

VIRGINIA

HIGHWAY SAFETY PLAN

ANNUAL REPORT **FISCAL YEAR 2014**




Table of Contents

Commissioner's Message	2
Executive Summary	3
Mission Statement	5
Statutory Authority	5
Program Overview / Responsibilities	6
Governor's Highway Safety Executive and Office Staff	7
Traffic Safety Partners	11
Traffic Safety Plans	12
Surveys (Self Reported and Seat Belt Observation)	13
Financial Summary	16
Legislation	17
Driving Trends	20
Performance Report on Core Measures Targets	21
Core Outcome Performance Measures – (C-1 through C-10)	24
Occupant Protection	29
Impaired Driving	41
Speed	49
Motorcycle	52
Young Drivers	56
Pedestrian/Bicycle	58
Core Behavior Performance Measure – (B-1)	60
Core Activity Performance Measures – (A-1, A-2, A-3)	61
Traffic Records	62
Roadway Safety/Police Traffic Services/Driver Education/ Community Traffic Safety Programs	65-69
Additional Traffic Safety Programs	70
Paid Media Plan	71
Appendix A – FFY 2014 Expenditures	74

Commissioner's Message

The Virginia Department of Motor Vehicles Highway Safety Office (VAHSO) is pleased to present Virginia's **2014 Highway Safety Annual Report**. The Annual Report provides an extensive description of the projects and activities funded as well as the amount of funds expended on projects implemented under the 2014 Virginia Highway Safety Plan (HSP). The Report describes the accomplishments and challenges experienced by the VAHSO, to include performance measures, targets, strategies, and funding identified in the HSP. You will also find the results and outcomes achieved through implementation of the initial HSP and any revisions that may have been made during the fiscal year. The Annual Report allows for the evaluation of the prior year's HSP as well as showcasing the Commonwealth's highway safety achievements.

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



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

Date

12-17-14

Executive Summary

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

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

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

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

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it was determined that Virginia could make a positive impact on improving highway safety by placing a major emphasis on the following program areas for FFY 2013-2014:

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

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

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

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

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

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

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

Mission Statement for the Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Statutory Authority to Complete this Mission

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

Overview of Virginia's Highway Safety Office Program

Virginia's Highway Safety Office (VAHSO) continues to implement a comprehensive, sustainable highway safety program to effectively address the problems of traffic crashes, injuries and fatalities. As vehicular travel and population continue to increase, highway safety initiatives that target localities and highways throughout the Commonwealth are vital to the achievement of the goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety, thereby reducing crashes, injuries, and fatalities on a statewide basis. Virginia's highway safety staff has systematically analyzed highway safety problems and corrective strategies. As decisions are made on grant funding levels, an assessment is made to ensure that prospective projects and activities will make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals. During FFY2013-2014, the Virginia Highway Safety Office, Governor's Highway Safety Representative and Virginia Secretary of Transportation approved the award 368 grants totaling \$17,490,690.

Virginia is comprised of 39 cities and 95 counties. The capitol is located in the city of Richmond. The Commonwealth's total population in 2013 was 8,260,405, and there are 7,799,339 registered vehicles. Virginia has 74,156.53 roadway miles, of which 63,047.13 are secondary roads (85.0%), 9,990.33 are primary roads (13.5%), and 1,119.07 are interstate highways (1.5%).

The combined number of active licensed drivers in Virginia is 5,822,361. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which include private, institutional, and collegiate departments. It also includes 7 state police divisions within 48 areas of the state with 2,008 state troopers.

Responsibilities

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

Governor's Highway Safety Executive Staff

Governor

Terence "Terry" R. McAuliffe

Governor's Highway
Safety Representative

Richard D. Holcomb
DMV Commissioner

Governor's Highway
Safety Coordinator

Ellen Marie Hess
DMV Chief Deputy Commissioner

Virginia Highway Safety Office

John L. Saunders
Director

Location of Highway
Safety Office

Department of Motor Vehicles
2300 West Broad Street
Richmond, Virginia 23220
Phone: (804) 367-8140

VAHSO Highway Safety Office Staff

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

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

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

Governor's Highway Safety Coordinator: 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.

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

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

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

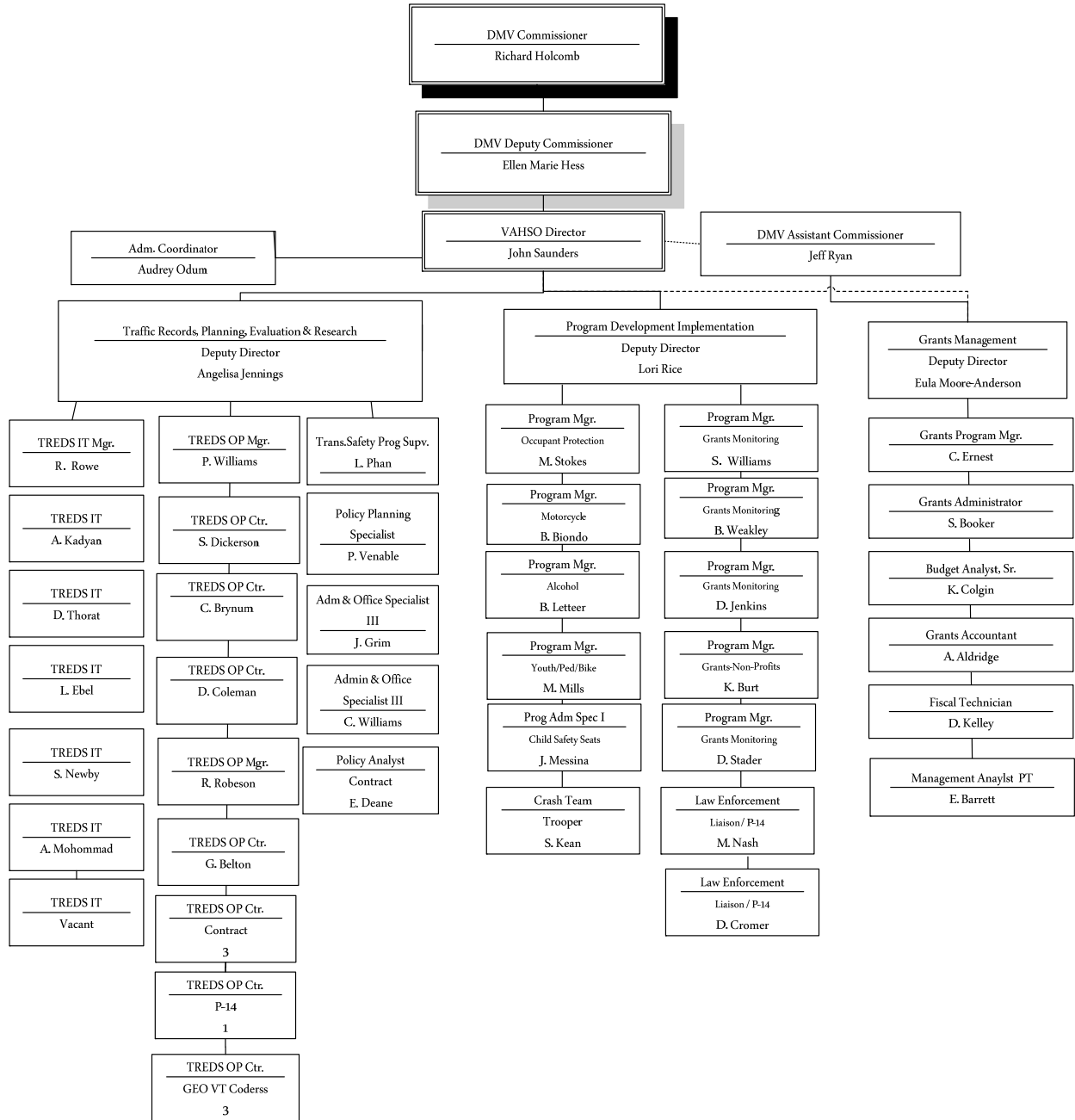
Program Managers/Grant Monitors: Responsibilities include monitoring and evaluation of approved highway safety projects within the various countermeasure areas; dissemination of information; public awareness campaigns and media events, and presentation of safety education programs.

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

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

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

**Department of Motor Vehicles
Virginia Highway Safety Office
December 2014**



Traffic Safety Partners

Enforcement

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

Non-Profits

Motorcycle Safety League of VA
Metropolitan Washington Council of Government
Virginia Association of Chiefs of Police
Virginia Trucking Association
Drive Smart Virginia
Drive Safe Hampton Roads
Mothers Against Drunk Driving
Washington Regional Alcohol Program
Virginia State Police Association
Mid-Atlantic Foundation for Safety (AAA)
University of Richmond

State Agencies

Department of Alcoholic Beverage Control
Department of Health
Department of Education
Department of Aging and Rehabilitative Services
Supreme Court of Virginia
Commission on Alcohol Safety Action Program
Department of Forensic Science
Department of Criminal Justice Services
Virginia Polytechnic Institute and State University
Virginia Commonwealth University
Old Dominion University
Commonwealth Attorney's Services Council

Traffic Safety Plans and Assessments

Virginia Strategic Highway Safety Plan

Virginia Highway Safety Plan

Virginia Annual Report

Strategic Plan for Traffic Records and Information Systems

Occupant Protection Strategic Plan

Virginia Occupant Protection Program Evaluation—Day, Night and High Risk Areas

Seat Belt Use in Virginia Survey (Summary of Findings)

This report documents procedures to produce the 2014 seat belt use rate for Virginia. The procedures were developed as a result of the federally-mandated “re-design” based on the final rule for 23 CFR Part 1340: Uniform Criteria for State Observational Surveys of Seat Belt Use. The rule was published in the *Federal Register* Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Virginia’s plan was approved by the National Highway Traffic Safety Administration on May 3, 2012 after working closely with federal personnel to ensure compliance with the law.

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

1. The 2014 weighted seat belt use rate, calculated with the methodology and sample approved by NHTSA in 2012, was 77.3%.
2. The 95% confidence interval for the seat belt use rate was between 76.4% and 78.3%.
3. The error rate was 0.4804%, well below the maximum 2.5% allowed by code.
4. The “miss rate” or rate of “unknown” belt use observations (i.e., seeing an occupant but not knowing whether he or she was buckled up) was 7.0%, below the maximum 10% allowed by code.
5. These results were based on a weighted survey design sample of 12,849 vehicles providing driver and/or passenger belt use observations.

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

This report summarizes the work completed in 2014, the fifth year Virginia carried out the survey. Virginia began its survey in 2010, one year before it was mandated to do so. Virginia's Highway Safety Office (VAHSO) added two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey).

The 2014 survey was deployed by telephone to licensed drivers in Virginia. Overall, two samples were targeted. First, a sample of 1,000 licensed drivers aged 18 and older completed the survey. This sample was distributed across Virginia proportionally by regional population levels. Therefore, more of the sample came from northern and southeastern regions of Virginia than from the southwestern areas. It was appropriately representative of the Commonwealth. A second sample was derived from licensed drivers 18 – 34 years old. This age group was a particular focus of various interventions in Virginia, most notably the *Click It or Ticket* seat-belt enforcement program. The 18 - 34 sample was drawn from those in that age category from the main sample (248 of the 1,000 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 final sample for analysis a total of 548 participants.

This latter augment sample was used to make comparisons to the full sample, or the average Virginia driver.

Overall, key findings included:

Seat-Belt Use

- The majority of respondents reported always wearing seat belts while driving (91.3%) or riding as passengers (89.7%).
- A little more than a third (36.4%) recalled law enforcement activity targeting belt use in the time period prior to the survey.
- Approximately half of the respondents (58.3%) believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

Impaired Driving

- Approximately half of the respondents (52.8%) told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), 17.2% *had* driven within two hours after drinking alcohol in the past 60 days (defined as at least one drive within 2 hours).
- Most believed the chances of arrest after drinking and driving were at least “likely.”

- Nearly half (46.5%) recalled police activities targeting impaired driving in the time period prior to the survey. Fewer (22.9%) recalled seeing or hearing information about designated driving programs in the same period.

Speeding

- Approximately half of the respondents (47.4%) reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone); 38.1% reported at least sometimes speeding on interstates (more than 70 mph in 65 mph zone).
- Most respondents (65.9%) believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- About a third (33.4%) recalled law enforcement activity targeting speeding in the past 30 days.

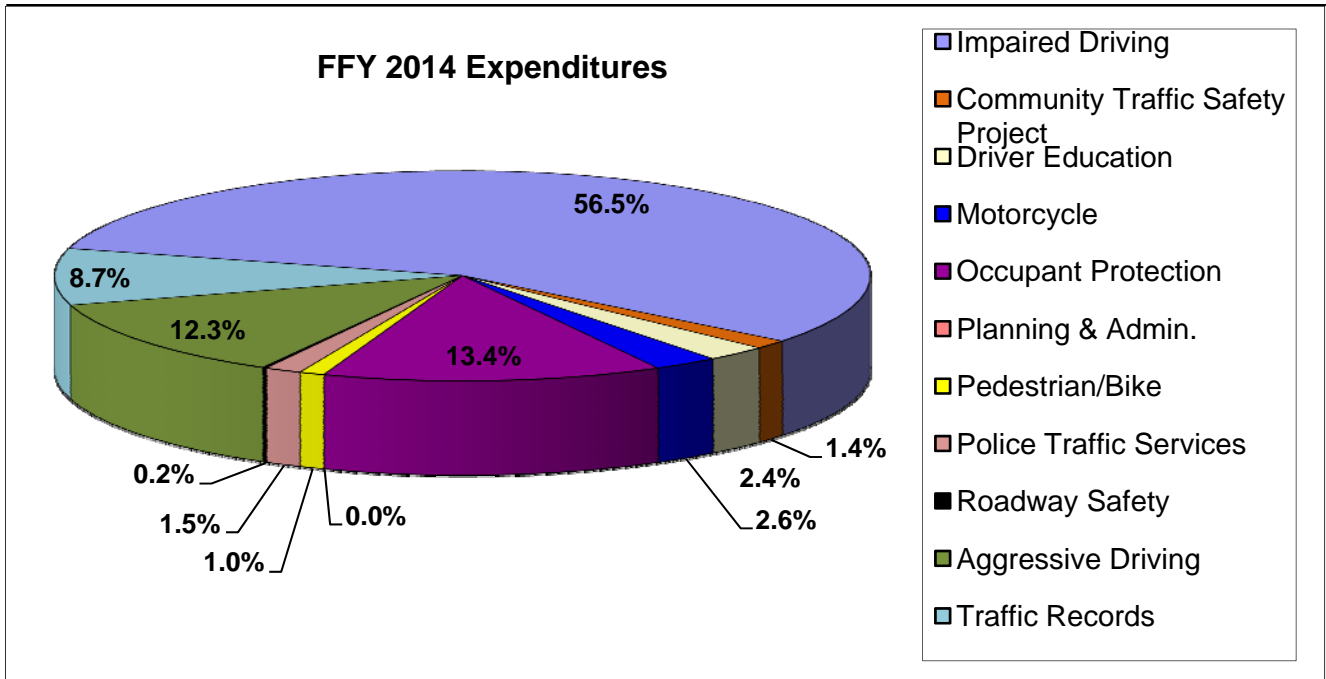
Distracted Driving

- More than half of the respondents (64.4%) “seldom” or “never” talk on mobile phones while driving; less than 3% reported not owning a mobile phone.
- A significant majority (80.1%) said they “never” text while driving.

Note: Full reports for both surveys are included on the attached CD.

Financial Summary - Expenditures*

Program Area	Program							Total	% of
	402	405 MAP 21	408	410	154	2010	2011	Expenditures	Total
Impaired Driving	\$54,816	-	-	\$1,558,743	\$6,378,953	-	-	\$7,992,511	56.5%
Community Traffic Safety Project	\$193,676							\$193,676	1.4%
Driver Education	\$344,369							\$344,369	2.4%
Motorcycle	\$260,252	\$23,791	-	-	-	\$78,328	-	\$362,370	2.6%
Occupant Protection	\$835,995	\$747,215	-	-	-	-	\$318,053	\$1,901,262	13.4%
Planning & Admin.	\$0	-	-	-	\$0	-	-	\$0	0.0%
Pedestrian/Bike	\$141,005	-	-	-	-	-	-	\$141,005	1.0%
Police Traffic Services	\$205,933							\$205,933	1.5%
Roadway Safety	\$22,021	-	-	-	-	-	-	\$22,021	0.2%
Aggressive Driving	\$1,745,926	-	-	-	-	-	-	\$1,745,926	12.3%
Traffic Records	\$132,782	\$1,097,557	\$0	-	-	-	-	\$1,230,338	8.7%
TOTAL								\$14,139,412	100.00%



Pending final draw down of funding
Section 154 Transfer Funds – Hazard Elimination
 The hazard elimination program is managed by the Virginia Department of Transportation (VDOT).
 Total expended in FFY 2014 - \$12,991,728

Legislation

The Virginia General Assembly recently enacted several pieces of legislation that address highway safety. The following laws were enacted and became effective July 1, 2013:

Texting:

Increase the fines for texting while driving violations: from \$20 to \$125 for a first offense and from \$50 to \$250 for a second or subsequent offense. The new law further changes the offense from a secondary offense (one that can only be charged when the offender is stopped for another offense) to a primary offense.

The new law also increases the punishment of any person convicted of reckless driving to include a \$250 mandatory minimum fine of the person who was texting at the time of the reckless driving offense.

Mopeds:

- A. Requires that all mopeds be titled, registered, and display a moped license plate by July 1, 2014.
- B. Requires moped operators to carry a government issued form of photo identification that states the holder's name, address, and date of birth.
- C. Makes it a statewide requirement for moped operators and any passengers to wear helmets. Moped operators are also required to wear safety goggles or have the moped equipped with a windshield.
- D. Clarifies that a fine of up to \$50 applies to violations of (i) the speed limit for mopeds (35 mph), (ii) the minimum age (16 years old) and government issued ID requirements for moped operators, and (iii) the prohibition against operating a moped on an interstate highway.

This legislation was the result of an on-going study of nonconventional vehicles being led by DMV. It contains several provisions relating to low-speed vehicles, motorcycle classifications, mopeds, and all-terrain vehicles (ATVs).

The following laws were enacted and became effective July 1, 2014: unless otherwise noted

HB 662 & SB 565: Commercial driver's licenses, etc.; compliance with federal requirements (Chapters 77 and 803)

Amends Va. Code §§ 46.2-341.4, 46.2-341.8, 46.2-341.10, 46.2-341.12, 46.2-341.14, 46.2-341.14:1, 46.2-341.14:2, 46.2-341.14:5, 46.2-341.14:6, 46.2-341.16, 46.2-341.20, 46.2-341.20:2, 46.2-341.20:4, 46.2-348, and adds § 46.2-341.14:01 relating to commercial driver's licenses; amends § 46.2-341.20:5 and adds § 46.2-341.20:6 relating to prohibited use of handheld mobile telephones in commercial motor vehicles; amends § 46.2-1078.1 relating to distracted driving being included as a part of the driver's license knowledge examination; and amends § 46.2-379 relating to DMV's continued disclosure of personal information from crash reports, but only if otherwise authorized by law in order to comply with federal law.

HB 771: Mature driver motor vehicle crash prevention course; license renewal, reduction in rates (Chapter 282)

Amends Va. Code §§ 16.1-69.48:1, 17.1-275, 38.2-2217, 46.2-330, and 46.2-505

1. This bill provides for a course in mature driver motor vehicle crash prevention and provides that such course is an option for the court in adjudicating defendants.

Courts may use their discretion in determining whether a driver's age range makes him/her appropriate for a mature driver courses.

Mature driver motor vehicle crash prevention courses are available to persons age 55 and older. Drivers will not be awarded safe driving points for the completion of mature driver motor vehicle crash prevention courses.

2. The bill also lowers the age at which drivers are required to renew their licenses in person from the current statutory age of 80 to 75 and requires that licenses issued to persons age 75 or older be valid for no more than five years as opposed to the current eight year license.

The provisions of this bill become effective January 1, 2015.

HB 1241: Driver's licenses; issuance of original licenses to minors, etc. (Chapter 352)

Amends Va. Code § 46.2-336

This bill provides that when a judge presides over a ceremony to issue original driver's licenses to minors, the judge shall give the attorney for the Commonwealth the opportunity to participate in the ceremony and to address the licensees, upon request.

SB 482 Driving under influence of alcohol; probation, license suspension, (Chapter 707)

Amends Va. Code §§ 18.2-270, 18.2-270.1, 18.2-271.1, 46.2-391.01, and 46.2-391.2

This bill gives DMV administrative authority to require ignition interlock, if the court convicted a person of DUI 1st offense and granted restricted privileges but did not order the installation of the ignition interlock device as a condition of restricted privileges. In these cases, the customer must have the ignition interlock device installed on a minimum of ONE vehicle owned, co-owned, leased or operated and any other vehicles the customer operates.

SB 97: Bicycles, etc.; minimum clearance for passing (Chapter 358) Amends Va. Code § 46.2-839

This bill increases from two to three feet the minimum clearance between a passing vehicle and a bicycle, electric personal assistive mobility device, electric power assisted bicycle, moped, animal, or animal-drawn vehicle.

HB 122 and SB 383: Autocycle; defines a new class of vehicle and provides for examination of drivers, fees, etc. (Chapters 53 and 383) Amends Va. Code §§ 46.2-100, 46.2-325, 46.2-626.1, 46.2-662, 46.2-694, as it is currently effective and as it may become effective, 46.2-711, 46.2-715, 46.2-730, 46.2-910, 46.2-1011, 46.2-1012, 46.2-1014, 46.2-1057, 46.2-1067, 46.2-1068, 46.2-1092, 46.2-1157, 46.2-1167, 46.2-1500, and 46.2-1993

This bill defines a new class of vehicle, known as an autocycle, and provides for examination of drivers, registration fees, safety, inspection, and other requirements pursuant to creating this new class of vehicle. This legislation reflects the recommendations of the Non-Conventional Vehicles Study relating to three-wheel vehicles that operate and handle more as automobiles than motorcycles.

Driving Trends

In 2013 as compared to 2012 there were:

92,186 more licensed drivers	1.6% increase
92,544 more registered vehicles	1.2% increase
1,816 less crashes	1.5% decrease
34 less total fatalities	4.4% decrease
1,892 less total injuries	2.8% decrease

Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT	Fatality Rate*	US Fatality Rate
2004	154,907	922	78,487	5,313,167	7,037,698	7,458,900	78,877	1.17	1.52
2005	153,849	946	76,023	5,362,410	7,246,709	7,567,500	80,335	1.18	1.59
2006	151,692	961	73,348	5,394,888	7,386,061	7,640,249	81,094	1.19	1.42
2007	145,405	1,027	68,822	5,436,825	7,500,308	7,698,775	82,077	1.25	1.45
2008	135,282	825	69,130	5,475,069	7,503,924	7,769,089	82,278	1.00	1.34
2009	116,744	757	62,976	5,501,878	7,495,574	7,882,590	80,938	0.93	1.23
2010	116,386	740	61,418	5,569,524	7,565,848	8,001,024	82,150	0.90	1.09
2011	120,513	764	63,382	5,662,416	7,636,407	8,096,604	80,974	0.95	1.18
2012	123,579	776	67,004	5,730,175	7,706,795	8,185,867	80,954	0.96	1.23
2013	121,763	741	65,114	5,822,361	7,799,339	8,260,405	80,258	0.92	1.23

* Death rate per 100 million miles

Performance Report on Core Measures Targets

Below is a list of the quantifiable and measurable highway safety performance measures based on highway safety problems identified by the VAHSO. Virginia will continue to conduct street-level analysis to develop and implement data-driven approaches to address specific program areas. In 2014, these efforts have resulted in Virginia experiencing reductions in fatalities in multiple program areas.

Current data is through November 2014.

Performance Measures Met

- Virginia's fatalities were 741 for 2013, surpassing the target of 760.

Based on the final 2013 fatality data (741), we have adjusted our target from 745 fatalities to 708 fatalities for 2014. This is a decrease in traffic fatalities of 4 percent from the 2013 calendar year of 741 to 708 by December 2014.

The current number of fatalities through November is 630 for 2014 as compared to 676 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

- Virginia's serious injuries were 8,650 for 2013, surpassing the target of 9,061.

The current number of serious injuries is 6,662 for 2014 as compared to 8,001 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

- Virginia's fatalities per 100M VMT was 0.92 for 2013, surpassing the target of 0.93.

Number of fatalities per VMT cannot be reported for 2013 vs. 2014 because VMT data is not available for 2014 at this time.

- Virginia's urban fatalities per 100M VMT was 0.53 for 2013, surpassing its target of 0.72.

Number of urban fatalities per VMT cannot be reported for 2013 vs. 2014 because VMT data is not available for 2014 at this time.

- Virginia's impaired driving fatalities are not available from NHTSA/FARS for 2013 and 2014.

- Virginia's motorcycle fatalities were 63 for 2013, surpassing the target of 73.

Based on the final 2013 motorcycle fatality data (63), we have adjusted our target from 70 fatalities to 62 fatalities for 2014. This is a decrease in traffic fatalities of 2 percent from the 2013 calendar year of 63 to 62 by December 2014.

The current number of motorcycle fatalities through November is 72 for 2014 as compared to 63 for the same time period in 2013. Virginia is not on track to meeting its target in 2014.

- Virginia's unhelmeted motorcyclist fatality was 1 for 2013, meeting the target of 1.

The current number of unhelmeted motorcyclist fatalities through November is 0 for 2014 as compared to 1 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

- Virginia's pedestrian fatalities were 78 for 2013, surpassing its target of 96.

Based on the final 2013 pedestrian fatality data (78), we have adjusted our target from 94 pedestrian fatalities to 72 pedestrian fatalities for 2014. This is a decrease in pedestrian fatalities of 8 percent from the 2013 calendar year of 78 to 72 by December 2014.

The current number of pedestrian fatalities through November is 70 for 2014 as compared to 72 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

Performance Measures Not Met

- Virginia's rural fatalities per 100M VMT was 1.60 for 2013 and did not meet its target of 1.05.

The number of rural fatalities per VMT cannot be reported for 2013 vs. 2014 because VMT data is not available for 2014 at this time.

The most common contributing factors to the increase of rural fatalities were alcohol and occupants not wearing safety restraints. Alcohol-related fatalities increased 8% and unrestrained fatalities increased 3%. In addition, fatalities increased 14% on rural interstates which also attributed to the overall increase in rural fatalities.

- Virginia's unrestrained passenger vehicle occupant fatalities were 300 for 2013 and did not meet the target of 286.

The current number of unrestrained fatalities through November is 221 for 2014 as compared to 267 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

Unrestrained fatalities accounted for 42% of total fatalities. Unrestrained fatalities by age groups were: 16 to 20 (59% of this age group), 21 to 25 (54% of this age group), and 26 to 35 (53% of this age group) with 38% of unrestrained occupant fatalities being 21-35-year-olds. Thirty-two percent (32%) of the unrestrained fatalities occurred between the hours of 9pm-3am.

- Virginia's speed-related fatalities were 339 for 2013 and did not meet the target of 257.

The current number of speed-related fatalities through November is 275 for 2014 as compared to 316 for the same time period in 2013. Virginia is not on track to meeting its target of 252 in 2014.

A major factor impacting the increase in speed-related fatalities was drivers running off the road because they were driving too fast for conditions of the roads (curves). The top 40 jurisdictions for speed-related fatal crashes represented 73% of total speed-related fatal crashes. The problem resides in both small and large localities. Only 12 percent of the speed-related fatal crashes occurred on an interstate roadway.

- Virginia's young drivers (age 20 and younger) in fatal crashes were 90 for 2013 and did not meet the target of 88.

The current number of young driver fatalities through November is 69 for 2014 as compared to 80 for the same time period in 2013. Virginia is on track to meeting its target in 2014.

Factors impacting young driver fatalities were drivers failing to keep proper control of their vehicles, running off the road, hitting fixed objects and speeding.

- Virginia's seat belt usage rate was 79.7 for 2013 which did not meet the target of 79.9.

The current usage rate is 77.3 for 2014. Virginia did not meet the target of 80.7 in 2014.

Virginia will continue to focus its seat belt usage efforts on increasing community and law enforcement involvement throughout the Commonwealth, but with a specific emphasis in rural areas of the State. All initiatives will be implemented to make a positive impact on altering driving behavior to increase overall seat belt usage.

Core Outcome Performance Measures

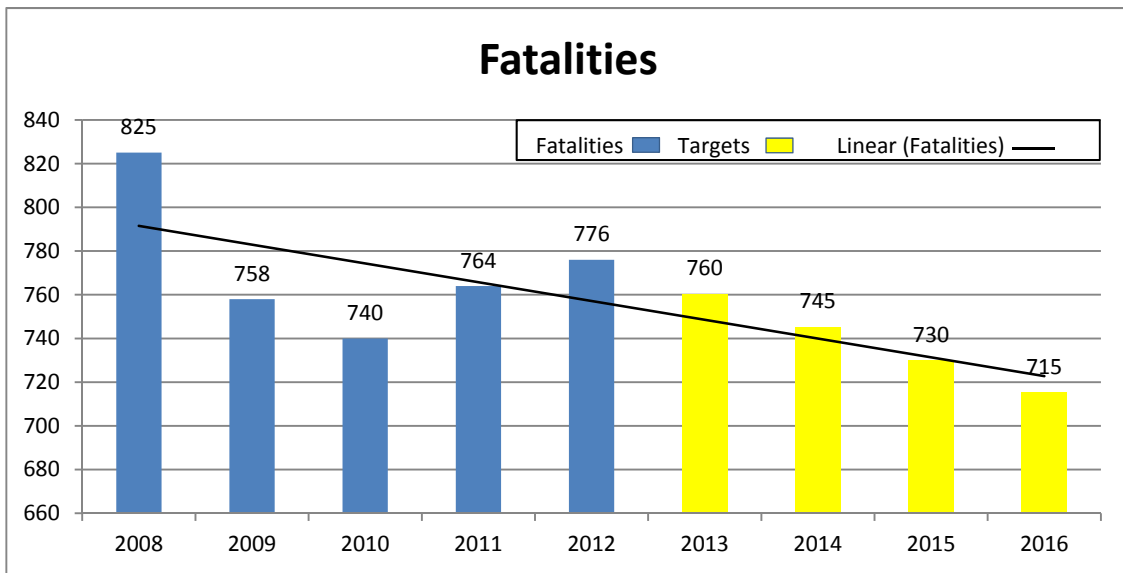
Measure (C-1 Fatalities): Decrease traffic fatalities 2 percent from the 2012 calendar base year of 776 to 760.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Fatalities	825	757	740	764	776	741	760

Note: The Virginia TREDIS crash database recorded 756 fatalities for 2009 vs. 757 fatalities recorded in the Fatality Analysis Reporting System (FARS). The state TREDIS crash database does not reflect the one fatality that occurred on federal parkways.

Performance

Virginia’s fatalities were 741 for 2013, surpassing the target of 760. Based on the actual 2013 fatality data (741), we have adjusted our target from 745 fatalities to 708 fatalities for 2014. This is a decrease in traffic fatalities of 4 percent from the 2013 calendar year of 741 to 708 by December 2014. The current number of fatalities through November is 630 for 2014 as compared to 676 for the same time period in 2013. Virginia is on track to meeting its target in 2014.



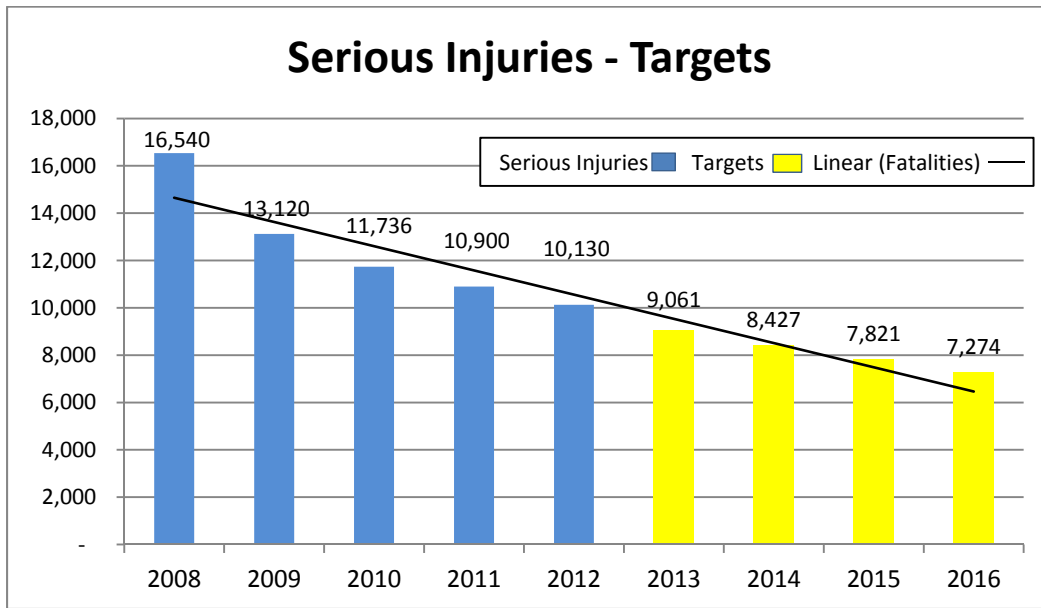
Justification: Virginia selected a 2 percent reduction in fatalities as a more achievable goal vs. the 3-year moving average trend line of a 9 percent reduction or a 5 percent reduction for the 5-year moving average. Based on the increase in fatalities from 2010-2012, a 2 percent reduction is a reasonable target.

Measure (C-2 Serious Injuries): Decrease serious injuries in traffic crashes 11 percent from the 2012 calendar base year of 10,130 to 9,061.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Serious Injuries	16,528	13,120	11,736	10,900	10,300	8,650	9,061

Performance

Virginia’s serious injuries were 8,650 for 2013, surpassing the target of 9,061. The current number of serious injuries is 6,662 for 2014 as compared to 8,001 for the same time period in 2013. Virginia is on track to meeting its target in 2014.



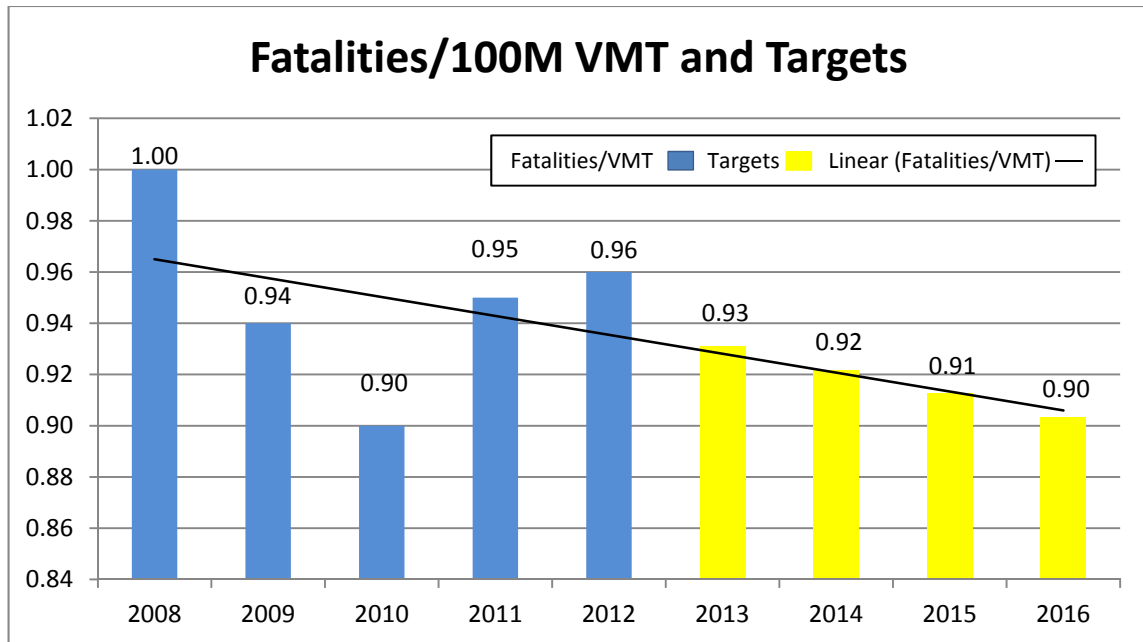
Justification: Virginia selected an 11 percent reduction in serious injuries as a more achievable goal vs. the 3-year moving average trend line of a 38 percent reduction or a 33 percent reduction for the 5-year moving average.

Measure (C-3a): Decrease fatalities per 100M VMT 3 percent from the 2012 calendar base year of 0.96 to 0.93.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Fatalities (per 100M VMT)	1.00	0.94	0.90	0.95	0.96	0.92	0.93

Performance

Virginia’s fatalities per 100M VMT was 0.92 for 2013, surpassing the target of 0.93. The number of fatalities per VMT cannot be reported for 2013 vs. 2014 comparison because VMT data is not available for 2014 at this time.



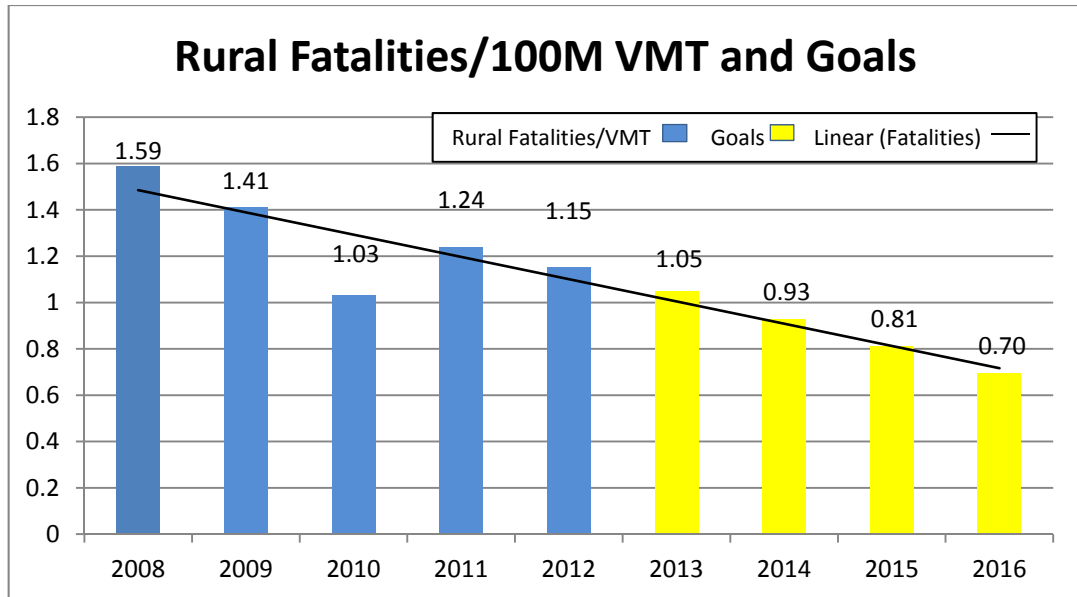
Justification: Virginia selected a 3 percent reduction in fatalities per 100M VMT as a more achievable goal vs. the 3-year moving average trend line of a 10 percent reduction or a 5 percent reduction for the 5-year moving average.

Measure (C-3b): Decrease rural fatalities per 100M VMT 9 percent from the 2012 calendar base year of 1.15 to 1.05.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Rural Fatalities (per 100M VMT)	1.59	1.41	0.97	1.37	1.15	1.60	1.05

Performance

Virginia’s rural fatalities per 100M VMT was 1.60 for 2013, did not meet its target of 1.05. The number of rural fatalities per VMT cannot be reported for 2013 vs. 2014 because VMT data is not available for 2014 at this time.



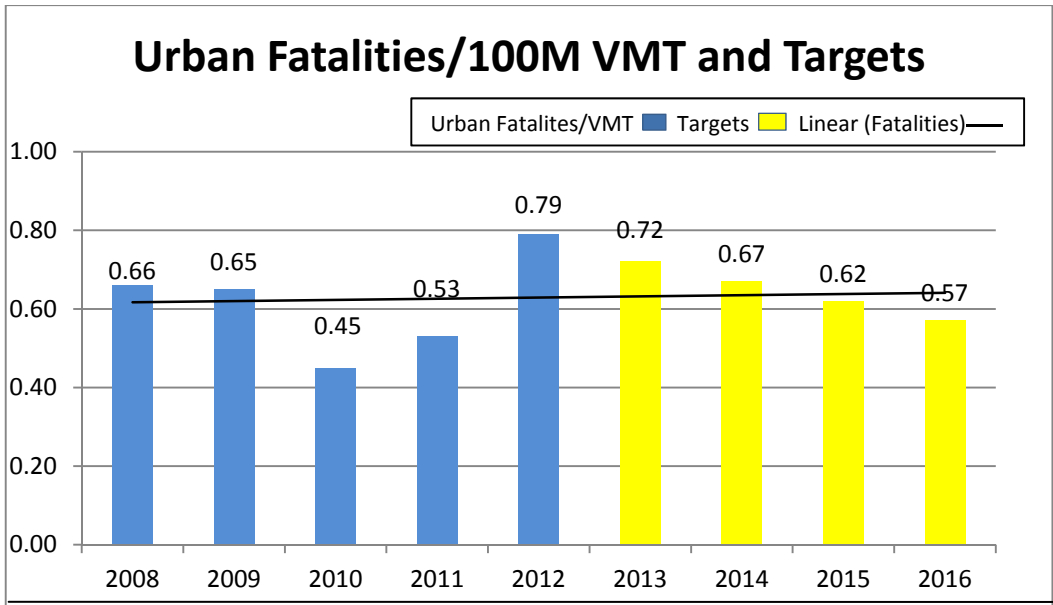
Measure (C-3c): Decrease urban fatalities per 100M VMT 9% from the 2012 calendar base year of 0.79 to 0.72.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Urban Fatalities (per 100 VMT)	0.66	0.65	0.43	0.53	0.79	0.53	0.72

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

Performance

Virginia’s urban fatalities per 100M VMT was 0.53 for 2013, surpassing its target of 0.72. The number of urban fatalities per VMT cannot be reported for 2013 vs. 2014 comparison because VMT data is not available for 2014 at this time



Justification: Virginia selected the 5-year moving average trend line of a 9 percent reduction for urban fatalities per 100M VMT as a more achievable goal vs. a 17 percent reduction for the 3-year moving average.

Occupant Protection

A Look Back at Virginia's Accomplishments (Core Outcome Measure C-4)



Overview of Programs, Projects and Activities Funded

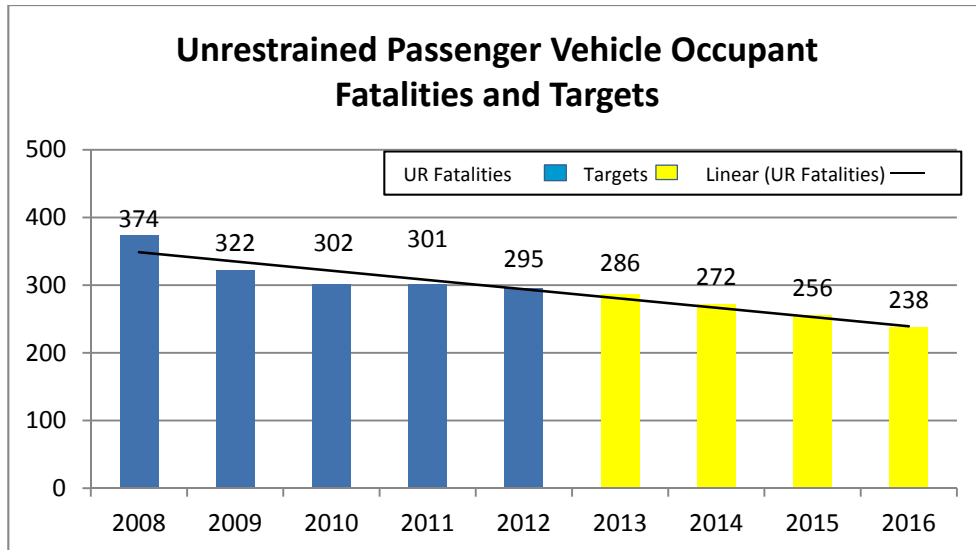
Virginia's seat belt law is secondary. Our occupant protection program's primary purpose is to reduce fatalities and injuries to unrestrained motor vehicle occupants, through increased use of safety restraints. The program focused on using enforcement and education to increase the public's awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use.

Measure: (C-4) Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 3 percent from the 2012 calendar base year of 295 to 286.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Unrestrained Passenger Vehicle Occupant Fatalities	374	322	302	300	295	300	286

Performance

Virginia's unrestrained passenger vehicle occupant fatalities were 300 for 2013 and did not meet the target of 286. The current number of unrestrained fatalities through November is 221 for 2014 as compared to 267 for the same time period in 2013. Virginia is track to meeting its target in 2014.



Justification: Virginia selected a 3 percent reduction in unrestrained passenger vehicle occupant fatalities as a more achievable goal vs. the 5-year moving average trend line of an 8 percent or 16 percent reduction for the 3-year moving average.

Overall Safety Restrained Data			
Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2002	70	71,551	14,034
2003	75	64,755	13,236
2004	80	65,893	13,490
2005	80	67,195	13,960
2006	79	69,072	13,964
2007	80	70,306	15,050
2008	81	72,107	16,862
2009	82	72,226	17,231
2010	81	68,956	16,572
2011	82	63,420	15,687
2012	78.3*	60,510	15,347
2013	79.7	61,437	14,359
2014	77.3	**	**

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

**Data not available.

Strategies

1. To implement a statewide, high visibility seat belt enforcement campaign with particular emphasis on high activity locations with a supporting media campaign to educate the public on the importance of using safety belts and an enforcement mobilization for two weeks in May 2014, and one week in November 2014 (CTW Chapter 2-2.1, 3.1)
2. To cover 85 percent of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2014 (CTW Chapter 2-2.1, 3.1)
3. To conduct pre-and-post mobilization observational surveys of safety belt use by June 2014 (CTW Chapter 2-2.1, 3.1)
4. To conduct a minimum of 4, one-day law enforcement TOPS (Traffic Occupant Protection Strategies) safety training workshops by September 2014. (CTW Chapter 2-2.1, 3.1)
5. To conduct 50 occupant protection selective enforcement activities (CTW Chapter 2-2.3)
6. To combine selective enforcement of seat belt laws with enforcement of alcohol related laws during night time hours (CTW Chapter 2-2.2)
7. To cover at least 85 percent of Virginia's low-income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2014. (CTW Chapter 2-2.1, 3.1)
8. To conduct at least 4, 32-hour CPS Technical Certification Classes regionally to meet the NHTSA standard by September 2014 (CTW Chapter 2-2.1, 3.1)
9. To expand the number of safety seat check stations from 105 to 110 and the number of child safety restraints inspected from 4,441 to at minimum 4,663. (CTW Chapter 2- 7.3)
10. To provide statewide access to child safety restraints through the Low Income Safety Seat Distribution Program that will provide at minimum of 14,525 child safety restraints to parents /guardians who are eligible. (CTW Chapter 2- 7.2)
11. To coordinate and conduct 3 child passenger technician refresher trainings, 3 NHTSA Standardized Child Passenger Safety Certification trainings, 1 NHTSA Renewal Training, 1 Child Passenger Safety Special needs certification training. (CTW Chapter 2 – 3.1)
12. To conduct 1 youth buckle up campaign for middle and high school students to promote seat belt use. (CTW Chapter 2- 5.1)

Accomplishments

1. A statewide, high visibility seat belt enforcement campaign, with media coverage, was conducted for a two week period during May 2014 and a one week "mini mobilization" during November 2014.
2. A total of 178 local law enforcement agencies and 44 Virginia State Police jurisdictions participated in the May Click It or Ticket Mobilization covering 85 percent of Virginia's population with law enforcement efforts.
3. A total of 178 local law enforcement agencies and 44 Virginia State Police jurisdictions participated in the May Click It or Ticket Mobilization, and all agencies and jurisdictions conducted pre-and-post mobilization observational surveys of safety belt use.
4. While Law Enforcement Liaisons (LELs) did not reach the September 2014 deadline, LELs are confirmed to attend TOPS (Traffic Occupant Protection Strategies) safety training workshops in December 2014.
5. Over 50 state and local law enforcement agencies across Virginia conducted grant funded selective enforcement projects, which included safety checkpoints and saturation patrols.

6. As part of receiving grant funds, law enforcement agencies were required to combine both seat belt and DUI enforcement during grant-funded selective enforcement activities throughout the 2013-14 grant year.
7. During the 2013-14 grant year, 120 activities were conducted to promote the Low Income Safety Seat Distribution and Education Program, including special promotional events and LISSDEP outreach activities.
8. In 2014, eight, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 111 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes in Virginia, resulting in an additional 219 certified technicians.)
9. Seven new Safety Seat Check Stations (SSCS) opened, for a total of 109 sites. SSCS inspected a total of 8,150 safety seats. In addition to these year-round check stations, 86 safety seat check events were held in high risk areas across the Commonwealth; 64 in partnership with SSCS, 10 in low seat belt use areas, and eight in areas without an SSCS.
10. The Low Income Safety Seat Distribution and Education Program distributed approximately 12,210 safety seats to indigent children.
11. Eight, 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 111 new certified child passenger safety technicians. Two CPS Special Needs training classes were conducted with 30 students successfully completing. Five refresher trainings were conducted with 68 students successfully completing. There was one renewal class conducted with nine successful participants.
12. The Department of Education conducted the annual Buckle Up Challenge for middle and high school students that promoted seat belt use. Participating schools conducted pre- and post-seat belt observation

High Visibility Enforcement and Media Campaigns

Click It or Ticket

DMV's Virginia Highway Safety Office continued its partnership with the National Highway Traffic Safety Administration (NHTSA) for the Click It or Ticket campaigns that are designed to increase seat belt use among the highest unbelted population: 18 to 34 year old males. As prescribed by NHTSA, and in conjunction with the Click It or Ticket campaigns operated across the nation, high visibility enforcement mobilizations supported by paid media campaigns were conducted May 5 through Jun 1, 2014, and another mini-mobilization was conducted Nov. 21 through 27, 2014.

During the May 2014 Click It campaign, the almost 500 law enforcement agencies that participated reported pre- and post-seat belt survey rates to the highway safety office. Based on these rates, agencies with a similar number of sworn officers were compared and those with the highest and most improved seat belt rates received Click It or Ticket awards. Sixty-seven local law enforcement agencies and 14 state police area offices earned awards.

Certain agencies partnered together during the Click It campaign for special, intensive enforcement waves, including the Route 60 blitz, which included 70 officers working 300 man hours who wrote 32 safety belt citations. During the Route 460 Click It blitz, 3,219 vehicles were checked, and 81 citations were issued including seven safety belt violations.

For the May 2014 Click It or Ticket mobilization, an aggressive paid advertising campaign was implemented using several 30-second television ads in a 60 percent prime, 30 percent late night and 10 percent weekend sports rotation. Cable TV received the majority of the budget because of cost effectiveness and the ability to reach the target audience of men ages 18 to 34. High risk areas received additional paid advertising impact including Rockbridge, Tazewell, Alleghany, Henry and Washington counties. In addition, earned media materials were provided to law enforcement agencies across Virginia through the DRIVE SMART Virginia online store, and seat belt safety messages were posted regularly during the campaign via Virginia DMV's social media channels. Four regional site visits were conducted in high-risk areas leading up to the May campaign.

May 2014 Click It or Ticket Outreach and Earned Media Activities

Date	Location	Event Host	Activity
4.7-5.9.14	Statewide	YOVASO	50 schools in Virginia participating in the Arrive Alive campaign, which focuses on buckling up and driving safely during prom and graduation season
4.11.14	Covington, Lexington, Buena Vista PDs; Alleghany, Rockbridge SOs	VAHSO & ODU	Presentation targeted at areas included in the annual belt survey; purpose to motivate LE to fully participate in CIOT efforts
4.23.14	National D Day Memorial in Bedford Co.	Central Virginia Transportation Safety Board	Photo opportunity in front of memorial for patrol cars and uniformed Central Virginia officers to use for their Click It

			Or Ticket media campaign
4.30.14	Halifax Co SE; Halifax Town, South Boston PDs	VAHSO & ODU	Presentation targeted at areas included in the annual belt survey; purpose to motivate LE to fully participate in CIOT efforts
5.2.14	Washington, Tazewell PDs	VAHSO & ODU	Presentation targeted at areas included in the annual belt survey; purpose to motivate LE to fully participate in CIOT efforts
5.5.14	Statewide	VAHSO & DMV Communications Office	Issue CIOT news release through Dominion Media contacts
5.5- 6.12.14	Statewide	VAHSO & DMV Communications Office	Issue CIOT posts, tweets via DMV's Facebook page and Twitter account
5.5- 6.12.14	Statewide	VA Dept. of Education	50 schools signed up to participate in the Buckle Up challenge
5.5- 6.12.14	Statewide	Drive Smart Virginia	Buckle up messages will be promoted through Drive Smart Virginia's social media outlets, website and newsletter
5.5- 6.12.14	Statewide	Drive Smart Virginia	CIOT materials, including yard signs, magnets and stickers, are available for free through the Drive Smart website
5.12- 5.26.14	Statewide	VAHSO	Two NHTSA-produced CIOT TV spots will air throughout Virginia targeting males ages 18 to 34, mostly via cable
5.16.14	Northbound side of the Monocan Bridge/US 29	Amherst County Sheriff's Office	Click It or Ticket-focused checkpoint
5.16.14	US 29 Bypass Northbound Weigh Station in Amherst County	Amherst County Sheriff's Office	Click It or Ticket media briefing
5.19.14	Route 460	Isle of Wight Sheriff's Office	Route 460 CIOT-focused blitz
5.19- 6.1.14	Richmond area	New Kent Sheriff's Office; Henrico Division of Police, James City Police; Virginia State Police	Joint CIOT-focused checkpoints
5.19- 6.1.14	Statewide	Virginia State Police, various law enforcement agencies across Virginia	CIOT-focus saturation patrols and checkpoints
5.20.14	Windsor	Windsor Police	Media kick-off for Route 460 blitz

5.21.14	Transportation Safety Commission: Mecklenburg Co. SO; South Hill, Clarksville, Chase City PDs	Transportation Safety Commission	VAHSO and ODU will make a presentation targeted at areas included in the annual belt survey; purpose to motivate LE to fully participate in CIOT efforts
5.22.14	Richmond International Raceway	New Kent Sheriff's Office and other law enforcement agencies	Kick-off media event for CIOT Route 60 blitz
5.23.14	Route 60 in Virginia	40-plus law enforcement agencies	CIOT Route 60 HVE blitz
5.23.14	Route 460	Law enforcement agencies from Tidewater to Southwest Virginia	Click It or Ticket-focused Checkpoints
5.24.14	New London Emergency Services building in Bedford County	Bedford Police	CIOT media briefing
5.26.14	Richmond International Raceway	NASCAR	Drive Smart Virginia will distribute buckle up materials during the Sprint Cup Toyota Owners 400 NASCAR race

May 2014 Click It or Ticket Citation Results

Citation Type	Citations Written
Seatbelt	2,566
Child safety seat	568
Speed	13,674
Reckless driving	1,457
DUI/DUID	807
Underage drinking	67
Stolen vehicles recovered	11
Felony arrests	371
Weapons seized	48
Fugitives apprehended	53
Suspended/revoked	2,238
Uninsured motorists	183
No operator's license	1,184
Drug arrests	680
Other	16,750
Open container	86
Juveniles arrested for zero tolerance law	6
Total Citations Written	40,749

Nearly 300 local law enforcement officers and state police troopers from across Virginia participated in the 2014 May Click It or Ticket Mobilization by emphasizing proper seat belt and child safety seat use. Law enforcement officers worked more than 12,000 hours of overtime; they issued 2,566 safety belt citations, 568 child safety seat citations, 13,674 speeding tickets and 1,457 reckless driving citations; 807 DUI drivers were removed off the road and 6 juveniles were cited for underage drinking. In addition, 11 stolen vehicles were recovered, 53 fugitives were apprehended, 680 drug arrests were made and 48 weapons were seized. For the entire mobilization, 40,749 arrests and/or citations were issued in a two-week period, from May 19 through June 1.

Virginia Day and Night Seat Belt Enforcement Project

The purpose of the Virginia Day and Night Seat Belt Enforcement Project is to increase nighttime seat belt use, to increase observed daytime seatbelt use, and lower unbelted daytime and nighttime passenger vehicle fatalities in the selected intervention areas. If proven successful, the team may develop a prescriptive high visibility enforcement program that can be implemented statewide to support existing efforts. The Technical Assistance Team (TAT) strategized specific locations and times, and determined best practice enforcement strategies. The data was examined by time of day, day of week and street locations. DUI and speed enforcement was also incorporated into the Chesapeake enforcement waves as a catalyst to increase seat belt citations.

Best practice communication strategies and the many enforcement strategies currently used were examined in Chesapeake. The TAT team determined to use the same best practices and strategies for the Henrico-based effort in 2014. The 2014 enforcement waves included two weeks during the May 2014 Click It campaign, one week during the end of July and one week leading up to Thanksgiving 2014. The Henrico County Division of Police produced exemplary results during the July wave. The number of seat belt citations issued increased by 50 percent (125 vs. 84) when comparing the same time periods in July/August 2013 and 2014.

The goal of this project is to increase nighttime seat belt use in the affected areas. It is further hoped that this will become a model program for other states to follow in the future.

Occupant Protection Program

Program Assessment

As a method of evaluating the program, and in compliance with requirements for occupant protection incentive funding under Section 405 of MAP 21, the VAHSO worked with NHTSA to conduct an assessment of the Occupant Protection Program in July 2013. The assessment resulted in an in-depth analysis of the program, and identified 16 recommendations for improvement. Two of the 16 recommendations are already complete, four require no action, and 10 are in the process of being planned for implementation.

Occupant Protection Program Committee

The Occupant Protection Program Committee has 38 members who met four times in 2014. At the October 2014 meeting, the members met in small groups and identified tasks for execution. The committee's strategic plan has three main goals:

- Educate the public on the importance of using safety belts.
- Conduct high visibility safety belt enforcement campaigns.
- Improve child occupant protection through education, outreach and enforcement.

Occupant Protection for Children

On July 1, 2007, Virginia enacted a law requiring children through the age of seven to be secured in a child restraint device. The law also requires that rear-facing child restraint devices for infants from birth to one year must be secured only in the back seat of most motor vehicles.

On July 2, 2010, Virginia enhanced the child passenger safety law (§46.2-1095 – (B)) to increase to seventeen the age that a vehicle occupant is required to be properly restrained. This enhancement essentially adds two more years of protection for Virginia's youngest citizens and includes more novice drivers. The child restraint law is a primary enforcement law.

To increase the awareness of child passenger safety, child passenger safety technicians and advocates travel throughout the state to educate and assist parents and caregivers in child safety seats and correct safety seat installations.

Low Income Program

The Low Income Safety Seat Distribution and Education Program is administered through the VAHSO and managed by the Virginia Department of Health (VDH). Income guidelines dictate eligibility for families to receive these seats. Parents/caregivers are required to attend a one hour training session on basic installation and correct use of the seat. During the 2013-14 grant year, through the utilization of the *Child Restraint Special Device Fund*, the Low Income Safety Seat Distribution and Education Program (LISSDEP) distributed approximately 12,210 safety seats to indigent families.

The main funding source for the purchase of these seats comes from the fines paid through the tickets issued for child safety seat violations. The VAHSO augments these funds to support training for the distribution sites. Funding also supports the creation and maintenance of safety

seat check stations where any parent/caregiver can go throughout the Commonwealth to receive individual assistance and education as to the proper installation of their safety seat. During the 2013-14 grant year, 40 site visits to LISSDEP distribution sites were conducted, and 43 annual LISSDEP training sessions were conducted for 300 program staff for this grant year. Also, three LISSDEP contract trainer meetings were conducted this year. There are 155 distribution sites throughout the Commonwealth serving low income families. There were 120 activities were conducted to promote the Low Income Safety Seat Distribution and Education Program.

Child Passenger Safety Education

During the 2013-14 grant year, seven new Safety Seat Check Stations (SSCS) opened in high risk and low seat belt use areas across the Commonwealth, for a total of 109 sites during this grant year. SSCS provided safety seat inspection services throughout Virginia and inspected a total of 8,150 safety seats. These check stations are positioned throughout the Commonwealth and are staffed with Safe Kids Certified Child Passenger Safety Technicians to assist parents and caregivers with proper installation of their child safety seat. In addition to these year-round check stations, 86 safety seat check events were held in high risk areas across the Commonwealth; 64 in partnership with SSCS, 10 in low seat belt use areas, and eight in areas without a Safety Seat Check Station. To keep the check stations CPS technicians up to date and provide regular communication with them, seven SSCS site visits were conducted, along with 40 telephone technical assistance consultations, and two webinars. Participants were given new information and offered the opportunity to voice any concerns/issues.

Through the First Ride Safe Ride Program (FRSR), a health care provider-focused project that promotes the safe transportation of newborns starting with the first ride home, health care providers are provided with free and accurate resources for patient distribution, as well as guidelines, a website and a listserv. With this level of support, hospitals are able to improve related hospital policies, offer consistent and accurate child passenger safety education to parents and inform parents of local resources for future use. Five hospitals received FRSR trainings with 38 nurses trained in the FRSR content. This represents 38 percent of maternity hospitals having received the FRSR training. In addition, 37,633 *First Ride Safe Ride* patient and provider handbooks were distributed to health care providers.

A variety of support materials and educational resources are also available to citizens. A total of 47,874 pieces of educational materials were distributed throughout the Commonwealth. During FY2014 Virginia Department of Health website for child passenger safety had 145,015 web hits along with 30,897 CPS document downloads.

The state also provides a toll-free phone number for Virginia citizens to receive technical assistance on the use of safety seats, state child passenger safety laws and available resources. A total of 2,644 technical assistance calls were received on the toll-free line.

Child Passenger Safety Training

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

In 2014, eight 32-hour Child Passenger Safety (CPS) technician certification classes were conducted and resulted in 111 new certified child passenger safety technicians. (Other groups offered an additional 20 certification classes across the Commonwealth, resulting in an additional 219 certified technicians.) In addition, two Child Passenger Safety Special Needs training classes were conducted with 30 students successfully completing this level of training. Five refresher trainings were conducted with 68 students successfully completing. There was one renewal class conducted with nine successful participants.

A total of 218 of 222 participants for all classes successfully completed the course, which is a 98.2 percent passing rate: 39.45 percent of attendees were law enforcement, 38.53 percent were attended by fire and emergency medical services, 17.43 percent of attendees were from health services and 4.59 percent were civilians.

Other Occupant Protection Educational & Outreach Projects

Virginia Association of Chiefs of Police

The association was tasked to oversee the *Saved by the Belt* award program. The Program is open to any law enforcement agency. Nominations are received for individuals who were involved in traffic crashes *and* were wearing safety restraint devices. Fourteen *Saved by the Belt* awards were given.

In addition to the *Saved by the Belt* program, the Virginia Association of Chiefs of Police (VACP) has continued with the "Wear This... Not This" officer belt use campaign. The campaign creates agency-customized posters and is designed to increase officer belt usage. Seventeen law enforcement agencies had customized posters developed for their agency to implement the campaign.

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

YOVASO continued to work to fulfill its mission of establishing and supporting peer-to-peer prevention and education programs in high and middle schools throughout the Commonwealth. YOVASO conducted various initiatives thorough out the grant year to focus on educating the young driver and passenger about seat belt use. The *Save Your Tail Gate, Buckle Up* campaign promoted seat belt use. Through this campaign the seat belt use rate increased by 7.38% at participating schools based on pre and post campaign seat belt checks. Forty-five percent of the students at the participating schools pledged to always buckle up and encourage others to do the same. Through the campaign 42,586 students were impacted and 70,550 educational materials were distributed. The Mission: Possible. Slow Down Buckle Up. Zero Tolerance Campaign also promoted seat belt use. During the campaign 100 educational and call to action activities were held at the participating schools. 11,875 students were impacted by the campaign with 24,030 educational materials being distributed. The middle school safety campaign, Passport to Safer Roadways. Better. Smarter. Drivers of Tomorrow, had a 9 percent increase in seat belt use at participating schools from the pre-campaign to post-campaign. 3,621 students signed pledge to always buckle up and be a good passenger in a vehicle. In addition to the campaigns mentioned YOVASO conducted peer-to-peer leadership trainings, Halloween safe driving campaign,

Holiday safe driving campaign, Prom/Graduation campaign, Summer Leadership retreat for high schools and a middle school retreat.

YOVASO successfully established 133 active peer-to-peer teen safe driving programs in schools throughout the Commonwealth. A total of 823 students received leadership training through YOVASO to prepare them to lead successful peer-to-peer safe driving programs in schools and communities, and to organize safe driving initiatives that target the key driving concerns for their individual schools.

Drive Safe Hampton Roads – Occupant Protection

The “Get It Together High School Seat Belt Challenge” During the 2013-14 school year, 28 schools completed this regional seat belt challenge focused on increasing seat belt use by our youth which provided resources for education and activities to area high school students. Over 50,000 students were impacted this year alone.

The Old, Used, Borrowed and Abused Child Safety Seat Round-Up - This campaign works to educate parents and caregivers on the potential dangers of using second-hand child safety seats through a bounty program. In the past 25 years, over 15,000 safety seats have been collected and destroyed, for FY14 over 650 seats were collected and recycled in an effort to prevent serious injuries to babies and small children.

Impaired Driving

(Core Outcome Measure C-5)



Overview of Programs, Projects and Activities Funded

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

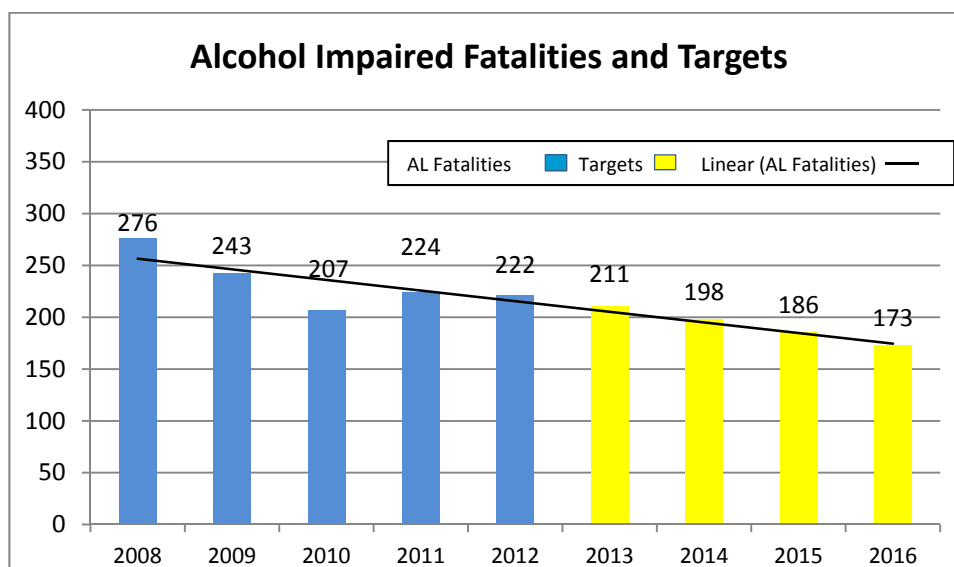
Measure: (C-5) Decrease alcohol impaired driving fatalities 5 percent from the 2012 calendar base year of 222 to 211.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Alcohol Impaired Driving Fatalities (FARS)	276	243	211	237	222	N/A	211

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

Performance

Virginia's impaired driving fatalities were not available from NHTSA/FARS for 2013. Virginia's target was 211.



Justification: Virginia selected the 5-year moving average trend line of a 5 percent reduction in alcohol impaired fatalities as a more achievable target vs. a 9 percent reduction for the 3-year moving average

Strategies

1. Implement a statewide DUI Checkpoint Strike Force campaign (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.4, 2.5, 5.2)
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. Conduct a minimum of 20 mandatory trainings on the standards for impaired driving (CTW, Chapter 1, Section(s) 2.3)
4. Conduct ARIDE training throughout Virginia - 4 per year, 1 per quarter (CTW, Chapter 1, Section(s) 7.1, 7.3)
5. Conduct a statewide judiciary conference training judges on DUI and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.3, 3.4)
6. Conduct a minimum of 30 trainings on breath alcohol test equipment (CTW, Chapter 1, Section(s) 2.3)
7. Conduct a statewide training session for Virginia drug court staff (CTW, Chapter 1, Section(s) 3.1, 4.4)

Accomplishments

1. WRAP directed the Checkpoint Strike Force/DUI Enforcement 2014 regional traffic safety campaign. Radio and television spots were broadcast throughout the state as part of an over \$1 million regional paid media campaign. A follow up assessment was conducted, surveying over 1,000 area residents relative to DUI enforcement. The VAHSO supported local and state law enforcement agencies in conducting statewide DUI Checkpoint Strike Force Campaigns that included saturation patrols and checkpoints. These campaigns were advertised by both earned and paid media. Estimates are that over 6000 educational materials have been distributed to law enforcement, non-profit organizations, government agencies, educational institutions, private business/citizens, and driving schools.
2. As a result of the year round Checkpoint Strikeforce enforcement efforts, a total of 1,310,592 regular and 90,513 overtime hours were worked. Over 2100 checkpoints were conducted during which 108,817 contacts were made. An additional 75,616 contacts were reported during saturation patrols. As a result of these enforcement efforts, a total of 102,130 arrests were made. Low manpower checkpoints are not currently reported separately from regular checkpoints, although these are frequently conducted in rural areas of the state.
3. The Virginia Department of Criminal Justice Services (DCJS) was responsible for management and oversight of Standardized Field Sobriety Testing (SFST) Basic and Instructor trainings. Participants learned to recognize impaired driving behaviors and improved their knowledge, attitudes and skills in detecting the impaired driver and articulating their observations. DCJS had a goal of having at least 1 SFST instructor for each of the 29 training academies which provide entry-level law enforcement mandatory training of the SFSTs in accordance with the NHTSA/IACP standards. During the FY14 grant year 1,156 police recruits were trained in SFST. At the conclusion of the grant year, there were a total 215 Basic SFST Instructors and 36 Senior SFST Instructors. All training academies have a minimum of one Senior SFST Instructor, except for Chesterfield County Police Academy, Hampton Police Academy, Chesapeake Bay Bridge Academy and the Virginia Commonwealth University Police Academy. There are current measures being taken to ensure these last four academies obtain a minimum of one Senior SFST Instructor.
4. Law enforcement officers are trained in Standardized Field Sobriety Testing (SFST) and use their SFST skills as part of their overall enforcement of driving while impaired (DWI) laws. The ARIDE course expands these skills and knowledge by training law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or combination of both, in order to reduce the number of impaired driving incidents as well as crashes which result in serious injuries and fatalities.

Three classes were held during FFY 2013 – 2014 totaling 59 students.

- Rappahannock 09-16/17 (10 students)
 - State Police 4-28/29 (27 students)
 - Roanoke 5-27/28 (22 students)
5. The Judicial Transportation Safety Conference was held October 2-3, 2014 in Norfolk, VA. Approximately 90 General District Court and Juvenile and Domestic Relations Court judges attended. A majority of the conference content related to alcohol impairment while driving.
 6. The Department of Forensic Science was tasked with conducting the breath alcohol training to license breath test operators for law enforcement agencies across the Commonwealth. There were 43 breath alcohol trainings conducted with 807 law enforcement officers trained. One Police Instructor Retraining course was conducted with 23 law enforcement officers relicensed to assist in the Breath Alcohol Operator trainings.
 7. The Supreme Court of Virginia held a statewide DUI/Drug Court staff training conference. Over 300 attendees including 30 judges attended the training conference. Sessions were provided on such topics such as “Alcohol Testing-Using the latest technology to support recovery. SCV also conducted the Alcohol-Impaired Driving Judicial Education Training Conference. This training was provided to the substitute judges. The substitute judges were provided comprehensive training with the most up to date information on alcohol impaired driving issues and how to effectively handle DUI traffic offenses. Fifty-seven percent of the substitute judges in Virginia were in attendance.

Section 405 Impaired Driving Incentive Grant

Between 2009 and 2011, Virginia had an average alcohol-related fatality rate of .277 per 100M VMT. Virginia qualified for funding under the Low Fatality Rate criteria (less than 0.3 per 100 million VMT). This funding was used to support overtime enforcement of DUI laws, to provide training for law enforcement, etc. Virginia expended approximately \$1,829,967 of its Section 410 funds on alcohol selective enforcement and alcohol-related education, programs and training.

Section 154 Transfer Funds

Virginia has not enacted/conformed to legislation that prohibits open containers of alcohol in the passenger compartment of a vehicle; therefore, 154 funding is a transfer program with no loss of funding or sanctions. This funding was transferred from highway construction funds to the Section 402 program. These funds can be spent for alcohol countermeasure programs and Hazard Elimination programs.

Virginia expended approximately \$6,378,953 of its Section 154 funds on alcohol-related activity, including selective enforcement, equipment and media campaigns, and an e-citation and DUI tracking data project. Virginia allocated \$138,820 towards alcohol paid media efforts in support of other statewide campaigns (DUI Checkpoint Strikeforce).

DUI/DUID Convictions							
Category	2007	2008	2009	2010	2011	2012	2013
Under age 21	2,225	2,242	2,139	1,789	1,382	1,563	1,412
Adults	26,653	29,227	29,295	27,274	26,742	27,121	25,903
Unknown	63	0	0	0	38	35	18
Total	28,941	31,469	31,434	29,063	28,162	28,719	27,333

The chart below provides an overview of Virginia's accomplishments during Checkpoint Strikeforce, Saturation Patrols, and Safety Belt and/or DUI Enforcement.

DUI Enforcement Activities

Activity	Results
Enforcement activities (saturation patrols and checkpoints)	5,176
Regular man hours	290,752
Overtime	131,574
DUI arrest	1,910
Safety belt citations	6,733
Child safety belt citations	2,029
Felony arrest	560
Stolen vehicles recovered	39
Fugitives apprehended	197
Suspended/Revoked licenses	7,726
Uninsured motorist	455
Speeding	25,748
Reckless driving	12,569
Drug arrest	257
Other violations	30,843
Total Arrests/Summons	89,066

The chart below provides an overview of 105 agencies and the Virginia State Police reporting on their activities during Drive Sober or Get Pulled Over National Crackdown for FY 2014, including the national campaign during late summer and the holiday campaign at the end of calendar year 2013.

Citation Type	Citations Written
Safety Belt Citations	2,251
Child Restraint Citations	727
Speeding Citations	22,713
Reckless Driving Citations	5,619
Adult DUI/DUID Arrest	1,244
Felony Arrests	783
Juveniles Cited for Underage Drinking Violations	N/A
Juveniles Arrested for Zero Tolerance Law	N/A
Weapons Seized	N/A
Fugitives Apprehended	61
Suspended/Revoked Licenses	1,696
Uninsured Motorists	135
No Operators License	N/A
Drug Arrests	N/A
Stolen Vehicles Recovered	28
Open Container	N/A
Other	20,286
Total Citations Written	55,543

Other Impaired Driving Related Programs

Commission on Alcohol Safety Action Program (VASAP) - Ignition Interlock

Virginia's DUI ignition interlock law became effective July 1, 2012. The law requires drivers convicted of a first time DUI offense, as a condition of a restricted license, to install ignition interlock on their vehicle(s). DMV (TREDS) and VASAP completed Phase I of the ignition interlock tracking system for DUI offenders. The system was implemented statewide on December 2013. Over 12,600 cases have been created to date.

Commission on VASAP – Other Activities

VASAP conducted an advertisement campaign in movie theaters during the 2013 Holiday season and 2014 summer season. During the Holiday season the advertisement ran in four cinemas. During the summer season it ran in six cinemas. The advertisement ran in selected areas of the Commonwealth based on times of the year where driving impaired was more frequent as well as areas that had shown an increase in DUI fatalities. The advertisement delivered a different approach to the issue of driving while impaired by not only showing the negative consequences of the wrong decision but also focusing on the positive consequences if the right decision is made. VASAP conducted a training conference for 181 Case Managers, VASAP Directors, and the policy board that provided the latest information on alcohol prevention, education and treatment. Sessions included presentations on "Reaching Zero: Actions to Eliminate Alcohol-impaired Driving", and "DUI Trends". VASAP also held four VASAP/DMV/ Court Regional trainings with 322 participants. This training provided an opportunity for VASAP, DMV, Local ASAP's and the Courts to come together in a forum to receive and discuss information on new processes for 2014 legislation, DMV Administrative requirements, process for ignition interlock. VASAP also held four VASAP/DMV/ Court Regional trainings with 322 participants. This training provided an opportunity for VASAP, DMV, Local ASAP's and the Courts to come together in a forum to receive and discuss information on new processes for 2014 legislation, DMV Administrative requirements, process for ignition interlock.

Department of Forensic Science

The Department of Forensic Science was tasked with conducting the breath alcohol training for license breath test operators for law enforcement agencies across the Commonwealth. There were 43 breath alcohol trainings conducted with 807 law enforcement officers trained. One Police Instructor Retraining course was conducted with 23 law enforcement officers relicensed to assist in the Breath Alcohol Operator trainings.

Commonwealth's Attorneys' Services Council (CASC)

The CASC oversees the Traffic Safety Resource Processor (TSRP). The TSRP coordinates the Advance DUI and DUID trainings. The TSRP provides technical assistance to law enforcement Commonwealth Attorneys and others in the area of impaired driving. Two advance DUI trainings and 5 DUI trainings were held across the Commonwealth. In addition, CASC conducted two COPS IN COURT trainings.

Department of Alcoholic Beverage Control

The Virginia Department of Alcoholic Beverage Control has conducted a total of 4,333 successful alcohol compliance checks throughout the state focusing on access to age restricted products such as alcohol. These checks resulted in 494 sales to underage buyers which gives the overall compliance rate of 91.23% in our licensed retail stores. This compliance rate is the highest since the start of the program.

Supreme Court of Virginia (SCV)

SCV held a statewide DUI/Drug Court staff training conference. Over 300 attendees including 30 judges attended the training conference. Sessions were provided on such topics such as "Alcohol Testing-Using the latest technology to support recovery". SCV also conducted the Alcohol-Impaired Driving Judicial Education Training Conference. This training was provided to the substitute judges. The substitute judges were provided comprehensive training with the most up to date information on alcohol impaired driving issues and how to effectively handle DUI traffic offenses. Fifty-seven percent of the substitute judges in Virginia were in attendance.

Virginia State Police

Virginia State Police conducted DUI selective enforcement and purchased and installed 420 in-car video systems to aid in the identification, arrest and the prosecution of alcohol impaired drivers on the highways of the Commonwealth.

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

YOVASO established and supported peer-to-peer prevention and education programs in high and middle schools throughout the Commonwealth. These programs included occupant protection and alcohol impaired issues. YOVASO conducted various initiatives to focus on awareness of the Virginia No-Tolerance law for drinking under age 21. Over 48,661 students have been impacted with 139,950 educational materials being distributed.

Mothers Against Drunk Driving

MADD has served as a clearinghouse of educational materials on drunk driving and underage drinking and has distributed over 345,000 educational materials. In FY2014 MADD launched the "Eat Drink and Be Driven" campaign. During the campaign 647 new users visited the www.eatdrinkandbedriven.com. Nine regional law enforcement awards ceremonies were held to recognize efforts to stop drunk driving with 273 officers being recognized for their efforts.

Drive Safe Hampton Roads - Alcohol

Drive Safe Hampton Roads also focused on helping increase awareness of not drinking and driving and using a designated driver. This included distributing 1500 holiday bags through the ABC stores. The "Intoxiclock Program" continues to be used for public outreach at several events in an effort to educate attendees about how quickly one can become intoxicated based on type of drink consumed, time and other factors.

Speed

(Core Outcome Measure C-6)



Overview of Programs, Projects and Activities Funded

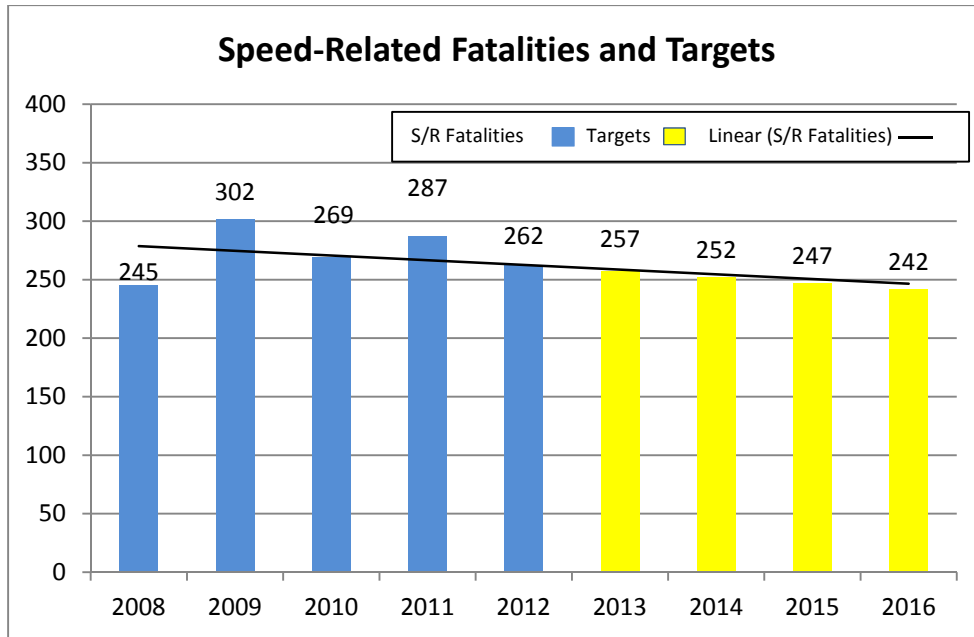
Speed continues to be the number one cause of crashes and motor vehicle fatalities in Virginia. Virginia expended approximately \$1,745,926 of its NHTSA 402 funds on speed-selective enforcement and equipment.

Measure: (C-6) Decrease speed-related fatalities 2 percent from the 2012 calendar base year of 262 to 257.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Speed Related Fatalities (FARS)	245	302	269	255	262	339	257

Performance

Virginia’s speed-related fatalities were 339 for 2013 and did not meet the target of 257. The current number of speed-related fatalities through November is 275 for 2014 as compared to 316 for the same time period in 2013. Virginia is not on track to meeting its target of 252 in 2014.



Strategies

1. Conduct a minimum of 4 state high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
2. Conduct a minimum 100 local high visibility speed enforcement campaigns (CTW, Chapter 3, Section(s) 2.2, 2.3)
3. VSP to conduct a minimum of 500 focused, speed operations (CTW, Chapter 3, Section(s) 2.2, 2.3)

Accomplishments

1. The VAHSEO worked with and supported the VSP and Operation Air, Land and Speed enforcement campaigns. VSP conducted phases 43 and 44 of the Air, Land and Speed operation during the 2014 grant period. These Phases involved Interstates 64, 81, 85 and 95. During the two phases 4910 summons were issued. There were no fatalities during these phases on the highways involved in the high visibility initiative.
2. Operations were geared toward identification and apprehension of the motorists operating a vehicle above the posted limit and/or in a reckless or aggressive manner. One Hundred Eighteen speed-selective enforcement projects were funded for local law enforcement agencies across the Commonwealth.
3. In addition to Operation Air, Land and Speed, Virginia State Troopers conducted over 1,000 selected enforcement speed initiatives.

Operation Air, Land, and Speed Results

Phase 43: July 20, 2014

Operation Air, Land, and Speed Results - 2014				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	512	385	534	1,431
Reckless	107	116	67	290
DUI	2	0	1	3
Safety belt	26	33	27	86
Drug/felonies	2	1	1	4
TOTAL	892	851	979	2,722

Highway fatalities - 0

Phase 44: August 16, 2014

Operation Air, Land, and Speed Results - 2014				
	Interstate 81	Interstate 95	Interstate 64	Total
Speed	418	229	374	1,021
Reckless	149	82	48	279
DUI	1	1	2	4
Safety belt	33	21	24	78
Drug/felonies	1	2	1	4
TOTAL	874	601	713	2,188

Highway fatalities - 0

Motorcycle Safety

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



Overview of Programs, Projects and Activities Funded

The Commonwealth of Virginia continues its primary objectives to promote motorcycle safety and increase the number of properly licensed and trained riders. The Virginia Rider Training Program (VRTP) is the official motorcyclist safety program in Virginia. This program has earned a solid reputation in the motorcycle safety community as being exceptional, maintaining the integrity of motorcycle safety training while training a large number of novice and experienced riders.

Virginia has successfully managed to maintain its quality of instruction while accommodating the ever-increasing number of students who want to learn how to safely ride a motorcycle. As illustrated in the accompanying chart, there has been a steady increase in motorcycle classifications. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists. Approximately 13,657 students were trained.

Virginia expended approximately \$78,328 of Section 2010 on motorcyclist awareness. Approximately \$260,252 of NHTSA 402 funds and \$23,791 of NHTSA 405 funds were spent on motorcycle safety education, motorist awareness, and training. No motorcycle enforcement was conducted.

Measure: (C-7): Decrease motorcyclist fatalities 6 percent from the 2012 calendar base year of 78 to 73.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Motorcyclist Fatalities (FARS)	86	77	86	90	78	63	73

Measure: (C-8): Decrease unhelmeted motorcyclist fatalities 75 percent from the 2012 calendar base year of 3 to 1.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Unhelmeted Motorcyclist Fatalities (FARS)	6	6	1	1	3	0	1

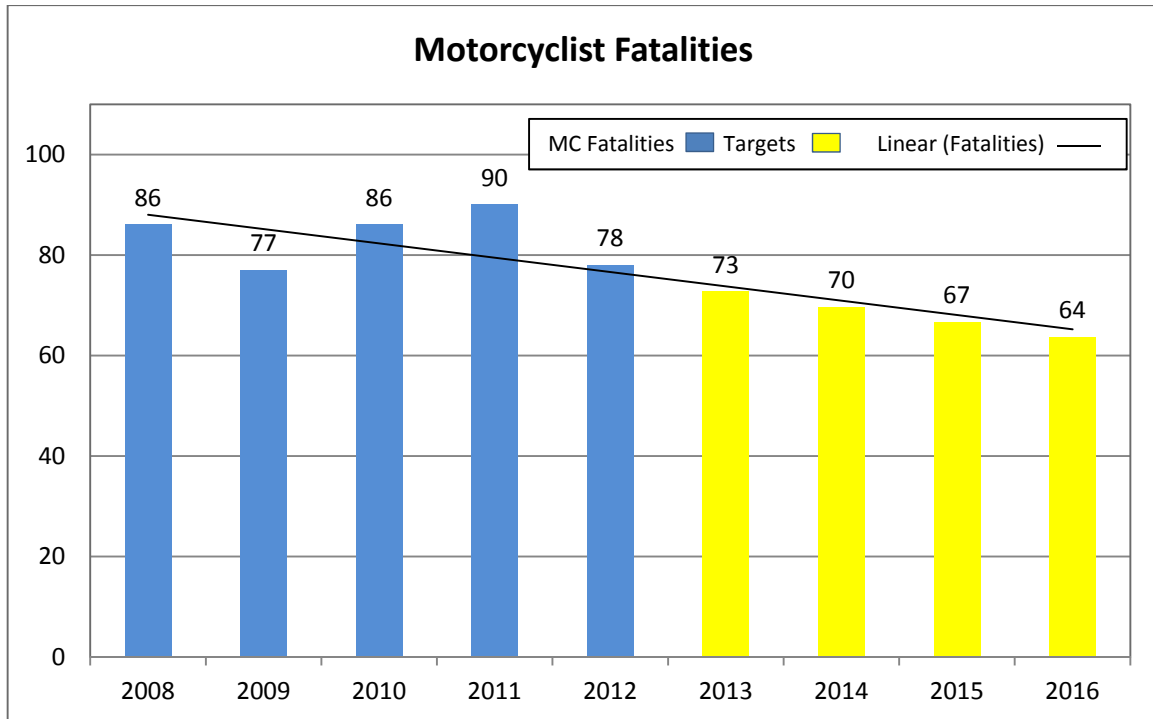
Note: During Virginia's data quality review process, the number of unhelmeted motorcycle fatalities was revised for 2012. The final number is 3.

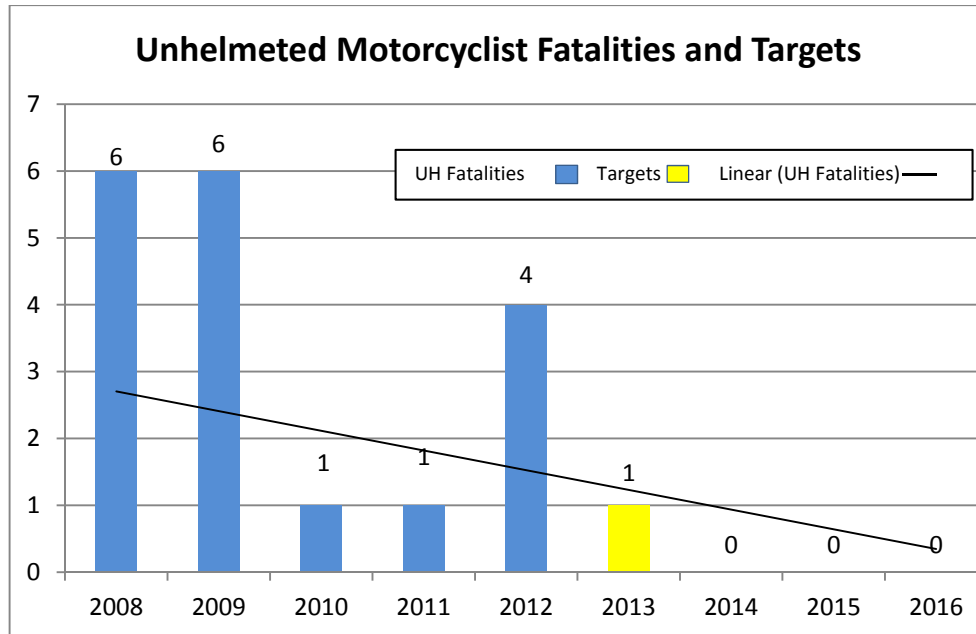
Performance

Virginia's motorcycle fatalities were 63 for 2013, surpassing the target of 73. Based on the actual 2013 motorcycle fatality data (63), we have adjusted our target from 70 fatalities to 62 fatalities for 2014. This is a decrease in traffic fatalities of 2 percent from the 2013 calendar year of 63 to 62 by December 2014. The current number of motorcycle fatalities through November is 72 for 2014 as compared to 63 for the same time period in 2013. Virginia is not on track to meeting its target in 2014.

Performance

Virginia's unhelmeted motorcyclist fatality was 1 for 2013, meeting the target of 1. The current number of unhelmeted motorcyclist fatalities through November is 0 for 2014 as compared to 1 for the same time period in 2013. Virginia anticipates meeting the target of 0 in 2014.





Justification: Virginia selected the 5-year moving average trend line of 75 percent reduction in unhelmeted motorcycle fatalities as a more achievable goal vs. 83 percent reduction for 3-year moving average.

Note: During Virginia's data quality review process, the number of unhelmeted motorcycle fatalities was revised from 4 to 3 for 2012. The change was made after Virginia set the targets. Therefore, 4 fatalities were shown instead of 3 in the chart.

Strategies

1. Conduct 4 awareness messages (411 Information You Can Live With) within (Richmond, Tidewater, Roanoke, Northern Virginia (CTW, Chapter 5, Section(s) 3.1,3.2,4.1,4.2))
2. Conduct 25 sidecar trike training courses in 2014
3. Conduct 2 advanced rider training courses (CTW, Chapter 5, Section(s) 3.1,3.2,4.1,4.2)
4. Conduct and monitor a minimum of 200 quality assurance checks of training sites and instructors. (CTW, Chapter 5, Section(s) 3.1,3.2,4.1,4.2)
5. Conduct a minimum of 10 motorcycle safety driver education awareness events. (CTW, Chapter 5, Section(s) 3.1,3.2,4.1,4.2)

Accomplishments

1. Two media campaigns were conducted to address motorcycle safety. PSAs ran during the spring of 2014 on the 411 "Information You Can Live With" (Motorcycle Safety Training and Motorcycle Speed campaigns). See Paid Media Plan section for more details.
2. Thirty-one sidecar/trike training courses were conducted
3. Ten Total Control Advanced Rider Clinics were conducted.
4. On-site monitoring and evaluations of over 256 training facilities/instructors were conducted.
5. Fourteen motorcycle safety driver education awareness events were conducted.
6. Sixty-two Professional Development Workshops were conducted.

Motorcycle Crashes and Injuries

Year	2006	2007	2008	2009	2010	2011	2012	2013
Crashes	2,499	2,601	2,638	2,115	2,207	2,288	2,416	2,079
Injuries	2,206	2,284	2,404	2,239	1,981	2,036	2,149	1,828

Number of Virginia Licensed Drivers with a Motorcycle Classification

Calendar Year	Motorcycle Classifications
2002	255,775
2003	263,649
2004	272,754
2005	284,300
2006	297,756
2007	312,588
2008	331,238
2009	345,753
2010	357,873
2011	372,072
2012	384,292
2013	389,517

Drivers Age 20 or Younger Involved in Fatal Crashes

(Core outcome measure C-9)

Overview of Programs, Projects and Activities Funded

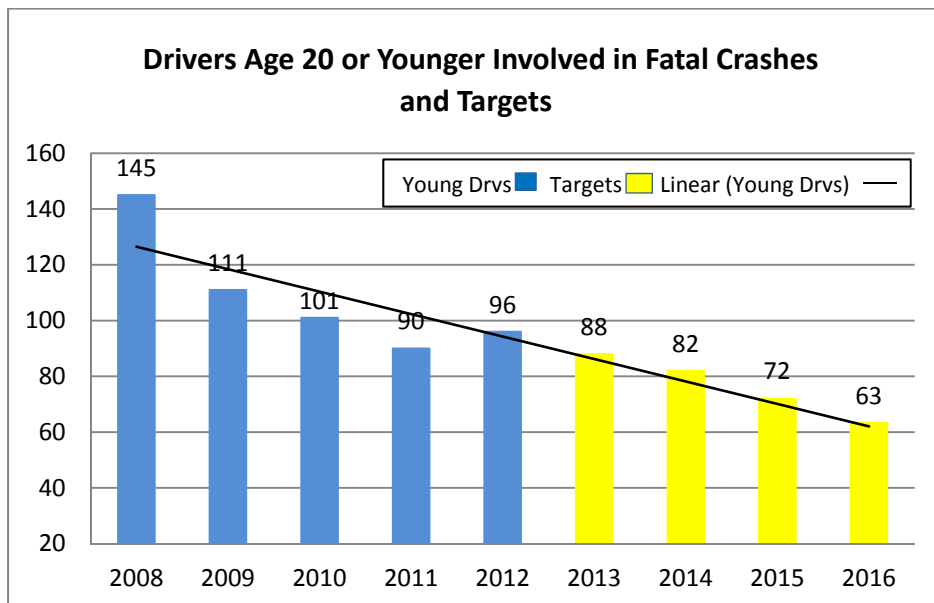
This initiative will be included within alcohol programs, selective enforcement, driver education programs, and public information. Funding to support these programs is included through the overall mission to promote transportation safety and reduce traffic fatalities and injuries. Virginia spent approximately \$176,121 of Section 154AL funds and approximately \$387,128 of NHTSA 402 funds on programs for drivers age 20 or younger. Note: Virginia does not fully comply with federal graduated driver licensing laws; and therefore, did not receive funding in this program area.

Measure: (C-9) Decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2012 calendar base year of 96 to 88.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Drivers age 20 or younger involved in Fatal Crashes (FARS)	145	111	101	90	96	90	88

Performance

Virginia's young drivers (age 20 and younger) in fatal crashes were 90 for 2013 and did not meet its target of 88. The current number of young driver fatalities through November is 69 for 2014 as compared to 80 for the same time period in 2013. Virginia is on track to meet its target in 2014.



Justification: Virginia selected an 8 percent reduction in drivers age 20 or younger involved in fatal crashes as a more achievable goal vs. the 3-year moving average trend line of a 25 percent reduction or an 11 percent reduction for the 5-year moving average.

Strategies

1. Distribute at minimum 140,000, 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, no tolerance laws, distracted driving, and other highway safety issues for the driver 20 and younger. (CTW Chapter 6- 3.1, Chapter 6- 4.1, Chapter 1- 6.5, Chapter 2- 6.1, 7.1, Chapter 4- 2.2)
3. Conduct at least 1 school wide buckle up challenge state wide to encourage the student population to wear their seat belts. (CTW Chapter 2- 6.1, 7.1)

Accomplishments

1. Department of Education (DOE) was responsible for revising of the 45-hour Parent Teen guide that is distributed to the teen driver and their parent. DOE distributed 115,000 45-hour Parent Teen Guides.
2. YOVASO sponsored 6 statewide safe driving campaigns that impacted over 139,900 youth. Over 136,000 educational materials were distributed and over 1,600 educational and awareness activities were offered. YOVASO increased their high school member schools from 98 schools to 103 schools during FY 2014. The middle school member schools increased from 23 schools to 30 schools during FY2014. Of the new member high schools and middle schools 8 were in the target expansion area (NOVA/Tidewater/Greater Richmond). Member schools at the end of the grant year totaled 133.

AAA-Mid Atlantic Foundation hosted the “I Drive, Safe. Sober. Focused.” teen driver event reaching over 600 younger drivers with-in the Henrico County driver education program. Interactive, educational activities were provided to educate the teen drivers on the dangers of making poor decisions when getting behind the wheel. The event also motivated the teens to drive and ride responsibly. Through this event over 700 educational materials were distributed to the teen drivers.

3. YOVASO seat belt campaigns are statewide. (See #2)
4. Drive Safe Hampton Roads: The “Get It Together High School Seat Belt Challenge” During the 2013-14 school year, 28 schools completed this regional seat belt challenge focused on increasing seat belt use by our youth which provided resources for education and activities to area high school students. Over 50,000 students were impacted this year alone.

The Virginia State Police Public Information Office purchased and distributed 30,000 “Stop Look and Learn Buckle Up for Safety” activity books. The activity books are distributed to the State Police division offices as well as the Administrative office for troopers to distribute during safety presentations and to display at events such as the Virginia State Fair.

Pedestrian/Bicycle Safety Program Area

(Core Outcome Measure C-10)

Overview of Programs, Projects and Activities Funded

This goal of this program area is to reduce bicycle and pedestrian injuries through improving roadway behaviors. Through this program bicyclists and pedestrians were educated on safe practices. Drivers were also being educated on sharing the road with the bicyclists and pedestrians.

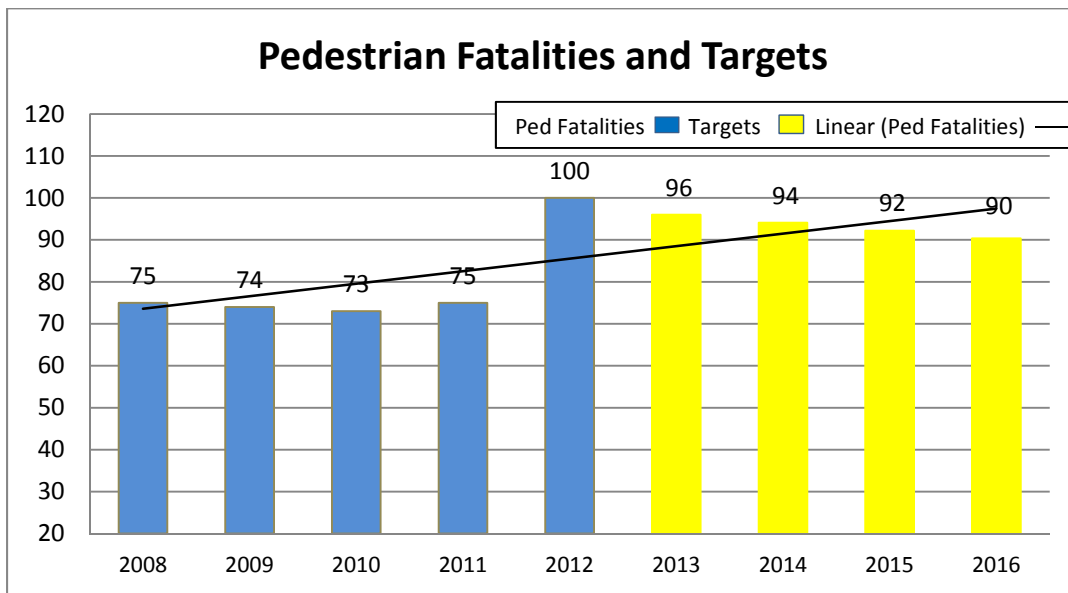
Virginia spent approximately \$110,730 of its NHTSA 402 funds on pedestrian and bicycle safety.

Measure: (C-10): Reduce pedestrian fatalities 4 percent from the 2012 calendar year base of 100 to 96.

	Baseline Data						Target
	2008	2009	2010	2011	2012	2013	
Pedestrian Fatalities (FARS)	75	74	73	75	100	78	96

Performance

Virginia's pedestrian fatalities were 78 for 2013, surpassing its target of 96. Based on the actual 2013 pedestrian fatality data (78), we have adjusted our target from 94 pedestrian fatalities to 72 pedestrian fatalities for 2014. This is a decrease in pedestrian fatalities of 8 percent from the 2013 calendar year of 78 to 72 by December 2014. The current number of pedestrian fatalities through November is 70 for 2014 as compared to 72 for the same time period in 2013. Virginia is on track to meet its target in 2014.



Justification: Virginia selected the 5-year moving average trend line of a 4 percent reduction in pedestrian fatalities as a more achievable goal vs. a 6 percent reduction for the 3-year moving average.

Strategies

1. Conduct a minimum of 2 selective enforcement activities (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
2. Conduct a weeklong safety event to increase awareness of pedestrian/bicycle safety (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
3. Conduct 2 media events with support from law enforcement that focuses on pedestrian/bike safety (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

Accomplishments

1. Drive Smart Virginia conducted Bicycle and Pedestrian Awareness Week to promote awareness and disseminate educational information on bicycle and pedestrian safety.
2. The Metropolitan Washington Council of Governments' (MWCOG) *Street Smart* program has worked to raise public awareness and added law enforcement efforts to respond to the challenges of pedestrian and bicyclist safety. This public safety campaign, conducted across the greater metropolitan Washington, DC region, is conducted in conjunction with increased law enforcement "waves," and targets drivers, pedestrians and bicyclists in the District of Columbia, suburban Maryland and northern Virginia through media relations and street-level outreach events.

Core Behavior Performance

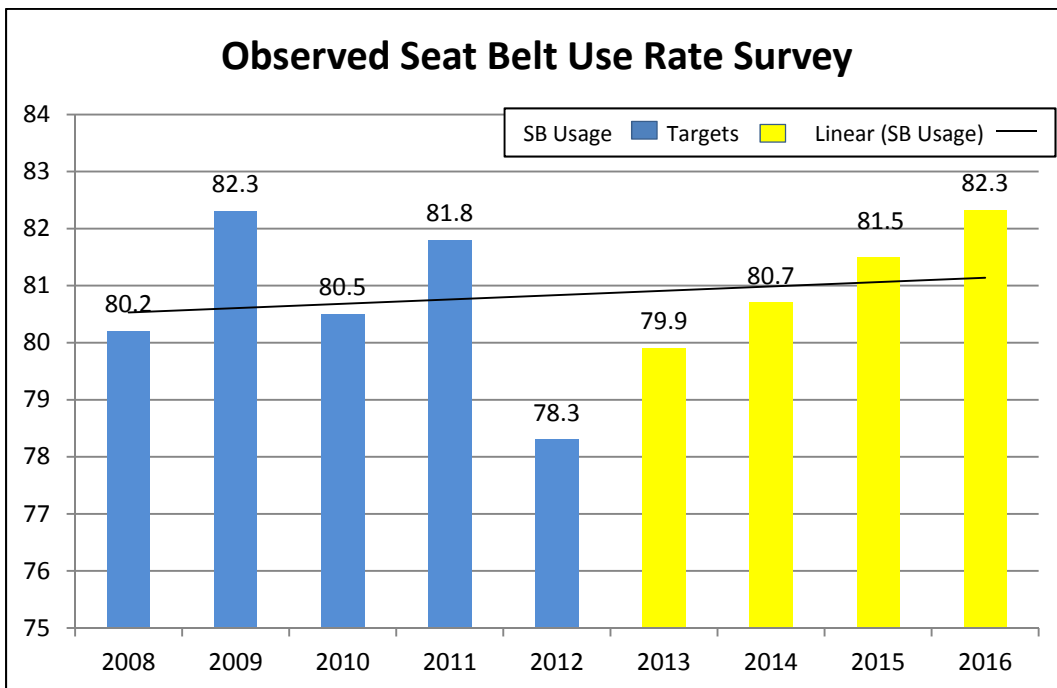
Seat Belt Use Rate – Observed Seat Belt Use Survey (Core Behavior Measure B-1)

Measure: (B-1): Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percent from the 2012 calendar base year of 78.3 to 79.9.

	Baseline Data					Target
	2009	2010	2011	2012	2013	
Observed Seat Belt Use Rate Survey	82.3	80.5	81.8	78.3	79.7	79.9

Performance

Virginia’s seat belt usage rate was 79.7 for 2013 which did not meet its target of 79.9. The current usage rate is 77.3 for 2014. Virginia did not meet the target of 80.7 in 2014.

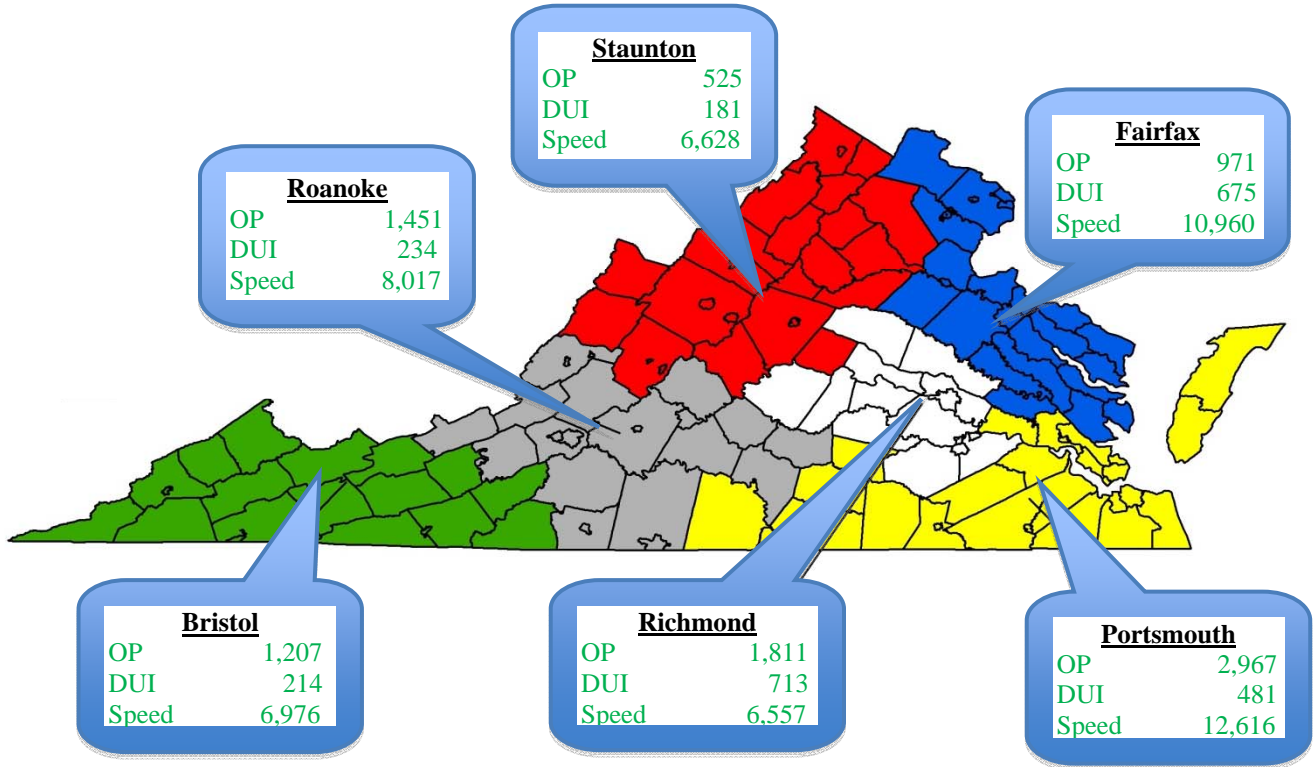


Justification: Virginia selected a more challenging target (2 percent) than both a 3-year moving average trend of a 1.3 percent increase and the 5-year moving average trend of a 1 percent decrease in the annual observed seat belt use rate.

Core Activity Performance Measures Virginia Grant Funded Citation Efforts

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

Virginia Highway Safety Office Regions



Region Totals	
OP (A-1)	8,932
DUI (A-2)	2,498
Speed (A-3)	51,754

State Police	
OP	1,787
DUI	242
Speed	9,943

Region + SP	
OP	10,719
DUI	2,740
Speed	61,697

Traffic Records

Projects and Activities Funded

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

Virginia expended approximately \$132,782 of its NHTSA 402 funds, \$1,097,557 of its NHTSA 405 funds, and \$220,946 in NHTSA 154 funds on TREDIS and other traffic records activities. In addition \$47,250 of funding from the Federal Motor Carrier Safety Administration (FMCSA) was expended on TREDIS improvements. Additionally, \$51,896 was expended on VA Tech staffing to provide enhanced crash location analysis for the VAHSO.

Measure:

Improve the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of traffic records data in TREDIS.

Strategies

To continue to enhance TREDIS with additional integrations and functionality.

Accomplishments

1. Virginia Tech located and published 121,730 crash locations that were used in problem identification, mapping and analysis.
2. EMS incident records increased 19% from 262 to 312
3. Increased BAC records from 0 in 2011 to 1,620 in 2013
4. Pilot of eCitation system not implemented pending documentation review by partner agencies
5. Completed Phase I of ignition interlock tracking system for DUI offenders. System was successfully implemented in all 24 ASAP sites with no issues.

Overview of Traffic Records

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

Traffic Records Coordinating Committee (TRCC)

VA's TRCC held several productive meetings throughout the year. The TRCC met in full committee as well as in sub-working groups to coordinate, plan and implement projects.

TREDS Enhancements

Created and applied 11 new business rules in TREDS software to improve the accuracy of data collection. In addition, new wizard questions were added to software to improve the collection of CMV data.

Created a new Daily Activity Reporting module in TREDS. This module replaced the 30 year old Access-based system of reporting timely fatality data to VAHSO, FARS and other safety partners. A new, more modern report was also created as a result of this module.

Enhanced the TREDS data warehouse for improved ad-hoc reporting features which provides VAHSO analysis staff more detail to perform additional analysis.

USDOT/NHTSA/FARS selected Virginia as a pilot state to develop an electronic data transfer of FARS elements directly from TREDS to the federal FARS system. Pilot is targeted for completion in first quarter of 2015.

Training

Trained approximately 50 Train-the-Trainers and law enforcement personnel to improve the accuracy of data sent to TREDS.

FR300 Training Manual was updated with crash, vehicle and driver information to assist law enforcement with completing crash reports more accurately. Updates included clarification for Safety Equipment Used, Vehicle Body Type, Roadway Description, Type of Collision and Work Zone Location.

TREDS Operations Center

Implemented improvements to streamline the TREDS Operations process which reduced the number of crash reports requiring intervention from the TREDS Operation team to complete crash report processing.

Law Enforcement Enhancements

Worked with law enforcement agencies to move from paper to electronic submission of crash reports which resulted in an improvement in electronic submission from 76 percent to 86 percent. Electronic submission improves the timeliness of report submission in addition to more timely processing by TREDS Operations.

Created several management reports in TREDS to allow law enforcement managers to track the number of reports submitted by their officers to gauge officer performance. This information will also be used to assist agencies in improving training efforts.

Ignition Interlock Tracking

Completed the first phase of the TREDs/Ignition Interlock Case Management System. The system automates the management and tracking of DUI offenders who are ordered to install ignition interlock devices on their vehicles. The new system was implemented statewide in all 24 area programs with no system problems.

DMV/VA Tech Crash Location Project

Worked with VA Tech to create a new, web-based crash location tool to improve geo-coding of crash locations. This tool improved the timeliness of the process of locating crashes. This data is critical to Virginia's "street-level" problem identification and analysis for highway safety. VA Tech successfully located 121,730 crashes on all roadways in Virginia in 2013.

TREDs Reporting

Updated DMV's web site with 2013 crash and crash location data. This web site is interactive and allows the public to query information and build crash reports and maps. Also, staff updated VAHSO's highway safety page with 2013 crash data. These efforts make current crash data accessible to the public.

Created new VDOT property damage crash report was created in TREDs for VDOT. This report provides with information to assist VDOT with more detailed analysis of these types of crashes

Efforts to Coordinate Data Collection and Reporting for the Strategic Highway Safety Plan (SHSP)

DMV/VAHSO coordinated with VDOT on the planning of the SHSP. DMV is the custodian of the Commonwealth's crash and FARS data. As such, both DMV and VDOT utilize crash and location data from the same sources – TREDs and FARS for SHSP reporting. Additionally, in 2014, VDOT submitted a letter of support for DMV/VAHSO's performance measures.

Roadway Safety - RS

Overview of Programs, Projects and Activities Funded

Roadway safety is included in Virginia's public information awareness and education campaigns, in the work of our new Crash Investigation and Reconstruction Program, and in our driver initiatives through various enforcement trainings. Virginia spent approximately \$22,021 of its NHTSA Section 402 funds on roadway safety activities. Virginia conducted multi-jurisdictional training events, presentations, community awareness and enforcement opportunities to reduce crashes, injuries and fatalities.

Goal: Participate in a minimum of one regional training on crash findings and techniques to improve awareness of roadway safety by December 31, 2014.

Strategies

1. Train 50 traffic engineers and technicians in Hampton Roads to extend their knowledge and expertise on specialized on-site traffic engineering techniques.

Accomplishments

Regional Training on Traffic Engineering

Regional Training of the following four (4) workshops were presented at the City of Virginia Beach Advanced Technology Center for Traffic & Transportation Engineers from the localities in Hampton Roads:

Guardrail Installation & Inspection - 26 trained
Low Cost Safety Improvements - 31 trained
Accident Reconstruction - 26 trained
Access Management - 32 trained.

A total of 115 Traffic Engineers & Technicians from State & City agencies in Hampton Roads were trained this year through this grant program. These training workshops provided proper training to the local Traffic Engineers & Technicians in an effort to improve pedestrian, bicycle, and traffic safety in an effort to reduce crashes throughout the region.

Crash Investigation & Reconstruction Program

In previous years, Regional Crash Investigation Teams (RCIT) were developed largely in the western regions of the Commonwealth, although a training-focused group was also developed in the Tidewater area of the state. Grant funding had been used to provide advanced training classes for participating agency members. In FY 2013, a more coordinated approach to supporting improved crash investigation and reconstruction training was begun. A Crash Investigation & Reconstruction program Committee was created, including members from law enforcement in each region across the state, as well as VACP, DCJS and the VAHSO. A survey was conducted to assess training and equipment needs across the Commonwealth and

the Committee began addressing ways to improve consistency and quality of courses to be offered. A strategic plan was drafted and under consideration by the end of the grant year and recommendations for training and equipment purchases were drafted for consideration in the FY 2015 grant year. In order to ensure that more fundamental levels of training were maintained across the state, the VAHSO provided 2 *Fundamentals of Crash Investigation* courses were taught to 36 students from 18 agencies and 2 *Advanced Crash Investigation & Reconstruction* courses were taught to 37 students from 14 agencies. The courses were all updated and taught by an ACTAR certified Virginia State Trooper on loan to the VAHSO from the VSP. The trooper also provided technical assistance statewide and enhanced his expertise by attending several specialized reconstruction related courses and workshops.

Police Traffic Services - PT

Overview of Programs, Projects and Activities Funded

Virginia conducted training, education and outreach efforts to raise awareness on issues involving transportation safety.

Goal: Conduct statewide trainings and informational contacts with law enforcement by December 31, 2014.

Strategies

1. Hire a minimum of two VAHSO LELs to work with law enforcement on highway safety initiatives.
2. To provide a minimum of 3 statewide trainings to law enforcement on increasing their usage of safety belts.

Accomplishments

1. In October 2013 the first LEL was hired. A second was hired and began work October 17, 2014. During FY2014, the first LEL worked across the Commonwealth to assist with training law enforcement officers, provide technical assistance to agencies, and engage and motivate law enforcement agencies to increase participation in highway safety campaigns. The new LEL attended training to increase expertise and understanding of highway safety programs.
2. Through the Wear This, Not This Campaign, law enforcement throughout the Commonwealth received education and training on the benefits of wearing their seat belts.

Driver Education (DE)

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

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

Goal: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2014.

Strategies

Conduct a minimum of 5 education and awareness activities targeting the general driving population to reduce crashes, injuries and fatalities.

Accomplishments

In addition to multiple campaigns by DriveSmart Virginia, YOVASO, Drive Safe Hampton Roads, WRAP, and other grant funded organizations, additional outreach was conducted:

Virginia Trucking Association (VTA) Coordinator developed and conducted four safety breaks throughout Virginia at different Safety Rest Areas along the interstates. One was held in conjunction with the May 2014 Click It or Ticket mobilization. In addition, VTA held two Truck Stop events. Through the Safety Breaks and Truck Stop events 1,450 of the general motoring public and truck drivers were reached. They were provided safety educational and awareness materials on sharing the road, seat belts, aggressive driving, distracted driving, and the move over law. The safety breaks allowed for an opportunity to network with representatives from the FMCSA, VSP and volunteers from member trucking companies.

Virginia Department of Aging and Rehabilitative Services' Grand Driver Program is an educational resource designed to provide Virginians with information about staying safe and mobile on the road as they age. Grand Driver conducted 185 older driver assessments through four comprehensive driver assessment centers. Seven presentations and twenty-two displays were conducted reaching over 8,700 people. Six CarFit events were conducted to educate seniors about the changes they need to make to their vehicle and their driving habits to remain safe as they age. Fifty seniors were provided information and training. The Grand Driver website was completely refreshed with a more user-friendly application. There was a 45% increase in sessions and 9,335 new visitors.

Community Traffic Safety Programs- CP

Overview of Programs, Projects and Activities Funded

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

Goal: Develop, lead, attend and evaluate a minimum of 5 education and awareness events by December 31, 2014.

Strategies

1. Enhance the VAHSO website with 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 ten local, state and national trainings

Accomplishments

1. VAHSO updated the highway safety webpage with 2013 crash data and other highway safety information. This included Virginia Crash Facts, Highway Safety Plan, and updated information on www.DMVnow.com. TRENDS interactive mapping and queryable reports were also updated. The program specific information was added on the following subjects areas: Child Passenger, Mature Driver, Bicycle and Crash Investigation. DMV was allocated \$53,000 for website enhancements. None of this funding was expended because the data updates were implemented by DMV and VAHSO staff.
2. VAHSO partners with law enforcements agencies across the Commonwealth, numerous state agencies, non-profit organizations and institutes of higher learning on safety program initiatives.
3. VAHSO staff participated in and held various trainings and meetings. These included several Stakeholder Meetings, Traffic Records, Program Management, grantee workshops, a motorcycle safety conference, GHSA, NHTSA regional meetings, etc.

Additional Traffic Safety Programs

VAHSO staff works closely with community based programs and activities to govern, coordinate, and develop traffic safety efforts within the designated regions statewide. Staff assists in defining highway safety problems unique to individual communities, counties, and districts. These programs utilize existing local networks for safety activities, address all traffic safety related problems rather than a single issue, seek long term solutions, and assist localities in developing highway safety plans that will address the problems of that specific area of the state. In addition, some program managers/project monitors oversee programs that encompass a statewide effort. In FY14 Virginia spent approximately \$171,546 of its NHTSA Section 402 funds and \$3,613.73 of its Section 410 funds on these additional transportation safety activities.

2014 Governor's Transportation Safety Awards Program

On June 12, 2014, 14 individuals/organizations/programs were awarded the Governor's Transportation Safety Award. The awards were sponsored by the Department of Motor Vehicles / VAHSO. This awards program recognizes individuals and organizations that have made extraordinary contributions to transportation safety in Virginia. The awards recognize exemplary accomplishments in the public, private and nonprofit sectors by individuals, state and local governments, federal agencies, the military, and businesses and organizations that promote transportation safety.

2014 Judicial Transportation Safety Conference

The Judicial Transportation Safety Conference was held October 2-3, 2014 in Norfolk, VA. Approximately 90 General District Court and Juvenile and Domestic Relations Court judges attended. The conference provided a forum for judges from across the state to receive valuable information on legislation, current issues and successful programs that impact traffic safety in Virginia. A majority of the conference content related to alcohol impairment while driving. Through instructional interactive exhibits, judges were able to learn about programs that highlighted success within transportation safety programs.

Drive Safe Hampton Roads

Drive Safe Hampton Roads also focused on helping increase awareness of not drinking and driving and using a designated driver. This included distributing 1500 holiday bags through the ABC stores. The Intoxiclock was used at several events reaching out to people in an effort to educate them about how quickly their BAC can reach dangerous levels. The Drive Safe decals push the messages of "don't drink and drive," "use a designated driver," and "always buckle up."

Media Plan

Paid advertising was purchased in conjunction with a series of high profile enforcement activities. Previous campaigns have proven that effectiveness is improved when advertising coincides with increased law enforcement activities. The NHTSA-approved advertising methods included TV, cable TV, radio, social media, movie theaters, billboards and other approved channels. Advertising supported a variety of information and education efforts such as safety belt use, DUI prevention, older driver issues and motorcycle safety.

Click It or Ticket-May Mobilization

Approximately \$350,000 in advertising was purchased statewide to support high visibility enforcement to increase seat belt use in Virginia. The primary target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. To reach this audience, late night TV, sports rotations and targeted cable TV advertising received the majority of the focus, while radio, social media and movie theaters were also used. While the exposure was statewide, high-risk counties in Shenandoah and Southwest received additional impact. The purpose of the advertising was to alert the public that law enforcement will be out strictly enforcing all traffic laws, with a particular emphasis on seat belt and child safety seat laws.

The 1:1 bonus spot ratio was overachieved since the Northern Virginia region was exposed to an additional 2,376 bonus spots over and above the 4,437 bonus spots the rest of the state was exposed to. The May 2014 Mobilization resulted in a total of 11,250 movie theater, radio, broadcast television, cable television and online spots aired.

A total of 9,745 earned media activities occurred across Virginia during the May mobilization including 23 television news stories; 217 radio news stories; 51 print news stories; 37 news conferences; 28 school activities; 83 child safety seat checks; 194 checkpoints; nine Click It or Ticket proclamations; 51 public service announcements; 3,829 posters, magnets, window clings and other materials used; and 5,223 "other" media activities.

Click It or Ticket-November Mini-mobilization

Approximately \$165,000 in advertising was purchased statewide to support high visibility enforcement to increase seat belt use in Virginia. The primary target was men ages 18 to 34 with additional emphasis on pick-up truck drivers since both populations have the lowest belt use rate. The campaign preceded the Thanksgiving holiday driving period, which includes some of the highest traffic volumes of the year.

The November 2013 media buy involved 3,600 paid spots for \$165,000 in movie theaters, and on radio, television and online. A total of 1,536 earned media activities occurred across the Commonwealth during the November 2013 Click It or Ticket Mini-Mobilization including two television news stories; 23 radio news stories; 14 public services announcements; 11 print news stories; 10 news conferences; four school activities; 18 child safety seat checks; seven checkpoints; two Click It proclamations; 493 posters, magnets, window clings and other materials used; and 952 "other" media activities.

Nighttime Unrestrained Fatality Reduction

A pilot nighttime enforcement and media campaign costing \$35,500 with Henrico County and the City of Chesapeake as the control location had enforcement and media waves in May 2014 and in July 2014. This program takes a data driven approach to lowering the incident of unrestrained fatalities at night as the result of speed/DUI. The media plan included TV, cable TV, movie theatres, billboards and social media. For comparison, the media outreach in Henrico was produced at an approximate level, timeline and in similar media as the previous campaign in Chesapeake.

Television was the primary medium and used 442 spots over the two-week period. With the addition of matching no charge spots, this campaign was expected to reach 82.5% of the target audience an average of 6.7 times. The same 30-second television spot ran at two theater complexes for the two-week period. Three paid and three non-paid digital billboards were used for the second week of the campaign when enforcement was scheduled. Billboard advertising generated 734,249 total impressions. Online advertising consisted of a combination of banner and video ads airing during the second week of the campaign. A mixture of 10 websites targeting men 18 to 34 was used.

Checkpoint Strikeforce/Drive Sober or Get Pulled Over

This \$1,132,310 DUI prevention statewide advertising campaign informed citizens of the high visibility enforcement including DUI checkpoints and saturation patrols that was conducted from summer through New Year's Day. The media plan targeted 21- to 34-year-old men, slightly older men, all adults and some Spanish-speaking individuals. Paid advertising was purchased on TV/cable, radio, social media, billboards and movie theaters. The Washington Regional Alcohol Project facilitated the paid media plan after refreshing its "Are You Going to Kill Someone Tonight" TV and web ads.

There were 28,569 paid and no-charge television spots and 4,133 paid and no-charge radio spots that ran throughout the Commonwealth and were directed to the target audience. In addition, 86,604 spots ran in movie theaters in Virginia. Social network sites were also utilized to generate the message through multiple views. Online ads generated 12,011,265 impressions. Through a combination of traditional strategies and fresh concepts, the campaign reached a documented audience of over 3,970,000 Virginia residents 4.3 times (as measured by known media impressions) resulting in 17,271,543 gross impressions. (An additional 12,011,265 impressions were earned via online media.) Additional earned media reported included 342 radio spots.

DUI Prevention

Approximately \$249,500 in paid advertising was purchased during high-alcohol-use time periods including the Super Bowl, St. Patrick's Day and Fourth of July. A new television spot encouraging motorists to designate a non-drinking driver and to watch out for impaired pedestrians was created for the 2014 St. Patrick's Day media campaign, and updated for the Fourth of July campaign. The media plan targeted on 21- to 34-year-old men, who are at greatest risk for DUI-related crashes.

The advertising investment paid for 1,564 spots that aired five days prior to each holiday. The campaign reached 55 percent of the audience of young men in urban areas that had an above-average number of bars and restaurants an average of 4.1 times.

Motorcycle Safety

About \$80,000 in paid advertising was targeted to motorcyclists through a TV spot that encouraged using good judgment while riding. The media plan targeted 21- to 54-year-old men who ride sport and cruiser bikes.

The investment paid for 1,398 paid cable TV spots and 1,247 no-charge spots, along with digital online ads, that aired in the Hampton Roads, Richmond, Roanoke, Harrisonburg and Loudoun markets in mid-June when motorcycle riding ramps up after summertime begins.

Motorcycle Awareness

About \$80,000 in paid advertising was purchased to encourage motorcyclists to make sure their riding skills are current, and to encourage available training courses. The media plan targeted 21- to 54-year-old men who ride Sport and Cruiser bikes.

The advertising investment paid for a 30-second television spot that focused on motorcycle riders using their heads. The spot aired 1,401 times on cable networks exclusively in five regions where motorcycle crashes and fatalities are above average. Each region's television schedule was designed to reach 70 percent of the target audience at least three times. The campaign reached a documented audience of young (18 to 34 year-old) motorcycle riders in the Hampton Roads, Richmond, Harrisonburg and Loudoun County regions.

Street Smart

The Metropolitan Washington Council of Governments was awarded \$120,000 in grant funds for a public awareness and educational campaign focused on pedestrians and bicyclists. A campaign was held in spring 2014 involving press events, media tours and mobile street teams. Paid advertising was purchased on buses, at bus stops and bus shelters, on gas pump toppers and through social media outlets.

Fifteen-second radio ads were placed on seven radio stations during key drive times for two weeks in the fall and spring. Pump toppers were purchased at 125 gas stations with 52 in Virginia. Exterior bus ads were purchased in for four weeks in the spring and fall with two bus garages in Virginia. Sixteen street-level outreach promotions, called Safety Zone Street Teams, occurred with six in Virginia. A telephone survey was conducted and of the 300 respondents, 23 percent in wave one and 26 percent in wave two recalled seeing advertising for Street Smart. Those 23- and 26-percent of respondents who remembered the campaign could recall specific elements such as "treads on faces," "exercise caution" and "street smart."

Appendix A
Federal Fiscal Year 2014 Expenditures

Program	Project Number	Grant ID	Sub Grantee	Project Title	Approved Award	Total Paid
154AL-2014	54320	5568	Accomack County	Selective Enforcement - Alcohol	20,620.00	18,748.28
154AL-2014	54427	5675	Amelia County	Selective Enforcement - Alcohol	20,959.00	20,958.00
154AL-2014	54204	5452	Appalachia Town	Selective Enforcement - Alcohol	6,890.00	5,540.00
154AL-2014	54088	5336	Appomattox County	Selective Enforcement - Alcohol	10,400.00	6,964.18
154AL-2014	54281	5529	Arlington County	Selective Enforcement - Alcohol	19,075.00	15,988.48
154AL-2014	54193	5441	Ashland Town	Selective Enforcement - Alcohol	5,828.00	2,036.77
154AL-2014	54004	5252	Augusta County	Selective Enforcement - Alcohol	30,390.00	30,390.00
154AL-2014	54067	5315	Bedford County	Selective Enforcement - Alcohol	20,924.00	19,617.34
154AL-2014	54200	5448	Bedford Town	Selective Enforcement - Alcohol	7,570.00	5,510.46
154AL-2014	54438	5686	Big Stone Gap Town	Selective Enforcement - Alcohol	14,450.00	14,438.00
154AL-2014	54453	5701	Bland County	Selective Enforcement - Alcohol	16,600.00	11,895.24
154AL-2014	54006	5254	Bluefield Town	Selective Enforcement - Alcohol	13,733.00	11,943.92
154AL-2014	54099	5347	Buena Vista City	Selective Enforcement - Alcohol	5,400.00	5,169.47
154AL-2014	54087	5335	Campbell County	Selective Enforcement - Alcohol	10,050.00	10,041.14
154AL-2014	54348	5596	Charlotte County	Selective Enforcement - Alcohol	11,600.00	10,825.03
154AL-2014	54374	5622	Charlottesville City	Selective Enforcement - Alcohol	9,300.00	6,496.27
154AL-2014	54197	5445	Chesapeake City	Selective Enforcement - Alcohol	25,080.00	21,059.98
154AL-2014	54050	5298	Chesterfield County	Selective Enforcement - Alcohol	142,047.00	142,018.08
154AL-2014	54039	5287	Chilhowie Town	Selective Enforcement - Alcohol	3,998.00	3,988.85
154AL-2014	54046	5294	Clarke County	Selective Enforcement - Alcohol	6,000.00	6,000.00
154AL-2014	54071	5319	Colonial Heights City	Selective Enforcement - Alcohol	6,000.00	6,000.00
154AL-2014	54355	5603	Craig County	Selective Enforcement - Alcohol	11,950.00	11,900.00
154AL-2014	54254	5502	Crewe Town	Selective Enforcement - Alcohol	8,350.00	8,260.00
154AL-2014	54248	5496	Culpeper County	Selective Enforcement - Alcohol	24,300.00	16,884.30
154AL-2014	54120	5368	Damascus Town	Selective Enforcement - Alcohol	6,150.00	2,500.00
154AL-2014	54264	5512	Dinwiddie County	Selective Enforcement - Alcohol	10,898.00	10,848.91
154AL-2014	54241	5489	Drive Safe Hampton Roads	Surviving The Drive	19,214.00	15,466.70
154AL-2014	54280	5528	Emporia City	Selective Enforcement - Alcohol	13,622.00	13,622.00
154AL-2014	54061	5309	Floyd County	Selective Enforcement - Alcohol	13,640.00	11,390.81
154AL-2014	54344	5592	Fluvanna County	Selective Enforcement - Alcohol	14,388.00	14,358.26
154AL-2014	54247	5495	Frederick County	Selective Enforcement - Alcohol	33,865.00	29,868.20
154AL-2014	54083	5331	Gate City Town	Selective Enforcement - Alcohol	6,750.00	6,597.98
154AL-2014	54056	5304	Goochland County	Selective Enforcement - Alcohol	12,575.00	12,413.27
154AL-2014	54094	5342	Grayson County	Selective Enforcement - Alcohol	14,904.00	14,591.98
154AL-2014	54297	5545	Halifax County	Selective Enforcement - Alcohol	10,048.00	6,516.42
154AL-2014	54076	5324	Hanover County	Selective Enforcement - Alcohol	60,904.00	60,660.48
154AL-2014	54272	5520	Harrisonburg City	Selective Enforcement - Alcohol	25,000.00	19,538.07
154AL-2014	54329	5577	Henrico County	Selective Enforcement - Alcohol	181,856.00	181,856.00
154AL-2014	54229	5477	Henry County	Selective Enforcement - Alcohol	20,814.00	20,731.49
154AL-2014	54011	5259	Herndon Town	Selective Enforcement - Alcohol	23,500.00	23,500.00
154AL-2014	54292	5540	Isle of Wight County	Selective Enforcement - Alcohol	25,050.00	21,102.48
154AL-2014	54342	5590	James City County	Selective Enforcement - Alcohol	22,095.00	21,116.40
154AL-2014	54148	5396	Lee County	Selective Enforcement - Alcohol	20,500.00	20,497.81
154AL-2014	54199	5447	Marion Town	Selective Enforcement - Alcohol	16,125.00	8,703.01
154AL-2014	54192	5440	Mathews County	Selective Enforcement - Alcohol	6,000.00	5,909.97
154AL-2014	54166	5414	Mecklenburg County	Selective Enforcement - Alcohol	21,920.00	21,767.14
154AL-2014	54090	5338	Montgomery County	Selective Enforcement - Alcohol	14,146.00	14,140.48
154AL-2014	54105	5353	Narrows Town	Selective Enforcement - Alcohol	12,250.00	12,241.98
154AL-2014	54023	5271	Nelson County	Selective Enforcement - Alcohol	10,900.00	8,450.18

154AL-2014	54096	5344	New Kent County	Selective Enforcement - Alcohol	24,100.00	24,093.05
154AL-2014	54277	5525	New Kent County	Selective Enforcement - Alcohol	29,700.00	29,691.36
154AL-2014	54054	5302	Newport News City	Selective Enforcement - Alcohol	57,297.00	55,074.56
154AL-2014	54102	5350	Norfolk City	Selective Enforcement - Alcohol	40,484.00	39,953.36
154AL-2014	54164	5412	Northumberland County	Selective Enforcement - Alcohol	6,400.00	5,404.90
154AL-2014	54013	5261	Norton City	Selective Enforcement - Alcohol	19,050.00	19,019.92
154AL-2014	54100	5348	Page County	Selective Enforcement - Alcohol	10,163.00	8,865.67
154AL-2014	54010	5258	Petersburg City	Selective Enforcement - Alcohol	73,500.00	73,500.00
154AL-2014	54072	5320	Poquoson City	Selective Enforcement - Alcohol	13,607.00	10,835.95
154AL-2014	54185	5433	Portsmouth City	Selective Enforcement - Alcohol	45,948.00	44,720.20
154AL-2014	54380	5628	Powhatan County	Selective Enforcement - Alcohol	15,000.00	14,980.00
154AL-2014	54458	5706	Prince George County	Selective Enforcement - Alcohol	5,650.00	5,576.81
154AL-2014	54165	5413	Prince William County	Selective Enforcement - Alcohol	170,000.00	170,000.00
154AL-2014	54201	5449	Pulaski County	Selective Enforcement - Alcohol	19,040.00	15,531.59
154AL-2014	54031	5279	Radford City	Selective Enforcement - Alcohol	12,545.00	11,495.00
154AL-2014	54237	5485	Richlands Town	Selective Enforcement - Alcohol	17,093.00	17,093.00
154AL-2014	54038	5286	Richmond County	Selective Enforcement - Alcohol	10,000.00	9,808.00
154AL-2014	54386	5634	Roanoke City	Selective Enforcement - Alcohol	18,824.00	18,149.90
154AL-2014	54154	5402	Rockbridge County	Selective Enforcement - Alcohol	10,400.00	10,375.00
154AL-2014	54158	5406	Rockingham County	Selective Enforcement - Alcohol	33,600.00	33,600.00
154AL-2014	54261	5509	Russell County	Selective Enforcement - Alcohol	19,282.00	18,052.00
154AL-2014	54468	5740	SADD Inc	2014 SADD National Conference	34,665.00	27,188.88
154AL-2014	54289	5537	Salem City	Selective Enforcement - Alcohol	11,200.00	11,200.00
154AL-2014	54198	5446	Saltville Town	Selective Enforcement - Alcohol	8,250.00	7,150.00
154AL-2014	54309	5557	Scott County	Selective Enforcement - Alcohol	10,750.00	10,750.00
154AL-2014	54246	5494	South Boston Town	Selective Enforcement - Alcohol	9,405.00	9,405.00
154AL-2014	54112	5360	Spotsylvania County	Selective Enforcement - Alcohol	72,368.00	47,369.29
154AL-2014	54033	5281	Stafford County	Selective Enforcement - Alcohol	52,000.00	44,324.86
154AL-2014	54257	5505	Stanley Town	Selective Enforcement - Alcohol	4,000.00	3,982.90
154AL-2014	54313	5561	Strasburg Town	Selective Enforcement - Alcohol	7,450.00	6,952.29
154AL-2014	54086	5334	Suffolk City	Selective Enforcement - Alcohol	14,492.00	14,492.00
154AL-2014	54433	5681	Supreme Court of VA	Alcohol-Impaired Driving Education Conference for Substitute Judges	92,319.00	45,367.41
154AL-2014	54389	5637	Sussex County	Selective Enforcement - Alcohol	5,060.00	5,060.00
154AL-2014	54145	5393	Tappahannock Town	Selective Enforcement - Alcohol	5,400.00	4,289.82
154AL-2014	54172	5420	Virginia Beach City	Selective Enforcement - Alcohol	54,420.00	54,420.00
154AL-2014	54334	5582	Virginia Commonwealth University	Selective Enforcement - Alcohol	21,300.00	21,090.80
154AL-2014	54063	5311	Virginia Dept of Alcohol & Beverage Control	Selective Enforcement - Alcohol	99,600.00	83,664.24
154AL-2014	54116	5364	Virginia Dept of Criminal Justice Services	SFST Training Program	109,691.00	76,012.27
154AL-2014	54407	5655	Virginia Dept of Motor Vehicles	eSummons/VASAP/DUI Tracking	1,805,000.00	220,945.75
154AL-2014	54443	5691	Virginia Dept of Motor Vehicles	VAHSO Paid Media-Alcohol	249,500.00	242,611.58
154AL-2014	54183	5431	Virginia Dept of State Police	Selective Enforcement - Alcohol	2,678,258.00	2,367,255.93
154AL-2014	54007	5255	Virginia State Police Association, Inc	YOVASO - AL Grant for FY13-14	165,930.00	160,654.62
154AL-2014	54129	5377	Washington County	Selective Enforcement - Alcohol	27,099.00	26,687.64
154AL-2014	54395	5643	Weber City Town	Selective Enforcement - Alcohol	10,350.00	10,197.98

154AL-2014	54143	5391	West Point Town	Selective Enforcement - Alcohol	8,060.00	6,930.91
154AL-2014	54227	5475	Westmoreland County	Selective Enforcement - Alcohol	21,400.00	19,547.38
154AL-2014	54156	5404	Williamsburg City	Selective Enforcement - Alcohol	14,197.00	14,137.00
154AL-2014	54042	5290	Winchester City	Selective Enforcement - Alcohol	25,624.00	25,624.00
154AL-2014	54282	5530	Wise County	Selective Enforcement - Alcohol	27,150.00	26,742.60
154AL-2014	54393	5641	Wise Town	Selective Enforcement - Alcohol	12,708.00	12,147.52
154AL-2014	54336	5584	WRAP	2013-2014 Virginia Checkpoint Strikeforce Campaign	1,132,310.00	1,094,696.70
154AL-2014	54411	5659	Wytheville Town	Selective Enforcement - Alcohol	21,202.00	20,010.00
154AL-2014	54159	5407	York County	Selective Enforcement - Alcohol	31,810.00	31,159.60
154AL Total					8,563,279.00	6,378,953.05
K3-2014	54036	5284	Children's Hospital/King's Daughters	Child Passenger Safety Program	21,160.00	21,151.65
K3-2014	54394	5642	Virginia Dept of Health	Child Transportation Safety Grant	235,556.00	192,017.47
K3-2014	54466	5717	Virginia Dept of Motor Vehicles	Occupant Protection for Children Training Program	94,900.00	100,383.46
K3-2014	54178	5426	Wythe County	Selective Enforcement - Occupant Protection	4,500.00	4,500.00
K3 Total					356,116.00	318,052.58
K6-2014	54444	5692	Virginia Dept of Motor Vehicles	VAHSO Paid Media-2010 Motorcycle	80,000.00	78,327.57
K6 Total					80,000.00	78,327.57
K8-2014	54032	5280	Alexandria City	Selective Enforcement - Alcohol	30,325.00	24,562.69
K8-2014	54303	5551	Alleghany County	Selective Enforcement - Alcohol	6,000.00	6,000.00
K8-2014	54062	5310	Amherst County	Selective Enforcement - Alcohol	12,480.00	12,480.00
K8-2014	54214	5462	Blacksburg Town	Selective Enforcement - Alcohol	14,680.00	14,331.49
K8-2014	54012	5260	Blackstone Town	Selective Enforcement - Alcohol	5,130.00	4,910.00
K8-2014	54221	5469	Botetourt County	Selective Enforcement - Alcohol	8,190.00	8,181.85
K8-2014	54016	5264	Buchanan County	Selective Enforcement - Alcohol	24,680.00	24,680.00
K8-2014	54405	5653	Buckingham County	Selective Enforcement - Alcohol	17,500.00	17,454.75
K8-2014	54136	5384	Caroline County	Selective Enforcement - Alcohol	22,200.00	17,838.39
K8-2014	54104	5352	Chatham Town	Selective Enforcement - Alcohol	10,750.00	10,750.00
K8-2014	54017	5265	Christiansburg Town	Selective Enforcement - Alcohol	12,245.00	12,245.00
K8-2014	54267	5515	Coeburn Town	Selective Enforcement - Alcohol	5,800.00	4,563.74
K8-2014	54396	5644	Commonwealth Attorney's Services Council	TSRP, Advanced DUI, DUID	112,276.00	110,384.61
K8-2014	54302	5550	Covington City	Selective Enforcement - Alcohol	3,000.00	1,771.67
K8-2014	54399	5647	Cumberland County	Selective Enforcement - Alcohol	12,220.00	12,079.00
K8-2014	54367	5615	Danville City	Selective Enforcement - Alcohol	7,424.00	6,989.00
K8-2014	54147	5395	Dickenson County	Selective Enforcement - Alcohol	14,315.00	12,963.26
K8-2014	54402	5650	Drive Smart of Virginia	Impaired Driving Traffic Safety Education and Outreach Initiative	32,878.00	26,371.56
K8-2014	54025	5273	Dublin Town	Selective Enforcement - Alcohol	5,925.00	5,921.38
K8-2014	54020	5268	Fairfax City	Selective Enforcement - Alcohol	21,600.00	19,351.41
K8-2014	54275	5523	Fairfax County	Selective Enforcement - Alcohol	220,675.00	191,459.00
K8-2014	54040	5288	Farmville Town	Selective Enforcement - Alcohol	34,800.00	34,800.00
K8-2014	54022	5270	Fauquier County	Selective Enforcement - Alcohol	40,000.00	40,000.00

K8-2014	54215	5463	Franklin County	Selective Enforcement - Alcohol	11,950.00	11,950.00
K8-2014	54322	5570	Galax City	Selective Enforcement - Alcohol	26,400.00	16,065.29
K8-2014	54051	5299	Gloucester County	Selective Enforcement - Alcohol	13,290.00	13,251.49
K8-2014	54357	5605	Greene County	Selective Enforcement - Alcohol	7,500.00	7,487.22
K8-2014	54383	5631	Gretna Town	Selective Enforcement - Alcohol	3,750.00	3,750.00
K8-2014	54242	5490	King and Queen County	Selective Enforcement - Alcohol	11,000.00	10,325.35
K8-2014	54250	5498	Lawrenceville Town	Selective Enforcement - Alcohol	7,963.00	5,163.00
K8-2014	54009	5257	Lexington City	Selective Enforcement - Alcohol	9,500.00	7,029.21
K8-2014	54142	5390	Loudoun County	Selective Enforcement - Alcohol	19,840.00	17,594.54
K8-2014	54133	5381	Louisa Town	Selective Enforcement - Alcohol	5,040.00	1,452.50
K8-2014	54190	5438	MADD	MADD - Impaired Driving Safety Countermeasures	162,129.00	127,814.40
K8-2014	54161	5409	Manassas Park City	Selective Enforcement - Alcohol	20,000.00	18,550.01
K8-2014	54207	5455	Martinsville City	Selective Enforcement - Alcohol	20,667.00	16,541.31
K8-2014	54251	5499	Middletown Town	Selective Enforcement - Alcohol	3,100.00	1,199.84
K8-2014	54429	5677	Patrick County	Selective Enforcement - Alcohol	14,560.00	14,239.79
K8-2014	54137	5385	Pearisburg Town	Selective Enforcement - Alcohol	4,899.00	4,899.00
K8-2014	54456	5704	Pittsylvania County	Selective Enforcement - Alcohol	26,747.00	24,855.32
K8-2014	54212	5460	Prince Edward County	Selective Enforcement - Alcohol	14,300.00	10,480.86
K8-2014	54205	5453	Pulaski Town	Selective Enforcement - Alcohol	9,000.00	7,683.49
K8-2014	54360	5608	Remington Town	Selective Enforcement - Alcohol	3,500.00	3,270.48
K8-2014	54153	5401	Richmond City	Selective Enforcement - Alcohol	93,550.00	93,550.00
K8-2014	54327	5575	Roanoke County	Selective Enforcement - Alcohol	29,300.00	28,425.23
K8-2014	54316	5564	Rocky Mount Town	Selective Enforcement - Alcohol	10,750.00	9,838.98
K8-2014	54002	5250	Smyth County	Selective Enforcement - Alcohol	7,490.00	7,074.48
K8-2014	54097	5345	Southampton County	Selective Enforcement - Alcohol	22,360.00	22,010.48
K8-2014	54370	5618	Supreme Court of Virginia	Reduce Impaired & Distracted Driving Crashes, Injuries & Fatalities	81,100.00	72,914.22
K8-2014	54428	5676	Tazewell County	Selective Enforcement - Alcohol	17,950.00	17,950.00
K8-2014	54015	5263	Tazewell Town	Selective Enforcement - Alcohol	5,695.00	4,597.98
K8-2014	54307	5555	University of Richmond	Selective Enforcement - Alcohol	5,350.00	5,350.00
K8-2014	54119	5367	Vienna Town	Selective Enforcement - Alcohol	23,920.00	23,920.00
K8-2014	54024	5272	Vinton Town	Selective Enforcement - Alcohol	10,400.00	3,575.00
K8-2014	54057	5305	Virginia Alcohol Safety Action Program	Commission on VASAP Conference	80,589.00	60,024.76
K8-2014	54141	5389	Virginia Alcohol Safety Action Program	Cinema P&E Campaign	11,615.00	11,615.00
K8-2014	54252	5500	Virginia Department of Forensic Science (DFS)	DFS Breath Alcohol Training Program	174,499.00	105,482.05
K8-2014	54078	5326	Virginia Dept of Motor Vehicles	2014 Judicial Transportation Safety Conference	75,000.00	3,613.73
K8-2014	54460	5708	Virginia Dept of Motor Vehicles	Alcohol/Drug Countermeasure Programs	16,500.00	5,668.96
K8-2014	54081	5329	WRAP	2013-2014 Public Education and Information and Youth Outreach	138,820.00	133,305.99
K8-2014	54177	5425	Wythe County	Selective Enforcement - Alcohol	6,134.00	6,134.00
K8 Total					1,881,250.00	1,558,742.76
M2HVE-2014	54304	5552	Alleghany County	Selective Enforcement - Occupant Protection	3,000.00	3,000.00

M2HVE-2014	54064	5312	Amherst County	Selective Enforcement - Occupant Protection	2,240.00	2,240.00
M2HVE-2014	54308	5556	Arlington County	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
M2HVE-2014	54194	5442	Ashland Town	Selective Enforcement - Occupant Protection	4,218.00	1,718.54
M2HVE-2014	54295	5543	Bedford Town	Selective Enforcement - Occupant Protection	3,038.00	2,935.74
M2HVE-2014	54217	5465	Blacksburg Town	Selective Enforcement - Occupant Protection	2,800.00	2,644.36
M2HVE-2014	54211	5459	Campbell County	Selective Enforcement - Occupant Protection	2,700.00	2,332.00
M2HVE-2014	54276	5524	Christiansburg Town	Selective Enforcement - Occupant Protection	4,690.00	4,690.00
M2HVE-2014	54131	5379	Dublin Town	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
M2HVE-2014	54337	5585	Fairfax County	Selective Enforcement - Occupant Protection	30,000.00	21,396.19
M2HVE-2014	54188	5436	Gloucester County	Selective Enforcement - Occupant Protection	3,500.00	3,500.00
M2HVE-2014	54234	5482	Henry County	Selective Enforcement - Occupant Protection	5,100.00	5,052.40
M2HVE-2014	54294	5542	Isle of Wight County	Selective Enforcement - Occupant Protection	5,695.00	4,944.65
M2HVE-2014	54339	5587	James City County	Selective Enforcement - Occupant Protection	4,620.00	4,354.98
M2HVE-2014	54203	5451	Lexington City	Selective Enforcement - Occupant Protection	3,000.00	2,066.75
M2HVE-2014	54216	5464	Martinsville City	Selective Enforcement - Occupant Protection	26,010.00	25,960.12
M2HVE-2014	54092	5340	Montgomery County	Selective Enforcement - Occupant Protection	7,650.00	7,650.00
M2HVE-2014	54084	5332	New Kent County	Selective Enforcement - Occupant Protection	5,250.00	5,250.00
M2HVE-2014	54358	5606	Norfolk State University	Selective Enforcement - Occupant Protection	3,750.00	2,591.90
M2HVE-2014	54045	5293	Old Dominion University Police	Selective Enforcement - Occupant Protection	9,200.00	8,025.00
M2HVE-2014	54126	5374	Onancock Town	Selective Enforcement - Occupant Protection	9,640.00	9,469.62
M2HVE-2014	54243	5491	Portsmouth City	Selective Enforcement - Occupant Protection	5,218.00	5,218.00
M2HVE-2014	54372	5620	Prince Edward County	Selective Enforcement - Occupant Protection	1,200.00	365.29
M2HVE-2014	54454	5702	Prince George County	Selective Enforcement - Occupant Protection	5,250.00	5,237.62
M2HVE-2014	54416	5664	Roanoke City	Selective Enforcement - Occupant Protection	11,200.00	11,200.00
M2HVE-2014	54169	5417	Roanoke County	Selective Enforcement - Occupant Protection	12,000.00	11,806.01
M2HVE-2014	54278	5526	Salem City	Selective Enforcement - Occupant Protection	4,000.00	4,000.00

M2HVE-2014	54249	5497	South Boston Town	Selective Enforcement - Occupant Protection	3,945.00	3,945.00
M2HVE-2014	54079	5327	Stafford County	Selective Enforcement - Occupant Protection	10,500.00	10,500.00
M2HVE-2014	54113	5361	Suffolk City	Selective Enforcement - Occupant Protection	2,317.00	2,044.59
M2HVE-2014	54181	5429	Virginia Beach City	Selective Enforcement - Occupant Protection	65,102.00	64,982.00
M2HVE-2014	54115	5363	Virginia Dept of State Police	Selective Enforcement - Occupant Protection	112,520.00	102,449.01
M2HVE-2014	54359	5607	Westmoreland County	Selective Enforcement - Occupant Protection	3,000.00	2,767.99
M2HVE Total					378,353.00	350,337.76
M2OP-2014	54323	5571	ODU Research Foundation	Virginia Seat Belt and CORE Survey 2014	191,501.00	141,582.00
M2OP-2014	54325	5573	ODU Research Foundation	Virginia Occupant Protection Evaluations: Anytime Programs for High-Risk Areas	179,002.00	160,151.26
M2OP Total					370,503.00	301,733.26
M2PE-2014	54403	5651	Drive Smart of Virginia	Occupant Protection Traffic Safety Education and Outreach Initiative	125,758.00	95,143.73
M2PE Total					125,758.00	95,143.73
405b-OP Low Total					874,614.00	747,214.75
M3DA-2014	54422	5670	Virginia Dept of Motor Vehicles	TREDS 405	1,097,363.08	1,097,556.51
M3DA Total					1,097,363.08	1,097,556.51
M9MT-2014	54445	5693	Motorcycle Safety League of Virginia	Motorcycle Safety Awareness Training - 2010 Grant Funds	150,000.00	23,790.54
M9MT Total					150,000.00	23,790.54
AL-2014	54373	5621	Berryville Town	Selective Enforcement - Alcohol	4,000.00	3,997.51
AL-2014	54350	5598	Broadway Town	Selective Enforcement - Alcohol	3,000.00	3,000.00
AL-2014	54235	5483	Giles County	Selective Enforcement - Alcohol	5,010.00	4,920.00
AL-2014	54168	5416	Halifax Town	Selective Enforcement - Alcohol	8,700.00	8,650.00
AL-2014	54026	5274	Lynchburg City	Selective Enforcement - Alcohol	34,284.00	34,248.00
AL Total					54,994.00	54,815.51
CP-2014	54404	5652	Drive Smart of Virginia	DDA/S-MOVE/STR/BPAW Traffic Safety Education and Outreach Initiative	168,723.00	163,839.52
CP-2014	54019	5267	Virginia Dept of Motor Vehicles	2014 VAHSO Travel & Training	60,000.00	29,836.90
CP Total					228,723.00	193,676.42

DE-2014	54435	5683	Dept for Aging and Rehabilitative Services	Virginia GrandDriver: Driving the Message Home	168,733.00	154,180.63
DE-2014	54074	5322	Mid-Atlantic Foundation for Safety	IDRIVE-Safe.Sober.Focused.	65,950.00	25,428.00
DE-2014	54283	5531	Prince William County	Partners for Safe Teen Driving	86,584.00	57,669.76
DE-2014	54424	5672	Virginia Dept of Education	Teen Safe Driver	79,250.00	69,236.85
DE-2014	54332	5580	Virginia Dept of Motor Vehicles	45 Hour Parent/Teen Driving Guide	20,600.00	20,488.68
DE-2014	54175	5423	Virginia Trucking Assoc. Foundation	Truck Safety Programs Coordinator	27,848.00	17,364.93
DE Total					448,965.00	344,368.85
MC-2014	54459	5707	Motorcycle Safety League of Virginia	Motorcycle & Sidecar/trike Education	175,000.00	175,000.00
MC-2014	54260	5508	Richmond Ambulance Authority	Rider Alert	7,500.00	6,541.50
MC-2014	54449	5697	Virginia Dept of Motor Vehicles	VAHSO Paid Media-402 Motorcycle	80,000.00	78,710.32
MC Total					262,500.00	260,251.82
OP-2014	54349	5597	Accomack County	Selective Enforcement - Occupant Protection	3,780.00	2,110.22
OP-2014	54124	5372	Buena Vista City	Selective Enforcement - Occupant Protection	3,000.00	3,000.00
OP-2014	54231	5479	Chesapeake City	Selective Enforcement - Occupant Protection	13,464.00	8,964.08
OP-2014	54274	5522	Drive Safe Hampton Roads	Occupant Protection	25,372.00	25,308.10
OP-2014	54122	5370	Exmore Town	Selective Enforcement - Occupant Protection	750.00	750.00
OP-2014	54218	5466	Franklin County	Selective Enforcement - Occupant Protection	2,500.00	2,500.00
OP-2014	54321	5569	Henrico County	Selective Enforcement - Occupant Protection	11,400.00	11,392.58
OP-2014	54346	5594	Onley Town	Selective Enforcement - Occupant Protection	900.00	900.00
OP-2014	54150	5398	Powhatan County	Selective Enforcement - Occupant Protection	4,500.00	4,500.00
OP-2014	54288	5535	Richmond City	Selective Enforcement - Occupant Protection	7,500.00	7,500.00
OP-2014	54210	5458	Rockbridge County	Selective Enforcement - Occupant Protection	3,600.00	3,600.00
OP-2014	54375	5623	Smithfield Town	Selective Enforcement - Occupant Protection	2,250.00	2,250.00
OP-2014	54047	5295	South Hill Town	Selective Enforcement - Occupant Protection	10,500.00	8,810.59
OP-2014	54312	5560	University of Richmond	Selective Enforcement - Occupant Protection	4,000.00	4,000.00
OP-2014	54434	5682	Virginia Dept of Motor Vehicles	VAHSO Occupant Protection Media	581,600.00	561,412.42

OP-2014	54008	5256	Virginia State Police Association, Inc	YOVASO - OP Grant for FY13-14	198,029.00	188,997.02
OP Total					873,145.00	835,995.01
PS-2014	54311	5559	Arlington County	Selective Enforcement - Pedestrian/Bicycle	3,000.00	3,000.00
PS-2014	54392	5640	Fairfax County	Selective Enforcement - Pedestrian/Bicycle	10,560.00	7,930.04
PS-2014	54258	5506	Metro Washington Council of Government	Street Smart Regional Pedestrian and Bicycle Safety Program	120,000.00	120,000.00
PS-2014	54182	5430	Prince William County	Selective Enforcement - Pedestrian/Bicycle	6,075.00	6,075.00
PS-2014	54315	5563	Richmond City	Selective Enforcement - Pedestrian/Bicycle	4,000.00	4,000.00
PS Total					143,635.00	141,005.04
PT-2014	54425	5673	VACP	Law Enforcement Training and Resources	197,947.00	169,540.78
PT-2014	54451	5699	Virginia Dept of Motor Vehicles	FY 2014 Law Enforcement Liaison(s)	152,300.00	36,391.73
PT Total					350,247.00	205,932.51
RS-2014	54173	5421	Virginia Beach City	Regional Training in Traffic Engineering	15,000.00	15,000.00
RS-2014	54467	5739	Virginia Dept of Motor Vehicles	Crash Investigation and Reconstruction Program	25,000.00	7,020.82
RS Total					40,000.00	22,020.82
SC-2014	54245	5493	Abingdon Town	Selective Enforcement - Speed	14,500.00	12,561.62
SC-2014	54301	5549	Albemarle County	Selective Enforcement - Speed	33,600.00	29,876.06
SC-2014	54376	5624	Albemarle County	Selective Enforcement - Speed	15,000.00	14,600.00
SC-2014	54398	5646	Alleghany County	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2014	54412	5660	Amelia County	Selective Enforcement - Speed	19,128.00	19,126.75
SC-2014	54065	5313	Amherst County	Selective Enforcement - Speed	9,600.00	8,340.19
SC-2014	54077	5325	Appalachia Town	Selective Enforcement - Speed	3,000.00	2,990.00
SC-2014	54089	5337	Appomattox County	Selective Enforcement - Speed	3,900.00	2,605.31
SC-2014	54290	5538	Arlington County	Selective Enforcement - Speed	7,150.00	7,150.00
SC-2014	54306	5554	Arlington County	Selective Enforcement - Speed	15,690.00	14,630.48
SC-2014	54195	5443	Ashland Town	Selective Enforcement - Speed	7,400.00	6,128.68
SC-2014	54005	5253	Augusta County	Selective Enforcement - Speed	5,600.00	5,600.00
SC-2014	54044	5292	Bedford County	Selective Enforcement - Speed	7,650.00	6,897.55
SC-2014	54219	5467	Blacksburg Town	Selective Enforcement - Speed	7,000.00	6,772.79
SC-2014	54369	5617	Blackstone Town	Selective Enforcement - Speed	3,500.00	3,500.00
SC-2014	54223	5471	Botetourt County	Selective Enforcement - Speed	14,100.00	13,212.96
SC-2014	54080	5328	Boykins Town	Selective Enforcement - Speed	3,501.00	3,413.26
SC-2014	54109	5357	Bristol City	Selective Enforcement - Speed	48,490.00	24,702.17
SC-2014	54410	5658	Buckingham County	Selective Enforcement - Speed	17,500.00	17,335.50
SC-2014	54209	5457	Campbell County	Selective Enforcement - Speed	12,000.00	11,982.18
SC-2014	54075	5323	Carroll County	Selective Enforcement - Speed	16,600.00	15,849.25
SC-2014	54310	5558	Charles City County	Selective Enforcement - Speed	16,450.00	16,200.00
SC-2014	54352	5600	Charlotte County	Selective Enforcement - Speed	5,800.00	5,557.59
SC-2014	54335	5583	Charlottesville City	Selective Enforcement - Speed	4,480.00	3,157.98

SC-2014	54055	5303	Chesterfield County	Selective Enforcement - Speed	60,408.00	60,171.87
SC-2014	54101	5349	Chilhowie Town	Selective Enforcement - Speed	8,850.00	8,847.00
SC-2014	54041	5289	Chincoteague Town	Selective Enforcement - Speed	8,152.00	4,717.23
SC-2014	54326	5574	Christiansburg Town	Selective Enforcement - Speed	14,537.00	14,537.00
SC-2014	54021	5269	Clarke County	Selective Enforcement - Speed	3,000.00	3,000.00
SC-2014	54213	5461	Clinchco Town	Selective Enforcement - Speed	5,500.00	4,630.00
SC-2014	54189	5437	Clintwood Town	Selective Enforcement - Speed	10,550.00	10,541.03
SC-2014	54232	5480	Colonial Beach Town	Selective Enforcement - Speed	3,785.00	2,151.34
SC-2014	54330	5578	Courtland Town	Selective Enforcement - Speed	4,977.00	4,974.48
SC-2014	54421	5669	Covington City	Selective Enforcement - Speed	3,000.00	1,833.47
SC-2014	54365	5613	Culpeper Town	Selective Enforcement - Speed	7,326.00	7,309.00
SC-2014	54401	5649	Cumberland County	Selective Enforcement - Speed	10,000.00	9,918.00
SC-2014	54366	5614	Danville City	Selective Enforcement - Speed	13,913.00	13,698.00
SC-2014	54098	5346	Dublin Town	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2014	54027	5275	Dumfries Town	Selective Enforcement - Speed	10,000.00	9,941.35
SC-2014	54144	5392	Essex County	Selective Enforcement - Speed	8,775.00	4,914.00
SC-2014	54110	5358	Exmore Town	Selective Enforcement - Speed	8,400.00	8,000.00
SC-2014	54030	5278	Falls Church City	Selective Enforcement - Speed	4,200.00	4,200.00
SC-2014	54220	5468	Franklin County	Selective Enforcement - Speed	23,600.00	23,430.00
SC-2014	54333	5581	Fredericksburg City	Selective Enforcement - Speed	16,100.00	14,365.89
SC-2014	54319	5567	Front Royal Town	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2014	54228	5476	Giles County	Selective Enforcement - Speed	9,000.00	8,682.00
SC-2014	54187	5435	Gloucester County	Selective Enforcement - Speed	5,250.00	5,242.83
SC-2014	54059	5307	Goochland County	Selective Enforcement - Speed	29,215.00	28,577.36
SC-2014	54361	5609	Greene County	Selective Enforcement - Speed	6,000.00	5,966.76
SC-2014	54385	5633	Gretna Town	Selective Enforcement - Speed	2,700.00	2,700.00
SC-2014	54406	5654	Grundy Town	Selective Enforcement - Speed	8,150.00	6,754.97
SC-2014	54300	5548	Halifax County	Selective Enforcement - Speed	5,000.00	2,683.58
SC-2014	54176	5424	Hampton City	Selective Enforcement - Speed	45,232.00	39,901.36
SC-2014	54265	5513	Harrisonburg City	Selective Enforcement - Speed	10,000.00	9,076.10
SC-2014	54324	5572	Henrico County	Selective Enforcement - Speed	38,000.00	38,000.00
SC-2014	54236	5484	Henry County	Selective Enforcement - Speed	6,800.00	4,754.20
SC-2014	54028	5276	Herndon Town	Selective Enforcement - Speed	14,900.00	14,806.00
SC-2014	54121	5369	Hillsville Town	Selective Enforcement - Speed	10,750.00	9,818.64
SC-2014	54253	5501	Hopewell City	Selective Enforcement - Speed	6,156.00	6,156.00
SC-2014	54423	5671	Independence Town	Selective Enforcement - Speed	6,000.00	4,357.38
SC-2014	54343	5591	James City County	Selective Enforcement - Speed	15,708.00	15,708.00
SC-2014	54317	5565	Kenbridge Town	Selective Enforcement - Speed	3,606.00	2,794.26
SC-2014	54037	5285	King George County	Selective Enforcement - Speed	9,600.00	7,911.21
SC-2014	54186	5434	Lebanon Town	Selective Enforcement - Speed	10,000.00	10,000.00
SC-2014	54134	5382	Loudoun County	Selective Enforcement - Speed	24,300.00	23,623.72
SC-2014	54035	5283	Louisa County	Selective Enforcement - Speed	9,900.00	9,707.35
SC-2014	54135	5383	Louisa Town	Selective Enforcement - Speed	5,040.00	2,082.50
SC-2014	54029	5277	Lunenburg County	Selective Enforcement - Speed	14,305.00	14,113.54
SC-2014	54058	5306	Luray Town	Selective Enforcement - Speed	6,500.00	6,305.30
SC-2014	54066	5314	Lynchburg City	Selective Enforcement - Speed	7,500.00	7,500.00
SC-2014	54256	5504	Madison County	Selective Enforcement - Speed	12,960.00	12,960.00
SC-2014	54130	5378	Manassas City	Selective Enforcement - Speed	17,359.00	15,952.85
SC-2014	54160	5408	Manassas Park City	Selective Enforcement - Speed	20,000.00	19,946.08
SC-2014	54191	5439	Mathews County	Selective Enforcement - Speed	3,000.00	2,908.09
SC-2014	54082	5330	Montgomery County	Selective Enforcement - Speed	5,100.00	5,100.00

SC-2014	54196	5444	Mount Jackson Town	Selective Enforcement - Speed	3,510.00	3,510.00
SC-2014	54093	5341	New Kent County	Selective Enforcement - Speed	10,500.00	10,500.00
SC-2014	54224	5472	New Market Town	Selective Enforcement - Speed	6,750.00	4,982.53
SC-2014	54123	5371	Norfolk City	Selective Enforcement - Speed	26,360.00	26,360.00
SC-2014	54117	5365	Northampton County	Selective Enforcement - Speed	21,100.00	21,100.00
SC-2014	54162	5410	Northumberland County	Selective Enforcement - Speed	6,982.00	6,840.00
SC-2014	54382	5630	Onley Town	Selective Enforcement - Speed	8,300.00	8,075.00
SC-2014	54296	5544	Orange County	Selective Enforcement - Speed	10,000.00	9,171.04
SC-2014	54127	5375	Page County	Selective Enforcement - Speed	6,500.00	6,382.22
SC-2014	54379	5627	Patrick County	Selective Enforcement - Speed	5,790.00	5,790.00
SC-2014	54132	5380	Pearisburg Town	Selective Enforcement - Speed	7,812.00	7,812.00
SC-2014	54118	5366	Pembroke Town	Selective Enforcement - Speed	8,750.00	8,750.00
SC-2014	54415	5663	Powhatan County	Selective Enforcement - Speed	12,000.00	10,020.00
SC-2014	54371	5619	Prince Edward County	Selective Enforcement - Speed	4,900.00	3,639.43
SC-2014	54457	5705	Prince George County	Selective Enforcement - Speed	14,789.00	14,715.98
SC-2014	54263	5511	Pulaski County	Selective Enforcement - Speed	6,200.00	4,150.34
SC-2014	54432	5680	Radford City	Selective Enforcement - Speed	7,500.00	2,887.50
SC-2014	54184	5432	Rappahannock County	Selective Enforcement - Speed	9,500.00	4,724.79
SC-2014	54318	5566	Richmond City	Selective Enforcement - Speed	64,900.00	64,900.00
SC-2014	54034	5282	Richmond County	Selective Enforcement - Speed	8,950.00	8,950.00
SC-2014	54417	5665	Roanoke City	Selective Enforcement - Speed	16,490.00	15,273.94
SC-2014	54151	5399	Roanoke County	Selective Enforcement - Speed	20,000.00	16,625.11
SC-2014	54174	5422	Roanoke County	Selective Enforcement - Speed	25,000.00	16,725.93
SC-2014	54208	5456	Rockbridge County	Selective Enforcement - Speed	6,000.00	6,000.00
SC-2014	54070	5318	Saint Paul Town	Selective Enforcement - Speed	5,595.00	4,737.43
SC-2014	54299	5547	Salem City	Selective Enforcement - Speed	14,145.00	14,145.00
SC-2014	54239	5487	Shenandoah County	Selective Enforcement - Speed	25,000.00	24,995.81
SC-2014	54001	5710	Smyth County	Selective Enforcement - Speed	16,657.00	16,312.00
SC-2014	54356	5604	Spotsylvania County	Selective Enforcement - Speed	47,850.00	41,101.42
SC-2014	54108	5356	Stafford County	Selective Enforcement - Speed	16,325.00	14,680.44
SC-2014	54363	5611	Stephens City Town	Selective Enforcement - Speed	4,500.00	4,494.11
SC-2014	54225	5473	Tazewell Town	Selective Enforcement - Speed	4,000.00	3,159.80
SC-2014	54018	5266	Timberville Town	Selective Enforcement - Speed	3,000.00	2,868.29
SC-2014	54043	5291	Vienna Town	Selective Enforcement - Speed	15,600.00	15,435.35
SC-2014	54146	5394	Virginia Dept of State Police	Selective Enforcement - Speed	426,537.00	406,593.29
SC-2014	54341	5589	Warsaw Town	Selective Enforcement - Speed	3,000.00	3,000.00
SC-2014	54279	5527	Washington County	Selective Enforcement - Speed	23,535.00	16,073.45
SC-2014	54262	5510	Waynesboro City	Selective Enforcement - Speed	14,000.00	13,931.49
SC-2014	54226	5474	Westmoreland County	Selective Enforcement - Speed	10,900.00	10,215.43
SC-2014	54408	5656	Windsor Town	Selective Enforcement - Speed	10,790.00	8,400.00
SC-2014	54387	5635	Woodstock Town	Selective Enforcement - Speed	4,800.00	4,800.00
SC-2014	54179	5427	Wythe County	Selective Enforcement - Speed	28,749.00	27,636.77
SC Total					1,896,309.00	1,745,925.95
TR-2014	54440	5688	Supreme Court of Virginia	Supreme Court of Virginia Enhance Traffic Reporting	37,700.00	37,700.00
TR-2014	54418	5666	Virginia Dept of Motor Vehicles	VAHSO Technical Assistance Support (P-14)	63,100.00	43,186.16
TR-2014	54419	5667	Virginia Dept of Motor Vehicles	VAHSO Management Analyst	88,750.00	51,895.68
TR Total					189,550.00	132,781.84

402 Total					4,488,068.00	3,936,773.77