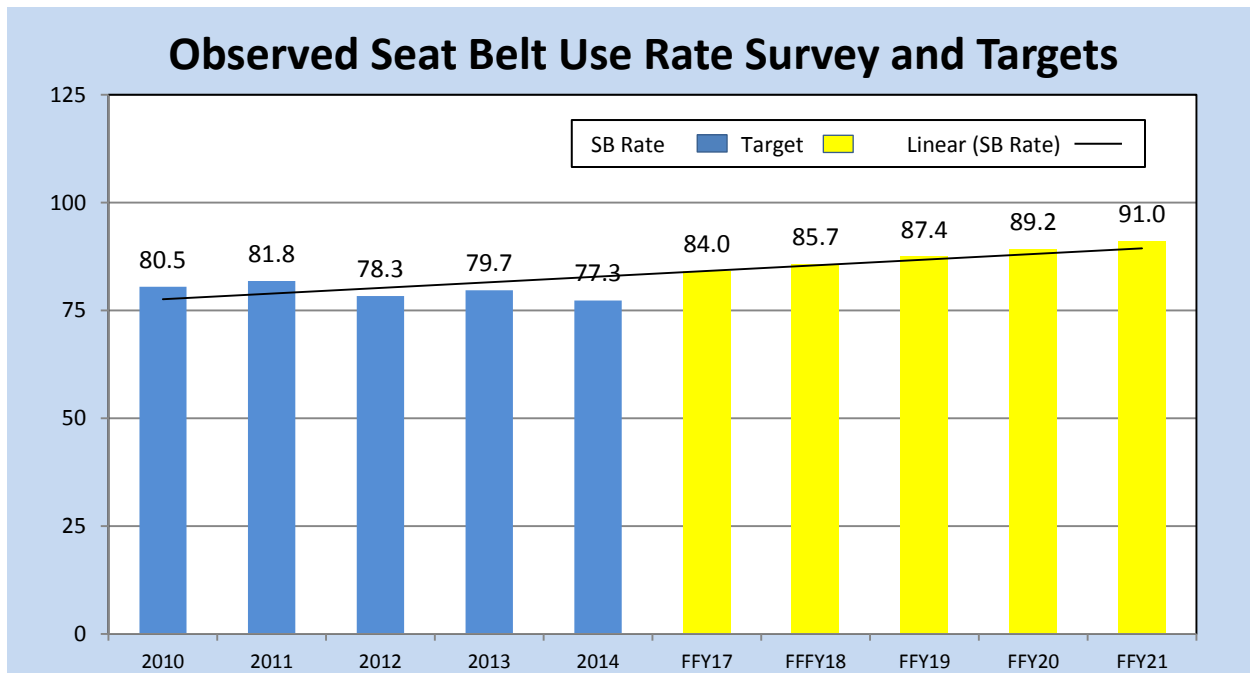
Seat Belt Use Rate – Observed Seat Belt Use Survey

Virginia’s seat belt use has remained fairly level (Virginia’s seat belt law is secondary); but below the national average for several years. The most recent statewide OP survey (2015) provided a use rate of 80.9 percent compared to the national average of 86 percent. The age group 21 to 35 accounted for 37 percent of the unrestrained fatalities. Forty-eight percent of unrestrained fatalities occurred between the hours of 6pm and 3am.

Innovative strategies and funding to address this area should focus on statewide enforcement, educational and media efforts during key times of the day that will focus on high risk populations ensuring that attitudinal survey results are considered in media and enforcement planning.

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

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



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

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

Strategies

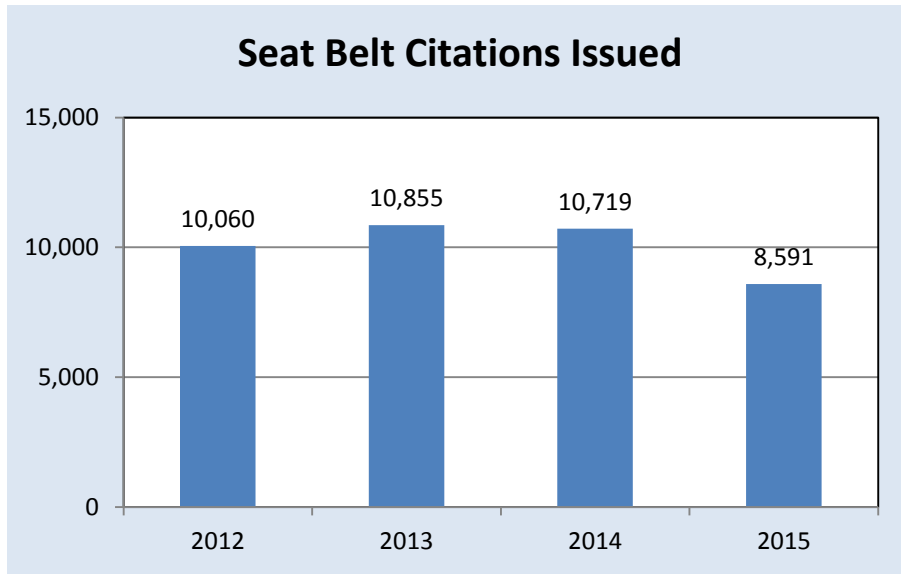
1. Conduct an observational survey to determine use of seat belts for front seat occupants in 2015 and provide results to NHTSA by March 1, 2017.
2. Conduct an attitudinal, telephone survey that will include questions regarding seat belt use, impaired driving and speeding in 2017.

Observational Seat Belt Use Survey: Budget Summary

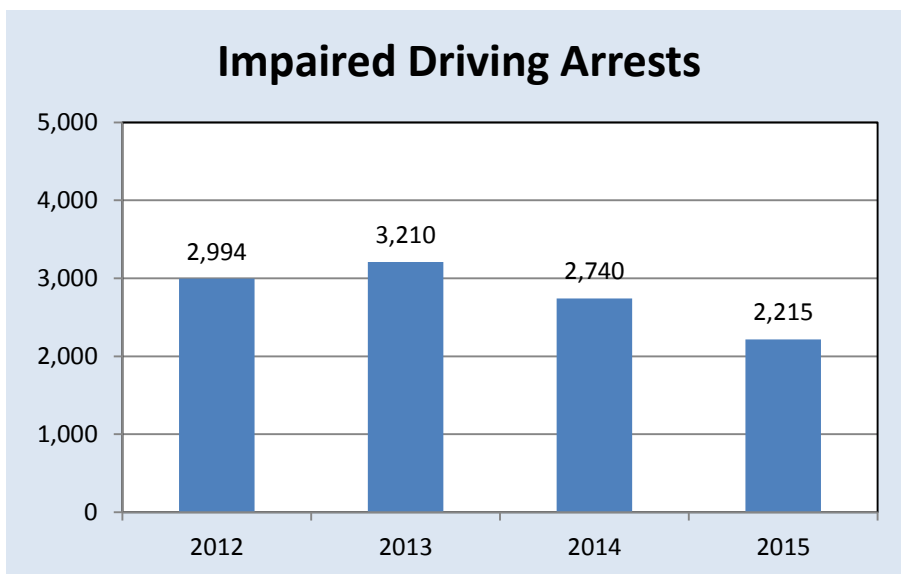
Program Area	Project Focus	Budget	Funding Source
OP	Occupant Protection Observational Seat Belt Use and Attitudinal Surveys	\$231,000.00	NHTSA 402
Total All funds		\$231,000.00	

Activity Measures (Grant Funded)

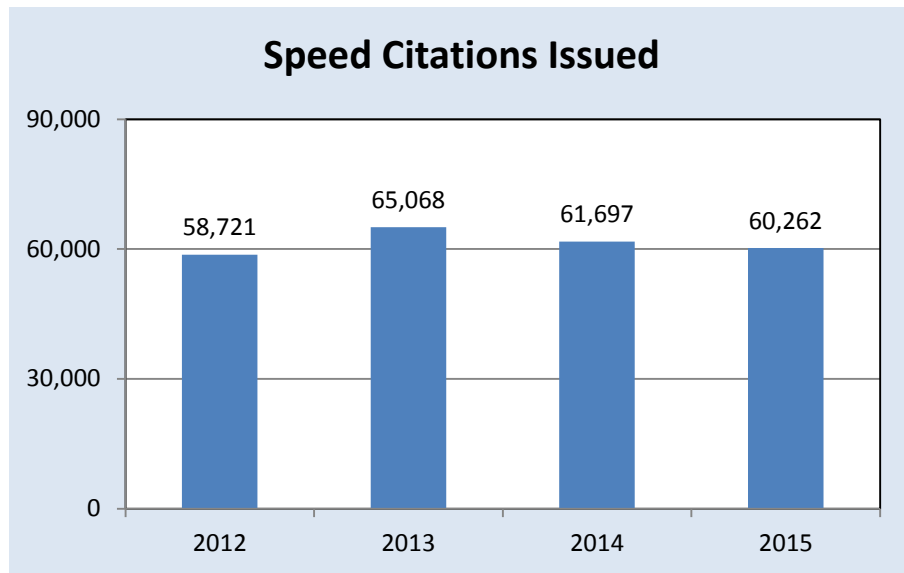
Virginia's law enforcement conducts statewide seat belt enforcement initiatives to help increase the seat belt usage rate in Virginia. During grant funded enforcement activities, there were 8,591 seat belt citations issued in 2015, a 20 percent decrease from 2014 (10,719).



Virginia's law enforcement conducts statewide impaired driving enforcement initiatives that include saturation patrols and DUI checkpoints to decrease impaired driving. During grant funded enforcement activities, there were 2,215 impaired driving arrests made in 2015, a 19 percent decrease from 2014 (2,740).



Virginia's law enforcement conducts statewide speed enforcement initiatives that focus on reducing speed violations on Virginia's roadways. During grant funded enforcement activities, there were 60,262 speeding citations issued in 2015, a 2 percent decrease from 2014 (61,697).



Media Plan for FY2017

Earned, owned and paid media advertising will be utilized throughout fiscal year 2017 in an effort to promote safe driving habits to Virginians. Paid advertising will be purchased in conjunction with a series of high profile enforcement patrols since previous campaigns have shown that effectiveness is improved when advertising coincides with increased law enforcement activities. Media will be earned by the DMV Communications Office through issuing news releases and pitching highway safety stories to local media outlets. Virginia DMV's owned media channels, including the agency's website and social media sites, will publicize safe driving messages to coincide with national and local safety campaigns, and whenever data shows more education on a particular topic is needed.

Paid advertising methods will include broadcast TV, cable TV, radio, online and digital, and other approved channels. Paid advertising will continue to take a data-driven approach, targeting the audience who needs the message the most. The video spots and online graphics used for the paid advertising campaigns will be amplified through Virginia DMV's owned media channels

Click It or Ticket-May Mobilization

The purpose of the May 2017 Click It or Ticket media campaign will be to remind the public that seat belts save lives, and law enforcement will be patrolling to make sure that all vehicle occupants are buckled up. It will support the national Click It or Ticket mobilization that attempts to convey safe driving behaviors before the highly-traveled summer season.

The statewide earned, owned and paid media campaign will focus on the target audience of men ages 18 to 34, the highest unbuckled population in Virginia. A 30-second video focusing on pick-up-truck driving men produced by the National Highway Traffic Safety Administration (NHTSA) will air through paid mediums on television, in movie theaters and online for two weeks prior to Memorial Day. The \$350,000 in paid advertising funds is expected to generate \$700,000 in paid and bonus advertising spots. A web banner focusing on the "Second Chance" tagline from the NHTSA video will be placed online through paid mediums. To support the campaign, DMV's Communications Office will post the video and web banner on owned media sites throughout the campaign, and a Click It or Ticket news release will be issued to statewide media outlets in an attempt to garner earned media.

PROJECTED FUNDING: \$350,000

Click It or Ticket-November Mini-mobilization:

The purpose of the November Click It or Ticket mobilization and media campaign will be to remind the public that seat belts save lives, and law enforcement will be patrolling to make sure that all vehicle occupants are buckled up. The campaign attempts to encourage safe driving behaviors right before one of the busiest travel holidays of the year – Thanksgiving. The statewide earned, owned and paid media campaign will focus on the target audience of men ages 18 to 34, the highest unbuckled population in Virginia. A 30-second video focusing on pick-up-truck driving men produced by the National Highway Traffic Safety Administration (NHTSA) will air through paid mediums on television for 10 days preceding Thanksgiving. The \$136,000 in paid advertising is expected to generate at least \$270,000 worth of paid and bonus spots. To support the campaign, DMV's Communications Office will post the video and other Click It or Ticket messages on owned media sites throughout the campaign.

PROJECTED FUNDING: \$136,000

Checkpoint Strikeforce/Drive Sober or Get Pulled Over:

This statewide, DUI prevention paid advertising campaign coincides with the increased enforcement surrounding the national Drive Sober or Get Pulled Over mobilization. The advertising campaign will follow NHTSA’s guidelines, and support high visibility enforcement to decrease drunk driving. The primary target will be men ages 21 to 34, with a particular emphasis on the younger portion of this age group since this population has the highest alcohol-related fatalities in Virginia. To reach this audience, paid advertising in the form of late night broadcast TV, sports rotations, targeted cable TV advertising and social media will receive the majority of the funds, while radio, online gaming websites and movie theaters will also be used. To support the campaign, DMV’s Communications Office will post the messaging created for the paid advertising campaign, and other anti-impaired driving messages, on owned media sites throughout the campaign.

The purpose will be to remind the target audience and the rest of the public that drunk driving can be fatal, and to encourage them to plan ahead and designate a non-drinking driver before going out.

PROJECTED FUNDING: \$1,168,365

DUI Prevention:

Earned, owned and paid media advertising will be utilized throughout fiscal year 2017 for a series of high-profile anti-drunk driving educational campaigns during holidays where drinking is prevalent. The objective of these campaigns is to reach the target audience of males ages 21 to 34 with a “call to action” message before beginning the holiday party. Three, 15-second videos that encourage revelers to designate a sober driver before the celebration, and to watch out for impaired pedestrians, each focus on the three “drinking” holidays. The St. Patrick’s Day spot will air through paid media channels on broadcast and cable television in urban areas across Virginia for five days before the holiday. Similarly, the Cinco De Mayo and Fourth of July videos will air through paid media channels for five days leading up to those holidays. To support the campaign, DMV’s Communications Office will post the video and other anti-impaired driving messages on owned media sites throughout the three campaigns.

PROJECTED FUNDING: St. Patrick’s Day - \$150,000
 Cinco De Mayo - \$150,000
 Fourth of July - \$150,000
 Total - \$450,000

Local Media DUI Prevention Projects

The Prevention Council of Roanoke will implement the “What’s Your Plan?” paid advertising campaign in the Roanoke Valley region, which encourages young males to make a plan for a ride home before consuming alcohol. Paid advertising channels include broadcast and cable TV, radio, movie theaters, online and billboards. The Substance Abuse Free Environment will implement the “Hold the Keys” SAFE Roadways campaign in Chesterfield County, which informs young males of the risks of a driving under the influence conviction. Paid advertising channels include broadcast and cable TV, radio and online.

PROJECTED FUNDING FOR ROANOKE: \$70,000

PROJECTED FUNDING FOR CHESTERFIELD: \$55,000

Motorcycle Safety:

Earned, owned and paid media will be used to encourage motorcyclists to ride safely, focusing on the dangers of speed. Both young sport bike riders and mature motorcyclists will be the target of this campaign. A TV spot that encourages using good judgment while riding will be aired for a week in early March in Hampton Roads, Richmond, Roanoke and Loudoun County, based on data. Paid advertising channels will include a combination of broadcast TV, cable TV, movie theaters and online outlets. To support the paid media campaign, the DMV Communications Office will issue a Motorcycle Safety news release, and post motorcycle safety messaging on DMV's owned media channels.

PROJECTED FUNDING: \$80,000.00

Motorcycle Awareness:

Earned, owned and paid media will be used to encourage vehicle drivers to share the road with motorcycles, give motorcycles a second look and be aware of how a motorcycle's speed may be difficult to judge. These particular messages will be conveyed through a paid video that will air on broadcast and cable TV, radio, movie theaters and online outlets for one week in March in the Hampton Roads, Richmond, Roanoke and Harrisonburg areas. The targeted audience is all vehicle drivers, ages 18 to 65. To support the paid media campaign, the DMV Communications Office will issue a Motorcycle Safety news release, and post motorcycle safety messaging on DMV's owned media channels.

PROJECTED FUNDING: \$66,000.00

Appendices

Appendix A - Highway Safety Cost Summary

Appendix B – Cumulative Listing and Distribution FY2017 Grants Awarded

Appendix C – SHSP Support Letter

Appendix A

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Virginia

Highway Safety Plan Cost Summary

Page: 1

2017-HSP-1

Report Date: 06/23/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00		\$0.00	\$690,700.00	\$0.00	\$690,700.00	\$690,700.00	\$0.00
Planning and Administration Total			\$0.00	\$690,700.00	\$0.00	\$690,700.00	\$690,700.00	\$0.00
Alcohol								
	AL-2017-00-00-00		\$0.00	\$168,115.88	\$0.00	\$672,463.50	\$672,463.50	\$546,132.00
Alcohol Total			\$0.00	\$168,115.88	\$0.00	\$672,463.50	\$672,463.50	\$546,132.00
Motorcycle Safety								
	MC-2017-00-00-00		\$0.00	\$267,963.20	\$0.00	\$1,071,852.79	\$1,071,852.79	\$0.00
Motorcycle Safety Total			\$0.00	\$267,963.20	\$0.00	\$1,071,852.79	\$1,071,852.79	\$0.00
Occupant Protection								
	OP-2017-00-00-00		\$0.00	\$447,594.90	\$0.00	\$1,790,379.58	\$1,790,379.58	\$308,347.00
Occupant Protection Total			\$0.00	\$447,594.90	\$0.00	\$1,790,379.58	\$1,790,379.58	\$308,347.00
Pedestrian/Bicycle Safety								
	PS-2017-00-00-00		\$0.00	\$162,090.24	\$0.00	\$648,360.96	\$648,360.96	\$271,561.00
Pedestrian/Bicycle Safety Total			\$0.00	\$162,090.24	\$0.00	\$648,360.96	\$648,360.96	\$271,561.00
Police Traffic Services								
	PT-2017-00-00-00		\$0.00	\$284,473.47	\$0.00	\$1,137,893.87	\$1,137,893.87	\$0.00
Police Traffic Services Total			\$0.00	\$284,473.47	\$0.00	\$1,137,893.87	\$1,137,893.87	\$0.00
Traffic Records								
	TR-2017-00-00-00		\$0.00	\$266,960.59	\$0.00	\$1,067,842.35	\$1,067,842.35	\$0.00
Traffic Records Total			\$0.00	\$266,960.59	\$0.00	\$1,067,842.35	\$1,067,842.35	\$0.00
Community Traffic Safety Project								
	CP-2017-00-00-00		\$0.00	\$158,999.59	\$0.00	\$635,998.34	\$635,998.34	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Virginia

Highway Safety Plan Cost Summary

Page: 2

2017-HSP-1

Report Date: 06/23/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Community Traffic Safety Project Total		\$.00	\$158,999.59	\$.00	\$635,998.34	\$635,998.34	\$.00
Driver Education								
	DE-2017-00-00-00		\$.00	\$612,481.00	\$.00	\$2,449,923.98	\$2,449,923.98	\$49,386.00
	Driver Education Total		\$.00	\$612,481.00	\$.00	\$2,449,923.98	\$2,449,923.98	\$49,386.00
Roadway Safety								
	RS-2017-00-00-00		\$.00	\$132,024.08	\$.00	\$528,096.33	\$528,096.33	\$20,000.00
	Roadway Safety Total		\$.00	\$132,024.08	\$.00	\$528,096.33	\$528,096.33	\$20,000.00
Speed Management								
	SC-2017-00-00-00		\$.00	\$1,333,464.42	\$.00	\$5,333,857.68	\$5,333,857.68	\$1,325,471.00
	Speed Management Total		\$.00	\$1,333,464.42	\$.00	\$5,333,857.68	\$5,333,857.68	\$1,325,471.00
	NHTSA 402 Total		\$.00	\$4,524,867.37	\$.00	\$16,027,369.38	\$16,027,369.38	\$2,520,897.00
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2017-00-00-00		\$.00	\$4,827,766.57	\$.00	\$6,437,022.09	\$6,437,022.09	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$4,827,766.57	\$.00	\$6,437,022.09	\$6,437,022.09	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$4,827,766.57	\$.00	\$6,437,022.09	\$6,437,022.09	\$.00
154 Transfer Funds								
154 Planning and Administration								
	I54PA-2017-00-00-00		\$.00	\$.00	\$.00	\$815,408.97	\$815,408.97	\$.00
	154 Planning and Administration Total		\$.00	\$.00	\$.00	\$815,408.97	\$815,408.97	\$.00
154 Alcohol								
	I54AL-2017-00-00-00		\$.00	\$.00	\$.00	\$32,847,147.84	\$32,847,147.84	\$3,536,582.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$32,847,147.84	\$32,847,147.84	\$3,536,582.00
154 Hazard Elimination								
	I54HE-2017-00-00-00		\$.00	\$.00	\$.00	\$14,701,453.01	\$14,701,453.01	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Virginia

Highway Safety Plan Cost Summary

Page: 3

2017-HSP-1

Report Date: 06/23/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154 Hazard Elimination Total		\$.00	\$.00	\$.00	\$14,701,453.01	\$14,701,453.01	\$.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$48,364,009.82	\$48,364,009.82	\$3,536,582.00
MAP 21 405b OP Low								
405b Low HVE								
	M2HVE-2017-00-00-00		\$.00	\$545,634.12	\$.00	\$2,182,536.49	\$2,182,536.49	\$.00
	405b Low HVE Total		\$.00	\$545,634.12	\$.00	\$2,182,536.49	\$2,182,536.49	\$.00
405b Low Training								
	M2TR-2017-00-00-00		\$.00	\$256,621.53	\$.00	\$1,026,486.10	\$1,026,486.10	\$.00
	405b Low Training Total		\$.00	\$256,621.53	\$.00	\$1,026,486.10	\$1,026,486.10	\$.00
405b Low Public Education								
	M2PE-2017-00-00-00		\$.00	\$184,314.24	\$.00	\$737,256.94	\$737,256.94	\$.00
	405b Low Public Education Total		\$.00	\$184,314.24	\$.00	\$737,256.94	\$737,256.94	\$.00
405b Low CSS Purchase/Distribution								
	M2CSS-2017-00-00-00		\$.00	\$5,554.50	\$.00	\$22,218.00	\$22,218.00	\$.00
	405b Low CSS Purchase/Distribution Total		\$.00	\$5,554.50	\$.00	\$22,218.00	\$22,218.00	\$.00
405b Low OP Information System								
	M2OP-2017-00-00-00		\$.00	\$295,099.56	\$.00	\$1,180,398.22	\$1,180,398.22	\$.00
	405b Low OP Information System Total		\$.00	\$295,099.56	\$.00	\$1,180,398.22	\$1,180,398.22	\$.00
	MAP 21 405b OP Low Total		\$.00	\$1,287,223.95	\$.00	\$5,148,895.75	\$5,148,895.75	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-00-00-00		\$.00	\$779,463.56	\$.00	\$3,117,854.25	\$3,117,854.25	\$.00
	405c Data Program Total		\$.00	\$779,463.56	\$.00	\$3,117,854.25	\$3,117,854.25	\$.00
	MAP 21 405c Data Program Total		\$.00	\$779,463.56	\$.00	\$3,117,854.25	\$3,117,854.25	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Virginia

Highway Safety Plan Cost Summary

Page: 4

2017-HSP-1

Report Date: 06/23/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	M6OT-2017-00-00-00		\$0.00	\$3,905,975.41	\$0.00	\$15,623,901.62	\$15,623,901.62	\$0.00
405d Low Other Based on Problem ID Total			\$0.00	\$3,905,975.41	\$0.00	\$15,623,901.62	\$15,623,901.62	\$0.00
MAP 21 405d Impaired Driving Low Total			\$0.00	\$3,905,975.41	\$0.00	\$15,623,901.62	\$15,623,901.62	\$0.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2017-00-00-00		\$0.00	\$124,306.09	\$0.00	\$497,224.37	\$497,224.37	\$0.00
405f Motorcyclist Training Total			\$0.00	\$124,306.09	\$0.00	\$497,224.37	\$497,224.37	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$124,306.09	\$0.00	\$497,224.37	\$497,224.37	\$0.00
NHTSA Total			\$0.00	\$15,449,602.95	\$0.00	\$95,216,277.28	\$95,216,277.28	\$6,057,479.00
Total			\$0.00	\$15,449,602.95	\$0.00	\$95,216,277.28	\$95,216,277.28	\$6,057,479

The VAHSO requires grantees to provide matching funding to their federal highway safety grant (in-kind or hard dollar) to further support the project and program implemented. Personnel provided, equipment purchased, fuel and maintenance costs absorbed, utility fees, office space provided, and volunteer hours are just a few examples. These matching costs are in addition to the required state match for the grant programs. No other funds are being used to support HSP projects.

Additionally, the VAHSO will:

- use no more than 5% of the annual apportionment of 405b OP Low funds on child safety seats.
- submit a separate, written request to NHTSA for the approval of all equipment valued at \$5000 or more.
- comply with the Maintenance of Effort (MOE) requirements for the three program types.
- conduct risk assessments for each sub recipient receiving NHTSA funds prior to award.
- not request any Buy America waivers for equipment; and will not purchase any items that do not meet the Buy America criteria.

Appendix B

Cumulative Listing and Distribution FY 2017 Grants Awarded

Subrecipient	Project Title	Project Number	Amount Approved
Accomack County	Selective Enforcement - Alcohol	154AL-2017-57139-6788	\$22,644.00
Albemarle County	Selective Enforcement - Alcohol	154AL-2017-57307-6956	\$24,132.00
Altavista Town	Selective Enforcement - Alcohol	154AL-2017-57383-7032	\$5,419.00
Arlington County	Selective Enforcement - Alcohol	154AL-2017-57076-6725	\$26,026.00
Ashland Town	Selective Enforcement - Alcohol	154AL-2017-57242-6891	\$6,914.00
Augusta County	Selective Enforcement - Alcohol	154AL-2017-57080-6729	\$36,940.00
Bedford Town	Selective Enforcement - Alcohol	154AL-2017-57421-7070	\$7,200.00
Blackstone Town	Selective Enforcement - Alcohol	154AL-2017-57214-6863	\$6,336.00
Bland County	Selective Enforcement - Alcohol	154AL-2017-57234-6883	\$17,280.00
Bluefield Town	Selective Enforcement - Alcohol	154AL-2017-57035-6684	\$10,119.00
Botetourt County	Selective Enforcement - Alcohol	154AL-2017-57049-6698	\$15,700.00
Broadway Town	Selective Enforcement - Alcohol	154AL-2017-57163-6812	\$4,644.00
Buchanan County	Selective Enforcement - Alcohol	154AL-2017-57069-6718	\$16,500.00
Buena Vista City	Selective Enforcement - Alcohol	154AL-2017-57176-6825	\$14,150.00
Campbell County	Selective Enforcement - Alcohol	154AL-2017-57276-6925	\$25,376.00
Charlotte County	Selective Enforcement - Alcohol	154AL-2017-57398-7047	\$14,500.00
Charlottesville City	Selective Enforcement - Alcohol	154AL-2017-57374-7023	\$12,770.00
Chase City Town	Selective Enforcement - Alcohol	154AL-2017-57113-6762	\$11,875.00
Chesterfield County	Selective Enforcement - Alcohol	154AL-2017-57008-6657	\$176,249.00
Chilhowie Town	Selective Enforcement - Alcohol	154AL-2017-57050-6699	\$12,899.00
Clarke County	Selective Enforcement - Alcohol	154AL-2017-57051-6700	\$11,859.00
Coeburn Town	Selective Enforcement - Alcohol	154AL-2017-57302-6951	\$11,519.00
Colonial Heights City	Selective Enforcement - Alcohol	154AL-2017-57033-6682	\$9,994.00
Commission on VASAP	Multi-State Ignition Interlock Forum	154AL-2017-57083-6732	\$45,521.00
Commission on VASAP	VASAP Case Management System	154AL-2017-57094-6743	\$385,000.00
Culpeper County	Selective Enforcement - Alcohol	154AL-2017-57170-6819	\$23,890.00
Culpeper Town	Selective Enforcement - Alcohol	154AL-2017-57023-6672	\$9,745.00
Dinwiddie County	Selective Enforcement - Alcohol	154AL-2017-57194-6843	\$6,096.00
Drive Safe Hampton Rds	Survive the Drive	154AL-2017-57278-6927	\$70,705.00
Drive Smart of Virginia	"Who's Your Driver" Impaired Outreach Project - AL	154AL-2017-57350-6999	\$617,294.00
Fairfax County	DUI Task Force Selective Enf - Alcohol	154AL-2017-57106-6755	\$984,785.00
Farmville Town	Selective Enforcement - Alcohol	154AL-2017-57158-6807	\$30,111.00
Fauquier County	Selective Enforcement - Alcohol	154AL-2017-57101-6750	\$31,364.00

Floyd County	Selective Enforcement - Alcohol	154AL-2017-57047-6696	\$15,394.00
Fluvanna County	Selective Enforcement - Alcohol	154AL-2017-57323-6972	\$16,188.00
Franklin County	Selective Enforcement - Alcohol	154AL-2017-57206-6855	\$21,800.00
Frederick County	Selective Enforcement - Alcohol	154AL-2017-57267-6916	\$29,398.00
Front Royal Town	Selective Enforcement - Alcohol	154AL-2017-57012-6661	\$15,375.00
Gate City Town	Selective Enforcement - Alcohol	154AL-2017-57332-6981	\$13,650.00
Gloucester County	Selective Enforcement - Alcohol	154AL-2017-57138-6787	\$19,740.00
Goochland County	Selective Enforcement - Alcohol	154AL-2017-57270-6919	\$23,910.00
Grayson County	Selective Enforcement - Alcohol	154AL-2017-57089-6738	\$12,700.00
Halifax County	Selective Enforcement - Alcohol	154AL-2017-57185-6834	\$14,240.00
Hanover County	Selective Enforcement - Alcohol	154AL-2017-57162-6811	\$68,327.00
Harrisonburg City	Selective Enforcement - Alcohol	154AL-2017-57227-6876	\$18,640.00
Haysi Town	Selective Enforcement - Alcohol	154AL-2017-57027-6676	\$6,176.00
Henry County	Selective Enforcement - Alcohol	154AL-2017-57169-6818	\$29,900.00
Herndon Town	Selective Enforcement - Alcohol	154AL-2017-57032-6681	\$36,500.00
Hillsville Town	Selective Enforcement - Alcohol	154AL-2017-57042-6691	\$13,334.00
Honaker Town	Selective Enforcement - Alcohol	154AL-2017-57327-6976	\$6,565.00
Isle of Wight County	Selective Enforcement - Alcohol	154AL-2017-57406-7055	\$27,975.00
James City County	Selective Enforcement - Alcohol	154AL-2017-57186-6835	\$23,299.00
Lexington City	Selective Enforcement - Alcohol	154AL-2017-57209-6858	\$14,600.00
Loudoun County	Selective Enforcement - Alcohol	154AL-2017-57021-6670	\$40,635.00
Louisa County	Selective Enforcement - Alcohol	154AL-2017-57426-7075	\$12,140.00
Luray Town	Selective Enforcement - Alcohol	154AL-2017-57210-6859	\$9,638.00
Lynchburg City	Selective Enforcement - Alcohol	154AL-2017-57098-6747	\$42,628.00
Manassas Park City	Selective Enforcement - Alcohol	154AL-2017-57015-6664	\$24,720.00
Mecklenburg County	Selective Enforcement - Alcohol	154AL-2017-57262-6911	\$21,940.00
Newport News City	Selective Enforcement - Alcohol	154AL-2017-57061-6710	\$55,200.00
Northampton County	Selective Enforcement - Alcohol	154AL-2017-57201-6850	\$15,760.00
Page County	Selective Enforcement - Alcohol	154AL-2017-57149-6798	\$11,400.00
Patrick County	Selective Enforcement - Alcohol	154AL-2017-57335-6984	\$12,209.00
Pearisburg Town	Selective Enforcement - Alcohol	154AL-2017-57054-6703	\$10,345.00
Petersburg City	Selective Enforcement - Alcohol	154AL-2017-57236-6885	\$56,370.00
Portsmouth City	Selective Enforcement - Alcohol	154AL-2017-57003-6652	\$43,035.00
Powhatan County	Selective Enforcement - Alcohol	154AL-2017-57108-6757	\$29,880.00
Prevention Council of Roanoke County	Blue Ridge Media & Community Education Partnership	154AL-2017-57409-7058	\$116,697.00
Prince Edward County	Selective Enforcement - Alcohol	154AL-2017-57275-6924	\$12,990.00
Prince George County	Selective Enforcement - Alcohol	154AL-2017-57202-6851	\$33,790.00
Pulaski County	Selective Enforcement - Alcohol	154AL-2017-57190-6839	\$18,540.00
Richmond City	Selective Enforcement - Alcohol	154AL-2017-57029-6678	\$100,050.00
Richmond County	Selective Enforcement - Alcohol	154AL-2017-57060-6709	\$22,976.00
Roanoke County	Selective Enforcement - Alcohol	154AL-2017-57031-6680	\$83,500.00
Roanoke County	Selective Enforcement - Alcohol	154AL-2017-57059-6708	\$452,391.00

Rockbridge County	Selective Enforcement - Alcohol	154AL-2017-57324-6973	\$13,700.00
Rockingham County	Selective Enforcement - Alcohol	154AL-2017-57018-6667	\$32,744.00
Rocky Mount Town	Selective Enforcement - Alcohol	154AL-2017-57389-7038	\$12,919.00
Salem City	Selective Enforcement - Alcohol	154AL-2017-57016-6665	\$9,070.00
Shenandoah County	Selective Enforcement - Alcohol	154AL-2017-57250-6899	\$23,400.00
Stanley Town	Selective Enforcement - Alcohol	154AL-2017-57125-6774	\$6,677.00
Suffolk City	Selective Enforcement - Alcohol	154AL-2017-57087-6736	\$23,576.00
Suffolk City	Suffolk Police Department DUI Task Force	154AL-2017-57146-6795	\$158,298.00
Supreme Court of VA	Judicial Outreach Liaison	154AL-2017-57372-7021	\$71,250.00
Supreme Court of VA	Portsmouth 24/7 Supporting Abstinence from Ethanol (S.A.F.E.)	154AL-2017-57331-6980	\$116,506.00
Surry County	Selective Enforcement - Alcohol	154AL-2017-57117-6766	\$18,987.00
University of Richmond	Selective Enforcement - Alcohol	154AL-2017-57263-6912	\$10,480.00
Virginia Association of Campus Law Enforcement Administrators	Virginia Campus DUI Prevention & Education Program	154AL-2017-57411-7060	\$79,742.00
Virginia Beach City	Selective Enforcement - Alcohol	154AL-2017-57102-6751	\$62,466.00
Virginia Commonwealth University	Selective Enforcement - Alcohol	154AL-2017-57118-6767	\$36,400.00
Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	154AL-2017-57424-7073	\$99,600.00
Virginia Department of Criminal Justice Services	SFST Training Program	154AL-2017-57081-6730	\$83,273.00
Virginia Department of Motor Vehicles	Alcohol Paid Media	154AL-2017-57266-6915	\$375,000.00
Virginia Department of Motor Vehicles	DUI Projects/VASAP-Ignition Interlock/eSummons	154AL-2017-57344-6993	\$205,000.00
Virginia Department of Motor Vehicles	Impaired Driving Program Coordination - Alcohol Impaired Driving Reduction	154AL-2017-57428-7077	\$86,123.00
Virginia Department of State Police	Selective Enforcement - Alcohol	154AL-2017-57041-6690	\$1,431,500.00
Virginia Department of State Police	VSP/YOVASO - AL	154AL-2017-57137-6786	\$237,416.00
Washington County	Selective Enforcement - Alcohol	154AL-2017-57181-6830	\$29,645.00
Washington Regional Alcohol Program	FY 2017 Checkpoint Strikeforce Campaign	154AL-2017-57240-6889	\$1,168,365.00
Wythe County	Selective Enforcement - Alcohol	154AL-2017-57254-6903	\$23,828.00
Wytheville Town	Selective Enforcement - Alcohol	154AL-2017-57366-7015	\$19,025.00
York County	Selective Enforcement - Alcohol	154AL-2017-57120-6769	\$44,605.00
Alleghany County	Selective Enforcement - Alcohol	K8-2017-57354-7003	\$8,500.00
Big Stone Gap Town	Selective Enforcement - Alcohol	K8-2017-57220-6869	\$9,000.00
Blacksburg Town	Selective Enforcement - Alcohol	K8-2017-57161-6810	\$15,180.00
Bristol City	Selective Enforcement - Alcohol	K8-2017-57329-6978	\$50,010.00
Caroline County	Selective Enforcement - Alcohol	K8-2017-57092-6741	\$19,900.00

Chesapeake City	Selective Enforcement - Alcohol	K8-2017-57280-6929	\$32,300.00
Christiansburg Town	Selective Enforcement - Alcohol	K8-2017-57277-6926	\$14,350.00
Clintwood Town	Selective Enforcement - Alcohol	K8-2017-57165-6814	\$12,295.00
Dayton Town	Selective Enforcement - Alcohol	K8-2017-57283-6932	\$5,084.00
Greene County	Selective Enforcement - Alcohol	K8-2017-57348-6997	\$7,000.00
Haymarket Town	Selective Enforcement - Alcohol	K8-2017-57301-6950	\$11,375.00
Independence Town	Selective Enforcement - Alcohol	K8-2017-57191-6840	\$4,750.00
Lebanon Town	Selective Enforcement - Alcohol	K8-2017-57143-6792	\$9,700.00
Lunenburg County	Selective Enforcement - Alcohol	K8-2017-57318-6967	\$18,130.00
Martinsville City	Selective Enforcement - Alcohol	K8-2017-57410-7059	\$7,522.00
Mathews County	Selective Enforcement - Alcohol	K8-2017-57192-6841	\$9,724.00
New Market Town	Selective Enforcement - Alcohol	K8-2017-57369-7018	\$8,090.00
Pennington Gap Town	Selective Enforcement - Alcohol	K8-2017-57036-6685	\$6,000.00
Purcellville Town	Selective Enforcement - Alcohol	K8-2017-57014-6663	\$5,675.00
Richlands Town	Selective Enforcement - Alcohol	K8-2017-57219-6868	\$9,900.00
Roanoke City	Selective Enforcement - Alcohol	K8-2017-57337-6986	\$21,840.00
Smyth County	Selective Enforcement - Alcohol	K8-2017-57038-6687	\$6,342.00
Tazewell County	Selective Enforcement - Alcohol	K8-2017-57171-6820	\$13,400.00
Warrenton Town	Selective Enforcement - Alcohol	K8-2017-57216-6865	\$4,800.00
Wise Town	Selective Enforcement - Alcohol	K8-2017-57351-7000	\$13,420.00
Children's Hospital/King's Daughters	The Child Passenger Safety Prg at CHKD	M2CSS-2017-57011-6660	\$22,218.00
Alleghany County	Selective Enforcement - Occupant Protection	M2HVE-2017-57355-7004	\$3,000.00
Arlington County	Selective Enforcement - Occupant Protection	M2HVE-2017-57122-6771	\$4,400.00
Ashland Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57253-6902	\$3,240.00
Blacksburg Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57405-7054	\$3,600.00
Botetourt County	Selective Enforcement - Occupant Protection	M2HVE-2017-57053-6702	\$5,040.00
Campbell County	Selective Enforcement - Occupant Protection	M2HVE-2017-57282-6931	\$4,800.00
Christiansburg Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57371-7020	\$3,400.00
King and Queen County	Selective Enforcement - Occupant Protection	M2HVE-2017-57382-7031	\$3,000.00
Lexington City	Selective Enforcement - Occupant Protection	M2HVE-2017-57153-6802	\$3,500.00
Page County	Selective Enforcement - Occupant Protection	M2HVE-2017-57182-6831	\$5,250.00
Prince George County	Selective Enforcement - Occupant Protection	M2HVE-2017-57376-7025	\$8,400.00
Prince William County	Selective Enforcement - Occupant Protection	M2HVE-2017-57296-6945	\$11,250.00
Roanoke City	Selective Enforcement - Occupant Protection	M2HVE-2017-57298-6947	\$11,200.00

Rockbridge County	Selective Enforcement - Occupant Protection	M2HVE-2017-57326-6975	\$3,600.00
Suffolk City	Selective Enforcement - Occupant Protection	M2HVE-2017-57096-6745	\$2,472.00
Tazewell Town	Selective Enforcement - Occupant Protection	M2HVE-2017-57131-6780	\$2,000.00
Virginia Department of Motor Vehicles	Occupant Protection Paid Media	M2HVE-2017-57313-6962	\$544,000.00
Virginia Dept of State Police	Selective Enforcement - Occupant Protection	M2HVE-2017-57043-6692	\$160,000.00
Westmoreland County	Selective Enforcement - Occupant Protection	M2HVE-2017-57095-6744	\$3,000.00
Old Dominion University Research Foundation	Occupant Protection in Virginia: Creating Transferable Programs	M2OP-2017-57285-6934	\$177,718.00
Drive Smart of Virginia	Occupant Protection Education & Outreach	M2PE-2017-57224-6873	\$210,826.00
Virginia Department of Health	Virginia Department of Health Child Passenger Safety	M2TR-2017-57357-7006	\$404,385.00
Virginia Department of Motor Vehicles	Occupant Protection for Children Training Program	M2TR-2017-57028-6677	\$130,184.00
Virginia Department of Motor Vehicles	S2S - State to State Verification System	M3DA-2017-57385-7034	\$108,200.00
Virginia Department of Motor Vehicles	TREDS Projects - VA's Highway Safety Information System	M3DA-2017-57346-6995	\$998,100.00
Alexandria City	Selective Enforcement - Alcohol	M6OT-2017-57288-6937	\$30,375.00
Amherst County	Selective Enforcement - Alcohol	M6OT-2017-57312-6961	\$21,056.00
Appomattox County	Selective Enforcement - Alcohol	M6OT-2017-57144-6793	\$14,827.00
Bedford County	Selective Enforcement - Alcohol	M6OT-2017-57104-6753	\$22,980.00
Buckingham County	Selective Enforcement - Alcohol	M6OT-2017-57241-6890	\$15,000.00
Clarksville Town	Selective Enforcement - Alcohol	M6OT-2017-57006-6655	\$4,720.00
Commission on VASAP	Commission on VASAP Training Conference and Regional Policy Board Trainings	M6OT-2017-57160-6809	\$94,436.00
Commonwealth Attorney's Services Council	TSRP, Advance DUI, DUID	M6OT-2017-57082-6731	\$186,815.00
Covington City	Selective Enforcement - Alcohol	M6OT-2017-57109-6758	\$2,700.00
Craig County	Selective Enforcement - Alcohol	M6OT-2017-57114-6763	\$10,000.00
Danville City	Selective Enforcement - Alcohol	M6OT-2017-57391-7040	\$10,825.00
Dickenson County	Selective Enforcement - Alcohol	M6OT-2017-57179-6828	\$14,745.00
Drive Smart of Virginia	Impaired Driving Education & Outreach	M6OT-2017-57229-6878	\$176,729.00
Fairfax City	Selective Enforcement - Alcohol	M6OT-2017-57413-7062	\$20,100.00
Fairfax County	Selective Enforcement - Alcohol	M6OT-2017-57235-6884	\$94,000.00
Fredericksburg City	Selective Enforcement - Alcohol	M6OT-2017-57265-6914	\$10,020.00

Galax City	Selective Enforcement - Alcohol	M6OT-2017-57189-6838	\$13,035.00
Henrico County	Selective Enforcement - Alcohol	M6OT-2017-57336-6985	\$195,535.00
King and Queen County	Selective Enforcement - Alcohol	M6OT-2017-57274-6923	\$13,200.00
King George County	Selective Enforcement - Alcohol	M6OT-2017-57193-6842	\$7,160.00
Lee County	Selective Enforcement - Alcohol	M6OT-2017-57116-6765	\$17,600.00
MADD	MADD Impaired Driving Safety Countermeasures	M6OT-2017-57084-6733	\$657,900.00
Marion Town	Selective Enforcement - Alcohol	M6OT-2017-57145-6794	\$10,595.00
Montgomery County	Selective Enforcement - Alcohol	M6OT-2017-57074-6723	\$8,335.00
Narrows Town	Selective Enforcement - Alcohol	M6OT-2017-57310-6959	\$6,800.00
New Kent County	Selective Enforcement - Alcohol	M6OT-2017-57221-6870	\$32,500.00
Northumberland County	Selective Enforcement - Alcohol	M6OT-2017-57293-6942	\$4,434.00
Norton City	Selective Enforcement - Alcohol	M6OT-2017-57085-6734	\$23,030.00
Pittsylvania County	Selective Enforcement - Alcohol	M6OT-2017-57284-6933	\$17,700.00
Poquoson City	Selective Enforcement - Alcohol	M6OT-2017-57281-6930	\$5,065.00
Prince William County	Selective Enforcement - Alcohol	M6OT-2017-57128-6777	\$113,300.00
Pulaski Town	Selective Enforcement - Alcohol	M6OT-2017-57132-6781	\$3,200.00
Radford City	Selective Enforcement - Alcohol	M6OT-2017-57079-6728	\$16,900.00
Russell County	Selective Enforcement - Alcohol	M6OT-2017-57314-6963	\$13,775.00
Saint Paul Town	Selective Enforcement - Alcohol	M6OT-2017-57093-6742	\$4,515.00
Saltville Town	Selective Enforcement - Alcohol	M6OT-2017-57390-7039	\$10,950.00
Scott County	Selective Enforcement - Alcohol	M6OT-2017-57140-6789	\$21,780.00
South Boston Town	Selective Enforcement - Alcohol	M6OT-2017-57246-6895	\$12,525.00
Southampton County	Selective Enforcement - Alcohol	M6OT-2017-57286-6935	\$2,545.00
Spotsylvania County	Selective Enforcement - Alcohol	M6OT-2017-57010-6659	\$93,000.00
Stafford County	Selective Enforcement - Alcohol	M6OT-2017-57417-7066	\$30,950.00
Substance Abuse Free Environment, Inc.	SAFE Roadways for Chesterfield County, Phase II	M6OT-2017-57295-6944	\$192,558.00
Supreme Court of Virginia	Virginia Drug Courts Reduce Impaired Driving	M6OT-2017-57291-6940	\$132,500.00
Sussex County	Selective Enforcement - Alcohol	M6OT-2017-57416-7065	\$25,775.00
Tazewell Town	Selective Enforcement - Alcohol	M6OT-2017-57103-6752	\$4,689.00
The Rector and Visitors of the University of Virginia	Screening, Brief Intervention, and Referral to Treatment for Trauma Patients	M6OT-2017-57034-6683	\$55,430.00
The Virginia Association for Health, Physical Education, Recreation and Dance	2017 Underage Drinking Prevention Grant	M6OT-2017-57403-7052	\$172,506.00
Vienna Town	Selective Enforcement - Alcohol	M6OT-2017-57039-6688	\$26,772.00
Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	M6OT-2017-57030-6679	\$228,104.00
Virginia Department of Motor Vehicles	2017 Judicial Transportation Safety Conference	M6OT-2017-57230-6879	\$58,000.00

Virginia Department of Motor Vehicles	ARIDE Training	M6OT-2017-57358-7007	\$18,000.00
Virginia Department of Motor Vehicles	BAC Collection and Submission Improvement Project	M6OT-2017-57386-7035	\$510,676.00
Virginia Department of Motor Vehicles	DRE Program	M6OT-2017-57359-7008	\$15,000.00
Virginia Polytechnic Institute	Selective Enforcement - Alcohol	M6OT-2017-57300-6949	\$8,010.00
Westmoreland County	Selective Enforcement - Alcohol	M6OT-2017-57273-6922	\$31,550.00
Williamsburg City	Selective Enforcement - Alcohol	M6OT-2017-57167-6816	\$18,200.00
Winchester City	Selective Enforcement - Alcohol	M6OT-2017-57048-6697	\$27,554.00
Wise County	Selective Enforcement - Alcohol	M6OT-2017-57321-6970	\$47,820.00
Washington Regional Alcohol Program	FY 2017 Public Education and Information and Youth Outreach Programs	M6OT-2017-57239-6888	\$155,870.00
Motorcycle Safety League of Virginia	Motorcycle Curriculum and Three Wheel Training Equipment - 2010 Grant	M9MT-2017-57408-7057	\$164,100.00
Berryville Town	Selective Enforcement - Alcohol	AL-2017-57334-6983	\$6,000.00
Norfolk City	Selective Enforcement - Alcohol	AL-2017-57123-6772	\$45,110.00
Commission on VASAP	Commission on VASAP Professional Staff Development	CP-2017-57395-7044	\$10,198.00
Supreme Court of Virginia	Judicial Outreach Liaison-402	CP-2017-57401-7050	\$23,750.00
Virginia Department of Motor Vehicles	2017 VAHSO Travel / Training	CP-2017-57252-6901	\$40,000.00
Virginia Department of Motor Vehicles	FY 2017 VAHSO Annual Conference	CP-2017-57343-6992	\$80,000.00
Virginia Department of Motor Vehicles	Impaired Driving Program Coord-Reduction of Drug Impaired, Distracted Drowsy Driving	CP-2017-57429-7078	\$28,707.00
Children and Parent Resource Group, Inc.	Life Changing Experiences Community Education Project - Cinema Drive	DE-2017-57319-6968	\$32,300.00
Department for Aging and Rehabilitative Services	Virginia GrandDriver	DE-2017-57309-6958	\$297,123.00
Drive Smart of Virginia	Community and Workplace Traffic Safety Education and Outreach	DE-2017-57195-6844	\$186,014.00
Power of Wisdom, Inc.	Driven To Change	DE-2017-57352-7001	\$49,386.00
Prince William County	Partners for Safe Teen Driving	DE-2017-57077-6726	\$97,517.00
Virginia Department of Education	Parent Involvement	DE-2017-57400-7049	\$266,500.00
Virginia Department of Motor Vehicles	45 hour Parent Teen Guide	DE-2017-57199-6848	\$35,960.00
Virginia Trucking Association Foundation	Truck Safety Programs Coordinator	DE-2017-57317-6966	\$19,224.00

Motorcycle Safety League of Virginia	Motorcycle & Sidecar/Trike Education	MC-2017-57420-7069	\$253,000.00
Richmond Ambulance Authority	Rider Alert	MC-2017-57024-6673	\$10,880.00
Virginia Department of Motor Vehicles	2010 Motorists' Awareness of Motorcycles Paid Media	MC-2017-57339-6988	\$66,000.00
Virginia Department of Motor Vehicles	402 Motorcycle Safety Paid Media	MC-2017-57340-6989	\$80,000.00
Buena Vista City	Selective Enforcement - Occupant Protection	OP-2017-57183-6832	\$3,000.00
Chatham Town	Selective Enforcement - Occupant Protection	OP-2017-57150-6799	\$2,500.00
Chesapeake City	Selective Enforcement - Occupant Protection	OP-2017-57315-6964	\$15,300.00
Danville City	Selective Enforcement - Occupant Protection	OP-2017-57394-7043	\$5,760.00
Drive Safe Hampton Roads	Occupant Protection	OP-2017-57217-6866	\$39,650.00
Drive Smart of Virginia	"Who's Your Driver" OP Outreach Project - OP	OP-2017-57360-7009	\$154,334.00
Eastern VA Medical School	Reenergizing "Boost 'em in the Back Seat": A New Decade of Behavior Change	OP-2017-57097-6746	\$101,022.00
Exmore Town	Selective Enforcement - Occupant Protection	OP-2017-57157-6806	\$750.00
Franklin County	Selective Enforcement - Occupant Protection	OP-2017-57197-6846	\$3,000.00
Galax City	Selective Enforcement - Occupant Protection	OP-2017-57373-7022	\$6,500.00
Gloucester County	Selective Enforcement - Occupant Protection	OP-2017-57141-6790	\$5,600.00
Henrico County	Selective Enforcement - Occupant Protection	OP-2017-57292-6941	\$16,800.00
Henry County	Selective Enforcement - Occupant Protection	OP-2017-57174-6823	\$10,200.00
Hillsville Town	Selective Enforcement - Occupant Protection	OP-2017-57088-6737	\$3,000.00
James City County	Selective Enforcement - Occupant Protection	OP-2017-57188-6837	\$5,390.00
Manassas Park City	Selective Enforcement - Occupant Protection	OP-2017-57063-6712	\$3,000.00
Martinsville City	Selective Enforcement - Occupant Protection	OP-2017-57404-7053	\$2,001.00
Montgomery County	Selective Enforcement - Occupant Protection	OP-2017-57075-6724	\$6,974.00
New Kent County	Selective Enforcement - Occupant Protection	OP-2017-57248-6897	\$5,250.00

Old Dominion University Research Foundation	Increasing Law Enforcement's Occupant Protection Behaviors	OP-2017-57287-6936	\$67,568.00
Old Dominion University	Selective Enforcement - Occupant Protection	OP-2017-57207-6856	\$4,200.00
Onancock Town	Selective Enforcement - Occupant Protection	OP-2017-57002-6651	\$5,628.00
Pittsylvania County	Selective Enforcement - Occupant Protection	OP-2017-57289-6938	\$6,048.00
Portsmouth City	Selective Enforcement - Occupant Protection	OP-2017-57004-6653	\$6,958.00
Richmond City	Selective Enforcement - Occupant Protection	OP-2017-57046-6695	\$10,000.00
Roanoke County	Selective Enforcement - Occupant Protection	OP-2017-57058-6707	\$14,625.00
Salem City	Selective Enforcement - Occupant Protection	OP-2017-57019-6668	\$3,300.00
South Boston Town	Selective Enforcement - Occupant Protection	OP-2017-57251-6900	\$3,438.00
South Hill Town	Selective Enforcement - Occupant Protection	OP-2017-57057-6706	\$11,900.00
Stafford County	Selective Enforcement - Occupant Protection	OP-2017-57402-7051	\$7,000.00
Tazewell County	Selective Enforcement - Occupant Protection	OP-2017-57381-7030	\$2,500.00
Virginia Beach City	Selective Enforcement - Occupant Protection	OP-2017-57099-6748	\$52,000.00
Virginia Department of Motor Vehicles	Occupant Protection Observational and Attitudinal Surveys	OP-2017-57430-7079	\$231,000.00
Virginia Department of State Police	VSP/YOVASO - OP	OP-2017-57135-6784	\$260,516.00
Washington County	Selective Enforcement - Occupant Protection	OP-2017-57156-6805	\$5,600.00
Wythe County	Selective Enforcement - Occupant Protection	OP-2017-57255-6904	\$6,125.00
Arlington County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57261-6910	\$4,400.00
Fairfax County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57238-6887	\$18,000.00
Metro Washington Council of Government	Street Smart Regional Pedestrian and Bicycle Safety Program	PS-2017-57208-6857	\$160,000.00
Metropolitan Richmond Sports Backers, Inc.	Bike Lane Safety Educational Campaign	PS-2017-57365-7014	\$12,200.00
Northern Virginia Regional Commission	2017 Bicycle Pedestrian Safety Activities Sharing the Road in Virginia	PS-2017-57151-6800	\$58,531.00
Prince William County	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57330-6979	\$6,750.00
Richmond City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57067-6716	\$6,500.00
Roanoke City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57342-6991	\$3,200.00
Salem City	Selective Enforcement - Pedestrian/Bicycle	PS-2017-57020-6669	\$1,980.00

VA Association of Chiefs of Police	Law Enf Training and Resources	PT-2017-57392-7041	\$206,890.00
Virginia Deptment of Motor Vehicles	FY 2017 Law Enforcement Liaisons	PT-2017-57333-6982	\$163,300.00
Virginia Beach City	Regional Training in Traffic Eng	RS-2017-57308-6957	\$20,000.00
Virginia Department of Motor Vehicles	Crash Investigation & Reconstruction Program	RS-2017-57026-6675	\$120,000.00
Virginia Department of Motor Vehicles	Crash Investigation & Reconstruction Program - Alcohol	RS-2017-57361-7010	\$54,500.00
Abingdon Town	Selective Enforcement - Speed	SC-2017-57375-7024	\$12,850.00
Albemarle County	Selective Enforcement - Speed	SC-2017-57345-6994	\$9,336.00
Alleghany County	Selective Enforcement - Speed	SC-2017-57231-6880	\$7,000.00
Altavista Town	Selective Enforcement - Speed	SC-2017-57115-6764	\$5,600.00
Amelia County	Selective Enforcement - Speed	SC-2017-57237-6886	\$15,000.00
Amherst County	Selective Enforcement - Speed	SC-2017-57380-7029	\$9,900.00
Arlington County	Selective Enforcement - Speed	SC-2017-57121-6770	\$18,575.00
Arlington County	Selective Enforcement - Speed	SC-2017-57175-6824	\$14,500.00
Ashland Town	Selective Enforcement - Speed	SC-2017-57256-6905	\$5,760.00
Bedford County	Selective Enforcement - Speed	SC-2017-57107-6756	\$10,880.00
Bedford Town	Selective Enforcement - Speed	SC-2017-57418-7067	\$4,500.00
Blacksburg Town	Selective Enforcement - Speed	SC-2017-57338-6987	\$7,200.00
Blackstone Town	Selective Enforcement - Speed	SC-2017-57215-6864	\$5,104.00
Boykins Town	Selective Enforcement - Speed	SC-2017-57068-6717	\$4,200.00
Buckingham County	Selective Enforcement - Speed	SC-2017-57247-6896	\$5,000.00
Campbell County	Selective Enforcement - Speed	SC-2017-57290-6939	\$12,800.00
Carroll County	Selective Enforcement - Speed	SC-2017-57126-6775	\$19,488.00
Charles City County	Selective Enforcement - Speed	SC-2017-57419-7068	\$13,500.00
Charlottesville City	Selective Enforcement - Speed	SC-2017-57415-7064	\$5,000.00
Chesterfield County	Selective Enforcement - Speed	SC-2017-57009-6658	\$79,540.00
Chincoteague Town	Selective Enforcement - Speed	SC-2017-57154-6803	\$7,500.00
Christiansburg Town	Selective Enforcement - Speed	SC-2017-57328-6977	\$10,880.00
Clarke County	Selective Enforcement - Speed	SC-2017-57052-6701	\$5,005.00
Clarksville Town	Selective Enforcement - Speed	SC-2017-57007-6656	\$4,420.00
Colonial Beach Town	Selective Enforcement - Speed	SC-2017-57258-6907	\$2,250.00
Courtland Town	Selective Enforcement - Speed	SC-2017-57070-6719	\$5,743.00
Covington City	Selective Enforcement - Speed	SC-2017-57111-6760	\$2,640.00
Crewe Town	Selective Enforcement - Speed	SC-2017-57423-7072	\$6,000.00
Culpeper Town	Selective Enforcement - Speed	SC-2017-57025-6674	\$3,800.00
Cumberland County	Selective Enforcement - Speed	SC-2017-57399-7048	\$8,450.00
Danville City	Selective Enforcement - Speed	SC-2017-57393-7042	\$10,939.00
Dumfries Town	Selective Enforcement - Speed	SC-2017-57072-6721	\$10,000.00
Essex County	Selective Enforcement - Speed	SC-2017-57064-6713	\$7,625.00
Exmore Town	Selective Enforcement - Speed	SC-2017-57164-6813	\$8,750.00

Fairfax City	Selective Enforcement - Speed	SC-2017-57422-7071	\$9,600.00
Fairfax County	Selective Enforcement - Speed	SC-2017-57228-6877	\$40,000.00
Falls Church City	Selective Enforcement - Speed	SC-2017-57100-6749	\$13,100.00
Farmville Town	Selective Enforcement - Speed	SC-2017-57166-6815	\$12,000.00
Fauquier County	Selective Enforcement - Speed	SC-2017-57105-6754	\$10,000.00
Franklin County	Selective Enforcement - Speed	SC-2017-57205-6854	\$12,000.00
Frederick County	Selective Enforcement - Speed	SC-2017-57260-6909	\$10,000.00
Fredericksburg City	Selective Enforcement - Speed	SC-2017-57200-6849	\$13,825.00
Galax City	Selective Enforcement - Speed	SC-2017-57269-6918	\$10,680.00
Gate City Town	Selective Enforcement - Speed	SC-2017-57387-7036	\$2,400.00
Giles County	Selective Enforcement - Speed	SC-2017-57168-6817	\$6,000.00
Gloucester County	Selective Enforcement - Speed	SC-2017-57177-6826	\$5,250.00
Goochland County	Selective Enforcement - Speed	SC-2017-57271-6920	\$15,750.00
Greene County	Selective Enforcement - Speed	SC-2017-57384-7033	\$5,000.00
Halifax County	Selective Enforcement - Speed	SC-2017-57184-6833	\$6,680.00
Halifax Town	Selective Enforcement - Speed	SC-2017-57142-6791	\$9,375.00
Hampton City	Selective Enforcement - Speed	SC-2017-57364-7013	\$49,750.00
Harrisonburg City	Selective Enforcement - Speed	SC-2017-57225-6874	\$8,000.00
Haymarket Town	Selective Enforcement - Speed	SC-2017-57303-6952	\$4,500.00
Henrico County	Selective Enforcement - Speed	SC-2017-57316-6965	\$42,000.00
Herndon Town	Selective Enforcement - Speed	SC-2017-57056-6705	\$14,850.00
Hillsville Town	Selective Enforcement - Speed	SC-2017-57090-6739	\$4,500.00
Hopewell City	Selective Enforcement - Speed	SC-2017-57259-6908	\$12,300.00
James City County	Selective Enforcement - Speed	SC-2017-57187-6836	\$19,404.00
Jonesville Town	Selective Enforcement - Speed	SC-2017-57243-6892	\$4,500.00
King and Queen County	Selective Enforcement - Speed	SC-2017-57378-7027	\$3,000.00
King George County	Selective Enforcement - Speed	SC-2017-57222-6871	\$8,000.00
King William County	Selective Enforcement - Speed	SC-2017-57134-6783	\$7,500.00
Loudoun County	Selective Enforcement - Speed	SC-2017-57022-6671	\$27,920.00
Lynchburg City	Selective Enforcement - Speed	SC-2017-57245-6894	\$14,000.00
Madison County	Selective Enforcement - Speed	SC-2017-57414-7063	\$10,850.00
Manassas City	Selective Enforcement - Speed	SC-2017-57218-6867	\$16,000.00
Manassas Park City	Selective Enforcement - Speed	SC-2017-57062-6711	\$20,000.00
Martinsville City	Selective Enforcement - Speed	SC-2017-57356-7005	\$5,017.00
Mathews County	Selective Enforcement - Speed	SC-2017-57257-6906	\$5,120.00
Middletown Town	Selective Enforcement - Speed	SC-2017-57347-6996	\$6,000.00
Narrows Town	Selective Enforcement - Speed	SC-2017-57349-6998	\$4,500.00
New Kent County	Selective Enforcement - Speed	SC-2017-57304-6953	\$11,375.00
Norfolk City	Selective Enforcement - Speed	SC-2017-57130-6779	\$29,328.00
Northampton County	Selective Enforcement - Speed	SC-2017-57198-6847	\$7,500.00
Northumberland County	Selective Enforcement - Speed	SC-2017-57368-7017	\$3,850.00
Nottoway County	Selective Enforcement - Speed	SC-2017-57147-6796	\$17,386.00

Onley Town	Selective Enforcement - Speed	SC-2017-57196-6845	\$5,000.00
Orange County	Selective Enforcement - Speed	SC-2017-57306-6955	\$16,538.00
Patrick County	Selective Enforcement - Speed	SC-2017-57367-7016	\$4,500.00
Pearisburg Town	Selective Enforcement - Speed	SC-2017-57112-6761	\$8,588.00
Pembroke Town	Selective Enforcement - Speed	SC-2017-57037-6686	\$7,500.00
Pittsylvania County	Selective Enforcement - Speed	SC-2017-57363-7012	\$8,100.00
Poquoson City	Selective Enforcement - Speed	SC-2017-57297-6946	\$6,394.00
Portsmouth City	Selective Enforcement - Speed	SC-2017-57005-6654	\$6,958.00
Powhatan County	Selective Enforcement - Speed	SC-2017-57078-6727	\$18,000.00
Prince Edward County	Selective Enforcement - Speed	SC-2017-57311-6960	\$4,736.00
Prince George County	Selective Enforcement - Speed	SC-2017-57377-7026	\$8,400.00
Prince William County	Selective Enforcement - Speed	SC-2017-57129-6778	\$22,500.00
Pulaski Town	Selective Enforcement - Speed	SC-2017-57136-6785	\$6,500.00
Rappahannock County	Selective Enforcement - Speed	SC-2017-57091-6740	\$9,369.00
Richmond City	Selective Enforcement - Speed	SC-2017-57065-6714	\$40,000.00
Richmond County	Selective Enforcement - Speed	SC-2017-57066-6715	\$9,000.00
Roanoke City	Selective Enforcement - Speed	SC-2017-57341-6990	\$13,440.00
Roanoke County	Selective Enforcement - Speed	SC-2017-57055-6704	\$29,250.00
Rockbridge County	Selective Enforcement - Speed	SC-2017-57325-6974	\$5,000.00
Salem City	Selective Enforcement - Speed	SC-2017-57017-6666	\$9,735.00
Spotsylvania County	Selective Enforcement - Speed	SC-2017-57013-6662	\$51,000.00
Stafford County	Selective Enforcement - Speed	SC-2017-57412-7061	\$10,500.00
Strasburg Town	Selective Enforcement - Speed	SC-2017-57322-6971	\$6,369.00
Tappahannock Town	Selective Enforcement - Speed	SC-2017-57159-6808	\$5,144.00
Tazewell Town	Selective Enforcement - Speed	SC-2017-57086-6735	\$5,200.00
Timberville Town	Selective Enforcement - Speed	SC-2017-57155-6804	\$3,000.00
Vienna Town	Selective Enforcement - Speed	SC-2017-57040-6689	\$17,460.00
Virginia Com. University	Selective Enforcement - Speed	SC-2017-57119-6768	\$10,800.00
Virginia Dept of SP	Selective Enforcement - Speed	SC-2017-57044-6693	\$619,500.00
Washington County	Selective Enforcement - Speed	SC-2017-57180-6829	\$10,500.00
Waynesboro City	Selective Enforcement - Speed	SC-2017-57073-6722	\$14,000.00
Weber City Town	Selective Enforcement - Speed	SC-2017-57124-6773	\$6,750.00
Westmoreland County	Selective Enforcement - Speed	SC-2017-57272-6921	\$11,250.00
Windsor Town	Selective Enforcement - Speed	SC-2017-57362-7011	\$11,375.00
Woodstock Town	Selective Enforcement - Speed	SC-2017-57204-6853	\$6,870.00
Wythe County	Selective Enforcement - Speed	SC-2017-57264-6913	\$28,000.00
Supreme Court of Virginia	Improve Traffic Data. Create New and Modify Existing Traffic Reports	TR-2017-57279-6928	\$44,850.00
VA Dept. of Motor Veh.	VAHSO Data Analyst	TR-2017-57249-6898	\$52,672.00
Virginia Department of Motor Vehicles	VAHSO/VA Tech Analytics and Reporting	TR-2017-57320-6969	\$235,200.00
VA Dept of Motor Vehicle	VAHSO/VA Tech Crash Location Proj.	TR-2017-57370-7019	\$234,000.00
	Total Funding for Grant Awards		\$22,034,387.00

Appendix C – Letter of Support



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

June 3, 2016

Dr. Elizabeth A. Baker
Regional Administrator, Region 3
National Highway Traffic Safety Administration
10 S. Howard Street, Suite 6700
Baltimore, MD 21201

Dear Dr. Baker:

The purpose of this letter is to advise that, at the direction of Secretary of Transportation, Aubrey Layne, and in accord with the dictates of MAP-21 and the FAST Act and relevant regulations, the Virginia Department of Transportation (VDOT) and the Department of Motor Vehicles (DMV), in its capacity as the Virginia Highway Safety Office, will coordinate and work together to ensure that safety performance measures common to the State's Highway Safety Plan (HSP) and the State Highway Safety Improvement Program (HSIP) (fatalities, fatality rate and serious injuries) will be defined identically, as coordinated through the State's Strategic Highway Safety Plan (SHSP).

Recently published 23 CFR 490 requires states to define one consistent set of annual safety performance measure targets, reported through the HSP and HSIP, by 2017. At this time, VDOT is supportive of the Virginia Highway Safety Office (VAHSO)'s proposed performance measures and targets for the FFY 2017 Highway Safety Plan (HSP) intended for submission to the National Highway Traffic Safety Administration (NHTSA). While the VAHSO's proposed FFY 2017 targets differ slightly from the targets outlined in the current 2012-2016 Strategic Highway Safety Plan (SHSP), it is VDOT's intention to coordinate with VAHSO and work through the Strategic Highway Safety Plan steering committee to reach consensus on mutual performance measures and targets for both the Commonwealth's HSP, HSIP and SHSP prior to setting calendar year 2018 targets in accordance with the CFR requirements. This time table for reaching concurrence of performance measures and annual targets will integrate well with the next regularly scheduled update of the Commonwealth's 2017-2021 Strategic Highway Safety Plan performance objectives.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

Dr. Elizabeth A. Baker
June 3, 2016
Page Two

VDOT understands that the Virginia Highway Safety Office's proposed targets for the FFY2017 Highway Safety Plan are as follows:

- Fatalities - 686 (based on 5 year moving average)
- Fatalities/VMT - 0.84 (based on 5 year moving average)
- Serious Injuries – 7,144 (based on 5 year moving average)

We appreciate the strong partnership between VDOT and the VAHSO and look forward to continuing our critical efforts to reduce highway crashes, deaths, and injuries across the Commonwealth.

If you have any questions, don't hesitate to contact Mark Cole at (804) 786-4196 or me.

Sincerely,



Charles A. Kilpatrick, P.E.
Commissioner of Highways

cc: John Saunders, DMV/VAHSO
Mohammad Mirshahi, P.E., VDOT
Raymond J. Khoury, P.E., VDOT
Mark A. Cole, P.E., VDOT
Stephen Read, P.E., VDOT
File

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Virginia Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

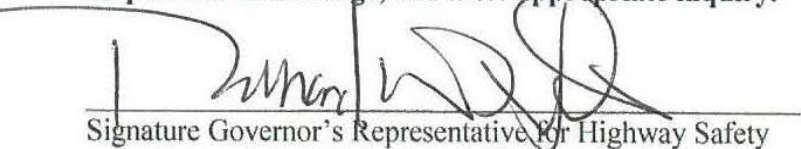
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.


Signature Governor's Representative for Highway Safety

6-17-16
Date

Richard D. Holcomb

Printed name of Governor's Representative for Highway Safety