2023 VIRGINIA HIGHWAY SAFETY PLAN

Application for Federal 402 Grant Funding
Fiscal Year 2023

Virginia Highway Safety Office

Virginia Department of Motor Vehicles

2300 West Broad Street

Richmond, Virginia 23220

DMV Now.com

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Introduction

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

Commonwealth of Virginia Highway Safety Office

Governor	The Honorable Glenn A. Youngkin
Governor's Highway Safety Representative	Linda B. Ford Acting DMV Commissioner
Governor's Highway Safety Coordinator	David A. Mitchell DMV Deputy Commissioner
Governor's Highway Safety Office Director	John L. Saunders Highway Safety Office Director
Location of Highway Safety Office	Virginia Department of Motor Vehicles 2300 West Broad Street Richmond, Virginia 23220 Phone (804) 367-6641

Mission Statement
Virginia Highway Safety Office

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

This mission will be accomplished by:

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

Delegation of Authority and Organizational Staffing

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

Virginia's Highway Safety Office (VAHSO) is comprised of 40 staff members including field personnel and the Traffic Records Electronic Data System (TREDS) Operations Center. After TREDS was implemented on July 2009, the TREDS Center's main function is now focused on conducting quality assurance of the state's electronic law enforcement crash reports and related DMV business processes.

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

Highway Safety Office Staff

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

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

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

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

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

Deputy Director of Planning, Data Analysis, and Reporting: Responsibilities include planning, management and oversight of all analytical staff (including FARS program); managing, implementing and directing the statewide traffic records data system-TREDS including TREDS IT staff and

the TREDS Operations Center staff; responsible for planning, statewide, crash data management and analysis, strategic highway safety planning including the SHSP, HSP and

Annual Report, and serving as the Chair and Coordinator for the state's traffic records program and the traffic records committee. Also provides oversight to the on-site VA Tech Safety Analyst in partnership with VA Tech University.

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

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

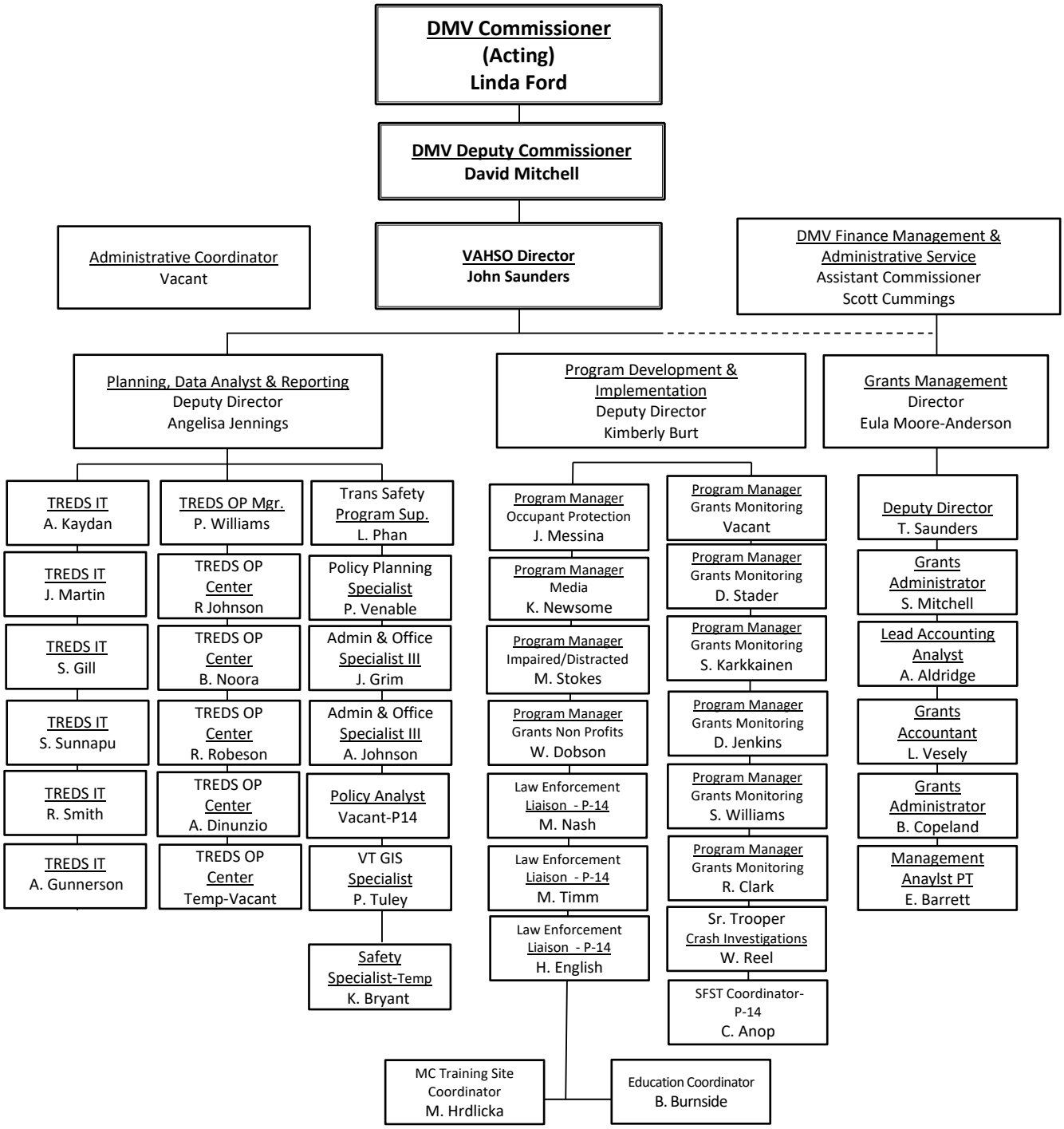
Office Manager (TREDS Operations Center): Supervises staff responsible for conducting quality assurance of the state's electronic police crash reports as well as related DMV business processes.

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

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

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

Department of Motor Vehicles
Highway Safety Office
May 2022



Executive Summary

Through sound leadership, proactive partnerships, and the commitment and hard work of dedicated staff, Virginia has been successful in forging partnerships that have allowed us to implement many successful statewide highway safety program initiatives and position Virginia to sustainably maintain the Safe System Approach. Under the current federal reauthorization, States' have more flexibility to apply for grants that can be used to build upon and improve their highway safety process. Virginia pledges to continue establishing new and innovative programs that will capitalize on our strengths in an effort to expand and enhance our overall highway safety program and advance a Safe System culture that recognizes that death and serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive and redundancy is crucial. This includes collaborating with partners to provide opportunities to engage in programs and activities that foster aspects of diversity, equity and inclusion to impact changing behaviors throughout the Commonwealth. We will, through a systematic and cooperative statewide effort, build upon successes and continue to strive to be the most effective and efficient highway safety program in the nation, ensuring that our messaging contains inclusive language, images, outreach, marketing and branding. It is imperative that we advance these outreach opportunities to achieve sustainable change through a Safe System culture and to meet the needs of our diverse Commonwealth. It is critical to meet our citizens where they are and integrate our messages of safety in ways that will significantly engage and impact them. Messages that are culturally relevant are a best practice when it comes to connecting with diverse communities.

The FFY2023 Highway Safety Plan is submitted in accordance with NHTSA's current reauthorization.

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

- Provide a comprehensive Safe System framework that uses, as its foundation, specific data driven targets, performance measures, and countermeasure strategies in each emphasis area to reduce highway injuries and deaths on all public roads;
- Address safety challenges on all public roads so that safety programs can align and leverage the Commonwealth's resources across all stakeholder programs;
- Institutionalize the Safe System Approach which recognizes that everyone – including those who use, design, build, and operate the road system – shares in the responsibility for road safety.

The National Highway Safety Act of 1966 provides federal grants to states to support coordinated national highway safety programs soon to be expanded through the Bipartisan Infrastructure Law (BIL) to support the National Roadway Safety Strategy. The Virginia Highway Safety Office (VAHSO) is responsible for administering these federal highway safety funds and performing the following functions:

- Problem Identification/Analysis: Identification of actual and potential traffic safety issues through comprehensive data analysis and the development, reporting and tracking of established performance measures and targets in the preparation of the Highway Safety Plan, the Annual Report and other strategic planning documents;

- Administration (including grants management): Includes management of the highway safety program, monitoring legislative initiatives, development of federal highway safety proposals; distribution of federal funds to state, local and nonprofit agencies;
- Monitoring and Evaluation: Includes monitoring and evaluating approved highway safety projects, and developing effective program countermeasures;
- Public Information and Education: Includes development and coordination of numerous media events and public awareness activities focusing on specific priority areas. Priority areas can include underserved and vulnerable populations which oftentimes includes marginalized communities. Creating education that is consumable with a diverse delivery method will be critical.

Grant Solicitation, Application, Review and Approval Process

Virginia has a comprehensive grant solicitation, application, review, and approval process. The VAHSO provides grants for programs, which are designed to reduce the number of crashes, injuries, fatalities and related economic losses resulting from traffic crashes on Virginia's roadways. Local and state law enforcement agencies, state agencies, higher education and non-profits can apply for NHTSA's pass-through funding for projects related to various areas of highway safety. This process begins in January of each year and runs through July with the submission of the HSP to NHTSA. Virginia Highway Safety Office (VAHSO) provides information to the public through news releases and notification on www.DMVNow.com stating that the Virginia Highway Safety Office is accepting grant applications for highway safety. An email is sent out to all partners of the notice of grant application. This includes underserved communities such as our partners in rural areas of the state as well as, our low income grant program agencies. In addition, we work with DMV's Diversity, Equity and Inclusion Program Manager to ensure distribution of the announcement to her contacts. The deadline for all grant applications is February 28. During the January/February timeframe, "Fatal Crash/Grant Funding Worksheets" by jurisdictions are prepared and distributed to program managers. Crash data with maps showing street-level problem ID are prepared and distributed to localities, state agencies, higher education and nonprofits. Mandatory Grant Application Workshops for applicants are held statewide. After the application deadline, program managers review the grant applications and make initial funding recommendations.

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

Quantitative information is included in an evaluation spreadsheet prepared by Program Managers who monitor the grant projects. These individuals meet as a group in intensive sessions to review all applications, share quantitative and qualitative information, discuss their recommendations based on the risk assessment and develop consensus recommendations for funding in the upcoming Highway

Safety Plan. Agencies deemed to be high risk for poor performance may be (1) identified for close monitoring with clear performance goals for the remainder of the current grant cycle, with their next grant award dependent upon that performance, (2) have their grant awards reduced and/or (3) have their applications denied.

A committee that consists of the program managers and management meet to review the proposed grant applications and funding recommendations. During this time, voluntary presentations are provided by non-profits, state agencies and higher education, to VAHSO staff. VAHSO then holds a DMV Executive Review of final funding recommendations. DMV Grants Management Office receives this information for review and enters the information into our internal system. Final financial information is provided to VAHSO management who then meets with the Commissioner (Governor's Representative for VA) as well as for inclusion in the HSP. Upon approval by the Commissioner, final project funding information is submitted to the Secretary of Transportation for review and approval. Upon approval, the final HSP is prepared, with any amendments, for submission to NHTSA.

Since the initiation of the National Highway Safety Act, 2020 is unprecedented in the complicating factors that have impacted highway safety and the identification and evaluation of changes in crashes and their causes. On March 12, 2020 the Governor of Virginia declared a state of emergency associated with the COVID-19 pandemic and two weeks later issued a statewide Stay at Home order to protect the safety of Virginians and mitigate the spread of the virus. This resulted in a substantial reduction in vehicle miles traveled (VMT), as well as in driver behavior. Highway safety impacts as a result of the pandemic continued through the remainder of 2020. Concurrently in May, cities in Virginia experienced instances of civil unrest following weeks of protests resulting in the reallocation of law enforcement resources, which also impacted countermeasure implementation and evaluation. Within the context of the unique factors influencing 2020 crashes and countermeasures, Virginia highway safety officials have systematically analyzed highway safety problems and corrective strategies.

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

Occupant Protection is an issue that requires significant attention in Virginia and was exacerbated by the events of 2020. Correct safety belt use is a proven method to achieve a greater measure of safety in crashes, regardless of the other factors involved. We are dedicated to increasing the usage rate of safety belts in Virginia in an effort to reduce fatalities and injuries in the event of a crash.

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

Speed has a profound impact on the safety of Virginia's roadways. The reduction in VMT in 2020 appears to have increased risky behavior associated with excessive speed. The adaptation of Safe System Approach, will continue to raise the awareness of the dangers and implications of speeding.

Motorcycle Safety continues to be a key focus area in Virginia. Motorcycle endorsements, registrations and fatalities decreased in 2020. Enforcement, training, education and awareness contributed to these reductions and will remain integral components of this program.

Young Driver Safety emerged in 2020 as an important area for consideration during the pandemic. Although the longer-term impact is not yet known, the substantial increase in teen fatalities has highlighted the importance of focusing on this safety issue.

Pedestrian Safety has been a key focus area due to the increase in fatalities experienced over the past few years. DMV/HSO will continue to collaborate with stakeholders to address and provide educational messages, enforcement and written messaging containing engineering/infrastructure applications to reduce fatalities and injuries. We know that equity is a key indicator in which to view pedestrian safety because oftentimes pedestrian fatalities are higher in underserved neighborhoods. A strong collaboration with our stakeholders will be used to bridge our message to our communities.

Traffic Records is foundational in the development of an effective state highway safety program. The timeliness and accuracy of comprehensive data in connection with problem identification and analysis, is essential development of evidence-based targets, performance measures, strategies and projects that address our highway safety problems. Equity is key to understanding not only the effectiveness of the data we collect but also how it is being used to affect change.

Note: Areas also eligible for consideration in state and local grants, but to a lesser extent, include: roadway safety; driver education; teen drivers; drugged and distracted driving; community traffic safety; and police traffic services. As decisions are made on grant funding levels, an assessment is made regarding the prospective grant's ability to make a meaningful contribution to highway safety and assist the Commonwealth in achieving its safety goals.

Virginia's Political Structure

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

	Democrats	Republicans	Independents	Totals
Senators	21	19	0	40
Delegates	48	52	0	100

State Demographic Analysis

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

There are 91 Acute Care hospitals, 12 Level 1 Trauma Centers, 7 Level 2 Trauma Centers and 6 Level 3 Trauma Centers.

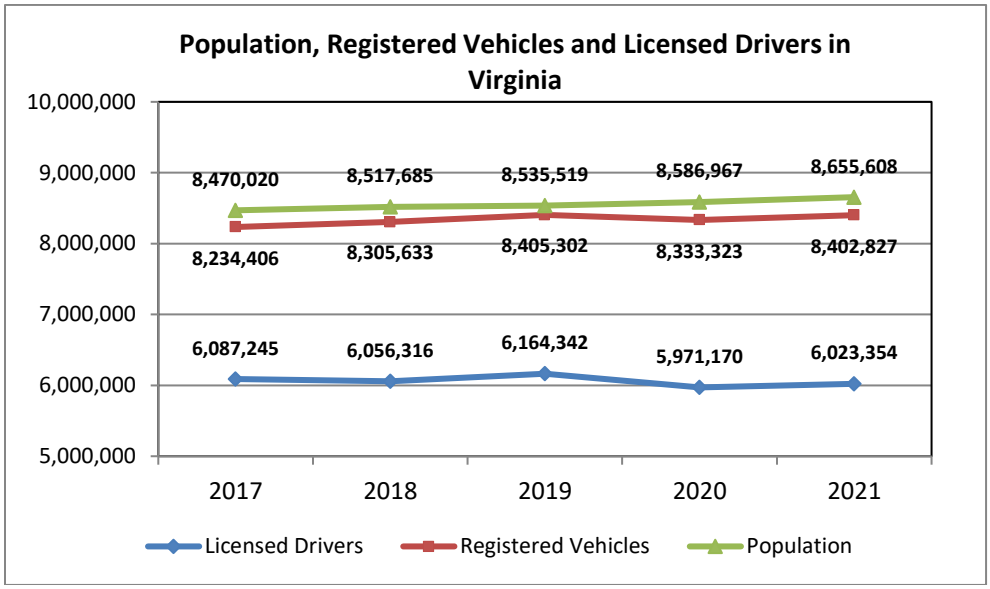
There are 38 cities and 95 counties in Virginia. The capital is Richmond. The provisional total population of Virginia is 8,655,608. Virginia has 8,402,827 registered vehicles and 6,023,354 licensed drivers. Of the Virginia licensed drivers, 28 percent were ages 15-33 and 21 percent were mature drivers (ages 65 and older). Virginia's 2021 population increased 1 percent (68,641), licensed drivers increased 1 percent (52,184) and registered vehicles increased 1 percent (69,504) and overall fatalities increased 14 percent.

Virginia's law enforcement community consists of seven state police field divisions with 49 area offices and 1,100 state troopers. It also includes 125 city and county sheriff's offices and 242 police departments, which includes private, institutional and collegiate departments.

There are 57,867 state maintained roadway miles. Of those 48,305 are secondary roads (83 percent), 8,111 are primary roads (14 percent), 1,118 are interstate roads (2 percent) and 333 are frontage roads (0.6 percent). Virginia's vehicle miles traveled (VMT) increased 10 percent in 2021 compared to 2020.

There were 424,533 motorcycle endorsements, a 1 percent increase (6,167) and 189,875 motorcycle registrations, a 2 percent decrease (3,685) compared to 2020. Motorcycle fatalities decreased five percent, 102 motorcyclists killed in 2021 compared to 107 in 2017.

	2017	2018	2019	2020	2021
Population	8,470,020	8,517,685	8,535,519	8,586,967	8,655,608
Registered Vehicles	8,234,406	8,305,633	8,405,302	8,333,323	8,402,827
Licensed Drivers	6,087,245	6,056,316	6,164,342	5,971,170	6,023,354
Motorcycle Registrations	201,055	196,249	193,961	193,560	189,875
Motorcycle Endorsements	423,088	423,347	422,782	418,366	424,533



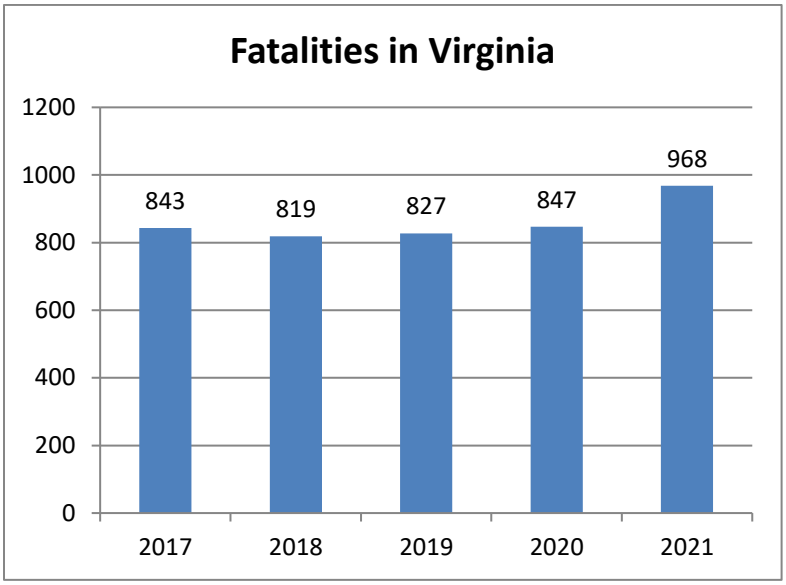
Virginia tested 12,473 people in 2021 with a blood alcohol content (BAC) of .08 or greater, a one percent decrease from 12,600 in 2020. The average BAC of these individuals was 0.155. There were 15,988 persons convicted of DUI, a thirteen percent crease from 14,105 in 2020. Of those convicted of DUI, sixty-eight percent were male and twenty-four percent were female.

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

Fifty-four percent of fatal crashes involved a single vehicle, thirty-seven percent involved two vehicles and nine percent involved three or more vehicles.

Year	Crashes	Fatalities	Injuries
2019	128,172	827	65,708
2020	105,600	847	52,668
2021	118,498	968	58,786

Source: TREDS (Traffic Records Electronic Data System)



Source: TREDS (Traffic Records Electronic Data System)

Holiday Fatalities

Holiday	Fatalities 2020	Fatalities 2021	% Change
St. Patrick's Day	0	1	------
Memorial Day	8	15	88%
Juneteenth*	n/a	1	------
July 4th	9	12	33%
Labor Day	20	10	-50%
Thanksgiving Day	12	5	-58%
Christmas Day	5	8	60%
New Year's Day	7	12	71%

* Holiday began in 2021

Legislative Update

During the 2023 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws will be enacted and become effective July 1, 2023 unless otherwise noted:

HB 67 Projecting vehicle loads; flagging.

Projecting vehicle loads; flagging. Requires any commercial motor vehicle transporting a load that extends beyond the sides of the vehicle by more than four inches or beyond the rear of a vehicle by more than four feet to have the extremities of the load marked by one or more red or orange fluorescent warning flags, located as specified in the bill, at least 18 inches both in length and width. The bill has a delayed effective date of July 1, 2023.

HB 530 Driver training; governmental entities authorized to test/train drivers employed by another entity.

Driver training. Authorizes governmental entities, including comprehensive community colleges in the Virginia Community College System, certified as third party testers to test and train drivers employed by another governmental entity or enrolled in a commercial driver training course offered by a community college. The bill repeals the prohibition on applicants 18 years of age and older retaking skills tests within 15 days. Current law authorizes such reexamination upon payment of a $2 fee. The bill makes immediate instead of contingent on federal regulations the repeal of certain provisions requiring an applicant to, after failing the behind the wheel examination for a third time, take a course prior to reexamination. The bill clarifies that no law or regulation safeguarding driver testing information shall be construed to prohibit (i) the possession, use, or provision of the Department of Motor Vehicles' driver's license examination questions by or to any person for the purpose of administering a knowledge examination or (ii) the Department from making sample examination questions available to the public or the public from possessing sample examination questions.

HB 920 Careless driving; vulnerable road users.

Careless driving; vulnerable road users. Provides that a person is guilty of a Class 1 misdemeanor if he operates a vehicle in a careless or distracted manner and causes the death or serious bodily injury of a vulnerable road user. Current law only imposes the penalty if such careless or distracted operation causes serious bodily injury to the vulnerable road user. The bill also allows a court to suspend the driver's license or restrict the driver's license of a person convicted of careless driving for up to six months. This bill is identical to SB 247.

HB 1146 Commercial driver's license; third party testers, etc.

Commercial driver's license examinations. Authorizes governmental entities, including comprehensive community colleges in the Virginia Community College System, certified as third party testers to test and train drivers employed by another governmental entity or enrolled in a commercial driver training course offered by a community college. The bill extends the validity of a skills test certification from 60 days to six months. This bill incorporates HB 628.

SB 78 Driver education programs; parent/student driver education component.

Board of Education; driver education programs; parent/student driver education. Requires the Board of Education to include an additional minimum 90-minute parent/student driver education component as part of the classroom portion of its driver education program for all public school divisions and provides that participation in such component shall be required in Planning District 8 (Northern Virginia) and shall be encouraged but shall not be required outside of Planning District 8. Under current law, participation in such parent/student driver education component is required in Planning District 8 and optional outside of Planning District 8. The bill also requires such parent/student driver education component to emphasize the dangers of distracted driving.

SB 247 Careless driving; vulnerable road users.

Careless driving; vulnerable road users. Provides that a person is guilty of a Class 1 misdemeanor if he operates a vehicle in a careless or distracted manner and causes the death or serious bodily injury of a vulnerable road user. Current law only imposes the penalty if such careless or distracted operation causes serious bodily injury to the vulnerable road user. The bill also allows a court to suspend the driver's license or restrict the driver's license of a person convicted of careless driving for up to six months. This bill is identical to HB 920.

SB 301 Commercial driver's license examinations; requirements for third party testers.

Commercial driver's license examinations. Authorizes governmental entities, including comprehensive community colleges in the Virginia Community College System, certified as third party testers to test and train drivers employed by another governmental entity or enrolled in a commercial driver training course offered by a community college. The bill repeals the prohibition on applicants 18 years of age and older retaking skills tests within 15 days. Current law authorizes such reexamination upon payment of a $2 fee.

SB 362 Bicycles and certain other vehicles; riding two abreast.

Bicycles and certain other vehicles; riding two abreast. Prohibits persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, or motorized skateboards or scooters two abreast from impeding the normal and reasonable movement of traffic and requires such persons to move into a single-file formation as quickly as is practicable when being overtaken from the rear by a faster-moving vehicle.

SB 777 Front and rear bumpers; height limits.

Front and rear bumper height limits; emergency. Provides that no passenger car or pickup or panel truck shall be operated on a public highway if the suspension, frame, or chassis has been modified by any means so as to cause the height of the front bumper to be four or more inches greater than the height of the rear bumper. The bill contains an emergency clause.

SB 327 Arrest and summons quotas; prohibition

Prohibits (i) any agency of the Commonwealth or director or chief executive of any agency or department employing law-enforcement officers; (ii) any sheriff; (iii) any police force; or (iv) the Department of State Police from establishing a formal or informal quota that requires a law-enforcement officer to make a specific number of arrests or issue a specific number of summonses within a designated period of time. The bill also provides that the number of arrests made or summonses issued by a law-enforcement officer shall not be used as the sole criterion for evaluating the law-enforcement officer's job performance. This bill is identical to **HB 750.**

The following legislation (package) was enacted on July 1, 2020. It is included in the FY 2023 HSP because it is referred to as one of the reasons that continues to have an impact on law enforcement's efforts in Virginia. This legislation states that no law-enforcement officer shall stop a motor vehicle for a violation of these sections. No evidence discovered or obtained as the result of a stop in violation of the subsections, including evidence discovered or obtained with the operator's consent, shall be admissible in any trial, hearing, or other proceeding.

No law-enforcement officer may lawfully stop a motor vehicle for operating:

- Without a light illuminating a license plate, **46.2-1013; updated in 2021 to include Tail lights.**
- With defective and unsafe equipment, **46.2-1003**
- Without brake lights or a high mount stop light, **46.2-1014 / 46.2-1014.1**
- Without an exhaust system that prevents excessive or unusual levels of noise, **46.2-1049**
- With certain sun-shading materials and tinting films, and **46.2-1052**
- With certain objects suspended in the vehicle. **46.2-1054**
- With the odor of marijuana **4.1-1302**
- With an expired safety inspection or registration sticker until the first day of the fourth month after the original expiration date **46.2-1157 / 46.2-1158**
- Pedestrian for jaywalking or entering a highway where the pedestrian cannot be seen **46.2-926**

Highway Safety Planning Calendar

Month	Activity
January	Provide information to the public through news releases and notification on www.DMVNow.com stating that the Virginia Highway Safety Office is accepting grant applications for highway safety "Fatal Crash/Grant Funding Worksheets" by jurisdictions prepared and distributed to PMs (January 2021) Crash data with maps showing street-level problem ID for localities, state agencies and nonprofits (Jan 6) Grant Application Workshops for Sub-recipients held statewide Educate sub-recipients on Safe System Approach
February	NP/SA/HE Grant Application ELearning training
February 28	DMV/VAHSO Application Deadline
February 1 – March 11	Program Manager/Grants Monitors receive and review proposed grant applications, make funding recommendations.
March 1	Analysis staff begin development of narrative and data for inclusion in HSP
March 28-29	PMs Review Committee Meeting to review proposed grant applications and funding recommendations
March 30	Analysis/Performance Measures prepared for final Review
March 16, 17, 18	PMs Review Committee meet to review proposed grant applications and funding recommendations
March 21-25	PMs for OP, AL, MC and TR - prepare and submit information for 405 incentive funds to Deputy Director of Programs
March 23 and 24	NP/SA/HE volunteer presentations to HSO staff
March 30 and 31	DMV Executive review of VAHSO Final Grant Recommendations
April 6	PMs to have all final LE grant information entered into system
April 8 April 9	Final NP/SA/HE recommendations entered into system Final 402 and 405 data and incentive grant information submitted to Planning and Data Analysis
April 12	GMO begins grant creation/codes in system
April 15	Paige begins/completes Oracle process
April 19	GMO prepares funding by separate program area

April 22	PM corrections due to GMO on April 22
April 25	GMO to make corrections (if any) submitted from PMs
April 26 – April 30	GMO completes and provides Planned Activities and Funding to HSO
May 10	Review and Approval meeting with Commissioner
May 17	Final review of spreadsheet
May 24	Submission of final project funding to Secretary of Transportation for review and approval
May 18 - June 4	HSP 402/405 Application Work
June 7	Finalize 3 identical measures and HSP cleanup, check spreadsheets, NHTSA work
June 15	Prepare Certifications, print HSP, HSP to Commissioner for signature
June 30	HSP due to NHTSA
July 7	VA Tech prepares maps for grant distribution workshops
September – November 30	Annual Report development by Staff (Data, Programs, Grants)
November 4	Final progress reports due to Program Staff
November 18	Final strategies and accomplishments due for inclusion in AR
November 22-December 9	AR is finalized by VAHSO and GMO
December 13	AR to Commissioner for review and approval
December 29	AR due to NHTSA

*Some calendar dates may change

Highway Safety Planning Process

Virginia's Highway Safety Office (VAHSO) implements a comprehensive highway safety planning process. Although not previously identified as a Safe System Approach, the process used by VAHSO has its foundation in a Safe System culture based on a goal of reducing fatalities and serious injuries through recognizing and emphasizing shared responsibility, proactively addressing safety risks and encouraging redundancy in its planning. VAHSO conducts extensive problem identification and analysis that establishes data driven performance measures and targets used to develop and implement the most effective and efficient Plan. These measures are then used to develop countermeasure strategies and projects for the distribution of federal funds.

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

Our proactive problem identification process is vital to the success of our overall highway safety program providing the foundation for the Commonwealth's Safe System Approach and consists of the following stages:

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

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

VAHSO uses various sources of data such as our Fatality Analysis Reporting System (FARS), our Traffic Records Electronic Data System (TREDS) which is Virginia's central data repository for all highway safety information and data; and DMV's Citizen Services System (CSS).

"Top Ranked" Jurisdictions by fatal crash, citation, survey data, geographical data, and street-level location mapping data. Other relevant data sources use in our calculations include VMT, license,

registration, training, motorcycle endorsement, Countermeasures That Work (CTW), seat belt and attitudinal surveys and NHTSA's State Traffic Safety Information System (STSI.)

In addition, the results from the traffic safety surveys are used as part of the data analysis as we develop new programs and campaigns.

The Virginia Highway Safety Office (VAHSO) continues to identify, analyze, recommend and implement solutions for highway safety problems on a statewide basis.

VAHSO collaborates with various safety partners that represent multiple disciplines to ensure that the performance measures and safety initiatives identified are data-driven and include reasonable targets to address the crash, fatality and injury problems within the Commonwealth; provides the appropriate criteria for the designation of funding priorities, and provides evidenced-based countermeasure strategies and projects for the administration and evaluation of the overall Highway Safety Plan.

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

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

Using data sources listed above, VAHSO analyzed 10 year-to-year transitions of data to perform linear trend analysis (annual data, 3- or 5- year rolling averages) using 4, 5 or 6 points of data. Attainable, evidence-based targets were then selected for all measures with justifications provided for each selection.

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

VAHSO also analyzed traffic crash data comparing prior year HSP data with current year data. Crash data was programmatically broken down by jurisdiction (town, city, county and then street-level location.) This analysis, combined with other measures, was used to create a *Mapping and Data Profile* for every safety program area and every law enforcement agency in Virginia. This Profile provides a visual display, along with a listing, of Virginia streets/roadways/interstates with all fatal and serious injury crashes by the highest time periods, days, and months. VAHSO uses this unique analysis tool to support the development of targets, performance measures, safety programs and its funding decisions.

The VAHSO utilizes input and suggestions provided by a relevant and comprehensive list of disciplines. This collaboration includes targeted and specific locality data/problem identification from various partner agencies with the Virginia Highway Safety Office serving as the lead agency working with Virginia State Police, local law enforcement, Virginia Tech, Department of Health, Virginia Department of Transportation, Supreme Court of Virginia, institutions of higher education, non-profits and statewide committees such as the Traffic Records Coordinating Committee, Occupant Protection Committee, etc.

The VAHSO also hosts highway safety stakeholder meetings that include key safety partners to discuss ideas and initiatives to improve highway safety. This information is then used in support of our statewide programs to address our highway safety issues including traffic safety enforcement and awareness campaigns. This collaboration among our stakeholders provides for an effective and efficient problem solution process.

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

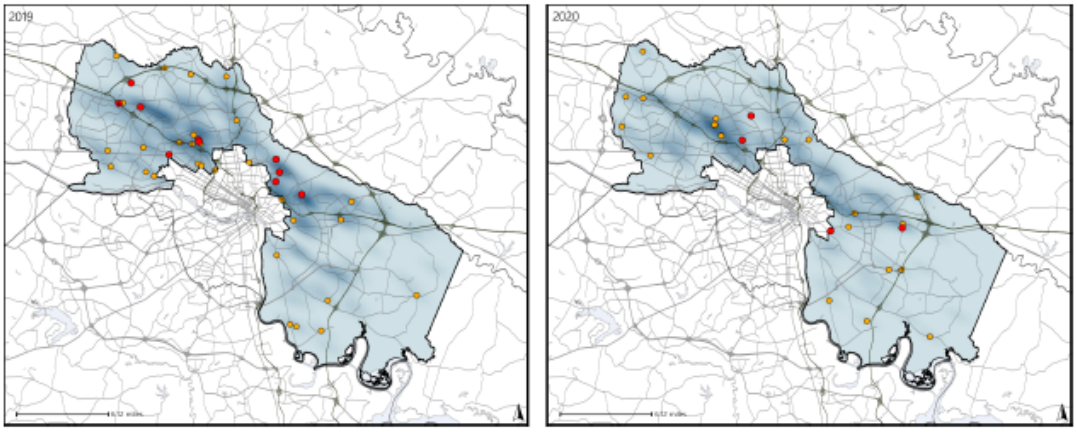
Department of Motor Vehicles Virginia Highway Safety Office

Richmond Region

January, 2022

Henrico County Alcohol Crash Statistics

Available Crash Data - Calendar Year	2017	2018	2019	2020
Alcohol Crashes	307	289	285	260
Alcohol Fatal Crashes	6	8	10	4
Highest Time Period(s)	6:00pm- 8:59pm Midnight - 2:59am (66%)	9:00pm - 11:59pm Midnight - 2:59am (50%)	6:00pm - 8:59pm Midnight - 2:59am (60%)	6:00pm - 8:59pm (50%)
Highest Day(s)	Thursday (33%)	Thursday - Tuesday (50%)	Wednesday (30%)	Wednesday (50%)
Highest Month(s)	April - July (66%)	September (38%)	January (30%)	May (50%)
Alcohol Serious Injury Crashes	28	29	29	21
Highest Time Period(s)	9:00pm- 11:59pm (32%)	6:00pm - 8:59pm (41%)	9:00pm - 11:59pm (31%)	6:00pm - 8:59pm (38%)
Highest Day(s)	Saturday (25%)	Saturday (38%)	Sunday (28%)	Saturday (24%)
Highest Month(s)	May (18%)	January (17%)	June (14%)	September (24%)
Alcohol Injury Crashes	94	109	98	84
Highest Time Period(s)	9:00pm- 11:59pm (28%)	6:00pm - 8:59pm (31%)	9:00pm - 11:59pm (31%)	9:00pm - 11:59pm (27%)
Highest Day(s)	Saturday (22%)	Saturday (25%)	Saturday (24%)	Saturday (19%)
Highest Month(s)	May (13%)	May (15%)	January (13%)	October (21%)



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

The blue gradient represents the density of all alcohol crashes.

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Department of Motor Vehicles Virginia Highway Safety Office

Richmond Region

January, 2022

Henrico County Alcohol Crash Statistics

2019 Fatal Crashes - Calendar Year

Street	Cross Street	Count
I-64		1
LABURNUM AVE	KINGSRIDGE PKWY	1
STAPLES MILL RD	TOWNHOUSE RD	1
STAPLES MILL RD	ADAIR AVE	1
HORSEPEN RD	THREE CHOPT RD	1
NUCKOLS RD	LAKE BROOK DR	1
MECHANICSVILLE TPKE	BYRON ST	1
WATTS LN	MECHANICSVILLE TPKE	1
BROAD ST	STILLMAN PKWY	1
DEBBIE LN	CARPENTER RD	1

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

2020 Fatal Crashes - Calendar Year

Street	Cross Street	Count
BEULAH RD	HUNTSMAN RD	1
WOODMAN RD	SPIDER DR	1
STAPLES MILL RD	ADAIR AVE	1
LOCHAVEN AVE	LUNDIE LN	1

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

2019 Serious Injury Crashes - Calendar Year

Street	Cross Street	Count
I-64		3
STAPLES MILL RD		2
EASTRIDGE RD	EASTRIDGE RD	1
GLENSIDE DR	CROCKETT ST	1
BATTLEFIELD PARK RD	GREYBATTERY PL	1
DORAN RD		1
BROAD ST	DOMINION BLVD	1
EANES LN	GAY AVE	1
CHARLES CITY RD		1
BROAD ST	WILLOW LAWN DR	1

Mainline crash locations not included in table: 10
Intersection crash locations not included in table: 6

2020 Serious Injury Crashes - Calendar Year

Street	Cross Street	Count
BROAD ST	BETHLEHEM RD	2
I-295		2
BROAD ST		2
OSBORNE TPKE		1
PARHAM RD		1
GAYTON RD		1
POCAHONTAS		1
NEW MARKET RD		1
OLD GREENWAY DR		1
I-64		1

Mainline crash locations not included in table: 2
Intersection crash locations not included in table: 6

Locations with equal crash counts are listed in random order in table and single crash locations may not be listed.

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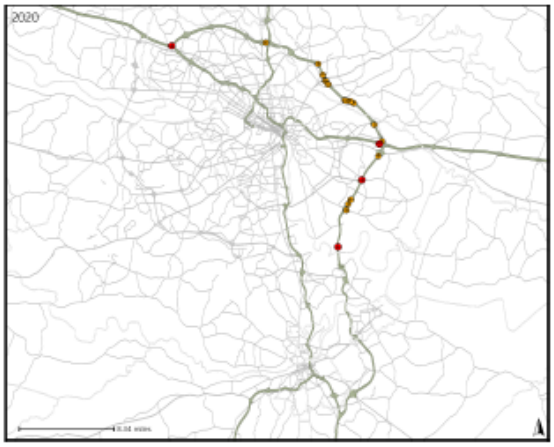
Department of Motor Vehicles Virginia Highway Safety Office

Interstate

January, 2022

I-295 Speed Crash Statistics

Available Crash Data - Calendar Year	2017	2018	2019	2020
Speed Crashes	185	225	185	173
Speed Fatal Crashes	5	5	3	4
Highest Time Period(s)	Noon- 2:59pm (40%)	9:00pm - 11:59pm Midnight - 2:59am (80%)	3:00am - 5:59am 6:00pm - 8:59pm (66%)	Midnight - 2:59am (50%)
Highest Day(s)	Monday (40%)	Monday - Thursday (80%)	Friday - Monday (66%)	Monday - Sunday (50%)
Highest Month(s)	June - October (80%)	March - October (80%)	April - June (66%)	January - July (50%)
Speed Serious Injury Crashes	14	11	16	19
Highest Time Period(s)	3:00am - 5:59am (29%)	6:00am - 8:59am (27%)	3:00pm - 5:59pm (56%)	6:00pm - 8:59pm (26%)
Highest Day(s)	Friday - Tuesday (42%)	Monday (27%)	Friday - Tuesday (38%)	Wednesday (21%)
Highest Month(s)	October (21%)	January (18%)	June - October (38%)	August - January (42%)
Speed Injury Crashes	61	54	62	49
Highest Time Period(s)	6:00am - 8:59am (25%)	3:00pm - 5:59pm (26%)	3:00pm - 5:59pm (40%)	3:00pm - 5:59pm (24%)
Highest Day(s)	Friday (25%)	Monday (26%)	Wednesday (24%)	Friday - Thursday (40%)
Highest Month(s)	October (16%)	November (17%)	April (15%)	January (22%)



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

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Department of Motor Vehicles Virginia Highway Safety Office

Interstate

January, 2022

I-295 Speed Crash Statistics

2019 Fatal Crashes - Calendar Year

Street	Cross Street	Count
I-295		3

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

2020 Fatal Crashes - Calendar Year

Street	Cross Street	Count
I-295		3
I-295 RAMP		1

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

2019 Serious Injury Crashes - Calendar Year

Street	Cross Street	Count
I-295		15
I-295 RAMP		1

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

2020 Serious Injury Crashes - Calendar Year

Street	Cross Street	Count
I-295		15
I-295 RAMP		4

Mainline crash locations not included in table: 0
Intersection crash locations not included in table: 0

Locations with equal crash counts are listed in random order in table and single crash locations may not be listed.

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

Local input and solutions are processed through the Highway Safety Program Manager, a transportation safety commission (when applicable), and the affected state agency.

VAHSO identifies and assesses crash severity and rank by the top jurisdictions, focusing on the highest number/percentage of fatal crashes (i.e. total, alcohol, speed) as well as unrestrained fatalities.

VAHSO identifies projects that creatively incorporates and support statewide goals and that have the ability to transfer to other jurisdictions.

VAHSO identifies projects from state, local and nonprofit organizations that have statewide significance and that address the federal program areas under the current authorization.

Individual project requests are reviewed and selected in three stages: (1) Review by VAHSO Headquarters and Program Personnel that have the knowledge and expertise in specific problem areas (2) Review by a committee of VAHSO management (3) VAHSO management advises the DMV Commissioner and the Secretary of Transportation.

Evidence-Based Traffic Safety Enforcement Program

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

Data-driven Problem Identification

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

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

Implementation of Evidence-Based Strategies

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

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

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

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

High Visibility Enforcement (CIOT/DSOGPO) Efforts

As part of the selective enforcement grant agreements law enforcement agencies are required to participate in the national Click It or Ticket and Drive Sober Get Pulled Over campaigns. With these campaign efforts LEL's hold CIOT briefings with law enforcement personnel, data is required to be electronically entered into TREDS. Additionally, for the Click It or Ticket campaign pre/post surveys are required as well.

Operation Crash Reduction

From 2013-2017 in Region 3, more fatal crashes occurred on Columbus Day Weekend (517) than the long weekends of Thanksgiving or Memorial Day. Surprisingly, Columbus Day was the 2nd deadliest holiday of 2017 for Region 3, trailing only Independence Day.

The 2021 Columbus Day Weekend Operation Crash Reduction campaign reduced the amount of crashes by 9.1% from 533 (2020) to 484 (2021) in Virginia. However, the overall number of fatalities increased from 5 (2020) to 10 (2021). The campaign was supported by media publications and social media posts. Enforcement efforts resulted in 30 participating agencies -1,271 total summonses, including 23 DUIs/DUIDs, 58 OP citations and 453 speed citations.

Continuous Monitoring

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

Example of the VAHSO Program Crash Identification grant funding worksheet used to develop and select evidence-based countermeasure strategies and projects.

VAHSO Program Crash Identification

Speed Grant Funding Worksheet: Richmond Region

2020 - 2022

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Regional and Commonwealth Non-interstate Crash Count Rankings

Fatal Crash Count by Jurisdiction

	Fatal Crash Count	Richmond Region Rank	Commonwealth Rank
Chesterfield County	14	1 / 22	1 / 133
Richmond City	7	2 / 22	8 / 133
Amelia County	4	3 / 22	17 / 133
Petersburg City	4	3 / 22	17 / 133
Henrico County	3	5 / 22	27 / 133
Powhatan County	3	5 / 22	27 / 133
Cumberland County	3	5 / 22	27 / 133
Louisa County	3	5 / 22	27 / 133
Charlotte County	2	9 / 22	44 / 133
Halifax County	2	9 / 22	44 / 133
Mecklenburg County	2	9 / 22	44 / 133
Nottoway County	2	9 / 22	44 / 133
Buckingham County	2	9 / 22	44 / 133
Dinwiddie County	1	14 / 22	71 / 133
Prince George County	1	14 / 22	71 / 133
Brunswick County	1	14 / 22	71 / 133
Goochland County	0	17 / 22	98 / 133
Hopewell City	0	17 / 22	98 / 133
Colonial Heights City	0	17 / 22	98 / 133
Hanover County	0	17 / 22	98 / 133
Lunenburg County	0	17 / 22	98 / 133
Prince Edward County	0	17 / 22	98 / 133

Serious Injury Crash Count by Jurisdiction

	Serious Injury Crash Count	Richmond Region Rank	Commonwealth Rank
Chesterfield County	48	1 / 22	2 / 133
Richmond City	22	2 / 22	13 / 133
Halifax County	17	3 / 22	23 / 133
Mecklenburg County	16	4 / 22	24 / 133
Petersburg City	16	4 / 22	24 / 133
Louisa County	11	6 / 22	41 / 133
Nottoway County	10	7 / 22	47 / 133
Prince George County	10	7 / 22	47 / 133
Henrico County	9	9 / 22	54 / 133
Brunswick County	9	9 / 22	54 / 133
Powhatan County	8	11 / 22	59 / 133
Hanover County	8	11 / 22	59 / 133
Buckingham County	7	13 / 22	64 / 133
Dinwiddie County	7	13 / 22	64 / 133
Hopewell City	4	15 / 22	85 / 133
Amelia County	4	15 / 22	85 / 133
Cumberland County	4	15 / 22	85 / 133
Goochland County	3	18 / 22	93 / 133
Charlotte County	3	18 / 22	93 / 133
Lunenburg County	3	18 / 22	93 / 133
Colonial Heights City	2	21 / 22	106 / 133
Prince Edward County	2	21 / 22	106 / 133

This report was created by the Center for Geospatial Information Technology at Virginia Tech.
Report generated on February 03, 2022

Highway Safety Office Grant Funding Awards

Hanover County: **Speed Awards**

2020 - 2022

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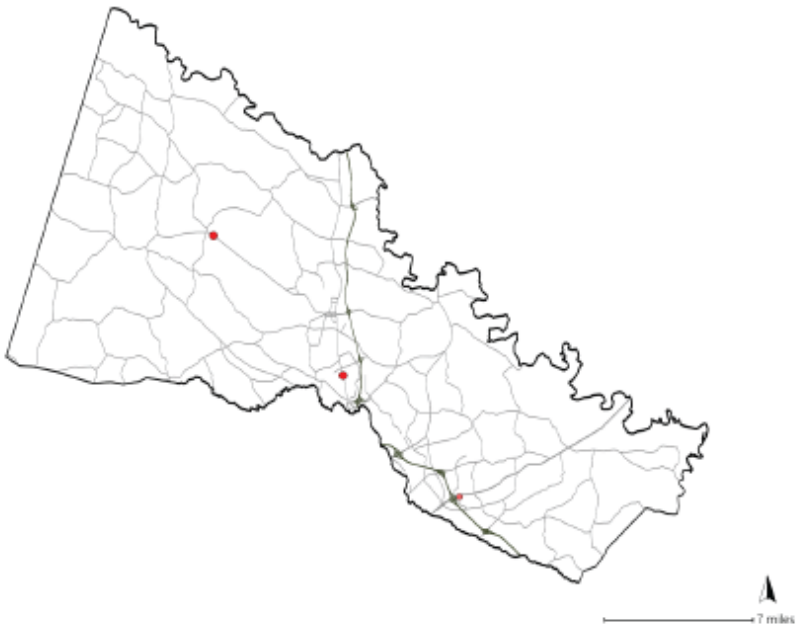
	Application Year: 2020		Application Year: 2021		Application Year: 2022	
	2020 Grant Award	2018 Fatal Crash Count *	2021 Grant Award	2019 Fatal Crash Count *	2022 Grant Award	2020 Fatal Crash Count *
Hanover County	$7,700	1	$18,520	2	$21,170	0
Percent of Richmond Region	1.7%	2.6% (39)	1.6%	4.5% (44)	4.0%	0.0% (54)
Percent of Virginia	0.4%	0.4% (263)	0.7%	0.8% (260)	0.9%	0.0% (299)

The proportion of awarded speed grant funding in Hanover County to total speed grant funding in Virginia ( ) compared to the non-interstate fatal crashes in Hanover County to the total non-interstate fatal crashes in Virginia ( ).

* Interstate crashes are not included in this report.



2018 non-interstate fatal speed-related crash 2019 non-interstate fatal speed-related crash 2020 non-interstate fatal speed-related crash

	Fatal Crash Count *	Richmond Region Rank	Commonwealth Rank	Serious Injury Crash Count *	Richmond Region Rank	Commonwealth Rank
2020	0	17 / 22	98 / 133	8	11 / 22	59 / 133

This report was created by the Center for Geospatial Information Technology at Virginia Tech.
Report generated on February 04, 2022

Efforts to Coordinate and Outcomes Derived from the Coordination of the HSP, HSIP with the State Strategic Highway Safety Plan (SHSP)

DMV and VDOT have agreed to the following identical FY2023 HSP measures and targets for the HSP, HSIP and SHSP: **Fatalities – 926.4, Fatalities/VMT – 1.134 and Serious Injuries – 7,211.8**

The Virginia Highway Safety Office (VAHSO) partnered with Virginia Department of Transportation (VDOT) to collaborate with over fifty interested organizations in the development of the Virginia's Strategic Highway Safety Plan 2022-2026 (SHSP). As a key partner on the SHSP Executive Committee, VAHSO oversees the inclusion of HSP safety program areas, performance measures and targets within the SHSP. The Commonwealth's SHSP focuses on eight key behavioral emphasis areas: Alcohol-Impaired Driving, Occupant Protection, Young Drivers, Speed, Roadway Departures, Intersections, Bicyclist, and Pedestrian

Efforts to Coordinate and Outcomes Derived of Data Collection and Information Systems with the HSP and HSIP

The VAHSO collaborated with VDOT and provided comprehensive data from its FARS and TREDS systems that was used in the development of the Virginia Strategic Highway Safety Plan 2022-2026 (SHSP). Additionally, data from VDOT's Roadway Network System (RNS) was also incorporated with crash data and included in the SHSP

Virginia's Data Driven Methods for Safety Measures Target Setting

Background

The Federal Highway Administration (FHWA) established the Safety Performance Management (Safety PM) to support the Highway Safety Improvement Program (HSIP). Regulation establishes safety performance measure annual reporting and target setting requirements for all public roads. The FHWA Safety PM Regulation (23 CRF 490) established five performance measures, as follows:

1. Number of fatalities (F).
2. Rate of fatalities per 100 million vehicle miles traveled (VMT).
3. Number of serious injuries (SI).
4. Rate of serious injuries per 100 million VMT.
5. Number of non-motorized fatalities and non-motorized serious injuries (N-M F+SI).

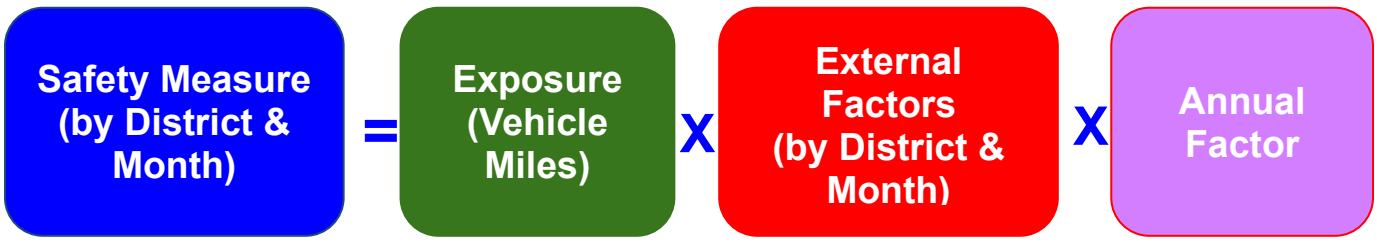
The first three measures historic annual values are reported to both NHTSA (Highway Safety Grants Program 23 CFR 1300) and FHWA and the latter two only to FHWA. Future year targets are submitted as five-year rolling average values for each measure.

A specific methodology is not identified for use when establishing safety targets. States have flexibility to use a data-driven process, but targets for the next calendar year are established based on coordination and collaboration between the state DOT (HSIP), which reports to FHWA and Highway Safety Office (HSO), which reports to NHTSA in the annual Highway Safety Plan (HSP). Determination of "significant progress" is made by FHWA two years after the target year. Information is provided on the FHWA safety website on the methods and findings of the assessments for each state.

Target Setting Approach (for 3 identical targets)

Seeing that recent increasing fatality and leveling serious injury trends were not matching longer-term trend lines during the 2019 target setting process, the Commonwealth Transportation Board (CTB), who had new target setting approval authority, requested a more data driven approach to target setting in Virginia. Using the concept developed for a national study (NCHRP 17-67) of modeling the factors influencing the fatalities at the state level, VDOT developed a similar approach to define a baseline prediction of the annual values of the three count performance measures. VDOT then calculated the rate measures using predicted VMT for the target year.

Initially, 2020 baseline statistical prediction models were developed at the VDOT District level by month of observed data (external factors) available for the years 2009-17. Data that could be summarized at the District and monthly levels were used to increase the sample size and identify characteristics that differ across Virginia and by season. The model form[1], shown below, identifies the effect of exposure in daily vehicle miles traveled (DVMT) multiplied by external factors that adjust the DVMT changes for each measure.



A number of factors were tested in the prediction model development, including: socio-economic, population (age groups), weather, liquor licenses and consumption, VDOT spending on infrastructure expansion, maintenance, operations and DMV's behavioral (NHTSA) grant programs. For target setting each year, additional factor data are considered to refine the model. The Annual Factor is a calibration factor to account for all the unknown factor effects. The model target year predictions, using the forecast target year DVMT and factor data, is tested to see if the prediction "fit" to the safety measure outcomes was reasonable the most recent year data available.

2023 Baseline Count Measure Predictions -

For each of the three count measures (F, SI, N-M F+SI), similar factors were found to be statistically significant influencers, as shown in Figure 1. Factors with positive values indicate that increasing the factor increases the measure; factors with negative values indicate that increasing the factor results in a decrease in the measure. The same factor data found to improve the 2022 model target predictions (compared to the previous 2021 model factors) continued to provide the best fit for 2023 predictions as shown in Figure 1.

[1] Model equation is : $N_{measure} = DVMT^{\beta_1} \times e^{(\alpha+\beta_i X_i)}$ with β_1 = DVMT Power; β_i = Factor X_i Coefficients

Figure 1. External Factors for 2023 Baseline Predictions

External Factor	Effect on Fatal Crashes	Effect on Serious Injury Crashes	Effect on Bike/Ped Crashes
VMT growth	↑	↑	↑
Increasing local functional class % of VMT	↑	↑	↑
Increasing young population (15-24)	↑	↑	↑
Increasing aging population (75+)	↑	↑	
Gallons Liquor Sold		↑	
Liquor licenses			↑
Increased highway resurfacing spending	↓		
Increased emergency/incident management spending	↓		
Increased total behavioral programs spending	↓	↓	↓
Increased roadway maintenance spending		↓	
Increased average snowfall per month			↓
Increased rural functional class % of VMT			↓

Same External Factors for 2023 Model

↑ **= Increases Measure**
↓ **= Decreases Measure**

Using the 2021 to 2023 forecasted factors from Figure 1, the predicted 2023 baseline safety measures were developed.

For submittal of 2019-23 five-year average safety measure targets to NHTSA and FHWA, the following method was used. The most recent 2021 available Virginia safety measure data was included in the five-year average. For 2022 data, the predicted fatality and serious injury and VMT values from the 2023 baseline modeling were used for each count measure. The infrastructure project benefits from the 2022 target setting were then deducted to calculate the final 2022 measures. These values differ from the final 2022 annual targets given different baseline and VMT components used. The final 2023 annual safety measures were then incorporated into the five-year averages for federal reporting.

As the methodology is refined and more data used for the predictions, the factor-based trends are showing more fatality increases and now slight serious injury increases after declines until 2020. This shows the continued need to focus resources on data driven countermeasures that work and re-target Virginia's Strategic Highway Safety Plan actions for the 2022-26 period.

Performance Report (2017-2021 Trend Data)

			BASE YEARS					
	PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
C-1	Traffic Fatalities	FARS Annual (2021 VA TREDS)	760	839	820	831	850	968
	Reduce total fatalities to 926.4 (2019 - 2023 rolling average) by 2023	5-Year Rolling Avg.	747	759	775	801	820	862
C-2	Serious Injuries in Traffic Crashes	Virginia - TREDS Annual	8,084	7,624	7,439	7,182	6,798	7,379
	Reduce serious injuries to 7,211.8 (2019 - 2023 rolling average) by 2023	5-Year Rolling Avg.	8,492	7,991	7,749	7,669	7,425	7,288
C-3	Fatalities/100M VMT	FARS Annual (2021 VA TREDS)	0.90	0.98	0.96	0.97	1.12	1.13
	Reduce fatalities/100 MVMT to 1.134 (2019 -2023 rolling average) by 2023	5-Year Rolling Avg.	0.91	0.92	0.93	0.95	0.98	1.03
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual (2021 VA TREDS)	296	306	293	301	340	327
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 3 percent from 313 (2017-2021 rolling average) to 303 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	289	291	289	299	307	313
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual (2021 VA TREDS)	223	245	245	237	286	247
	Reduce alcohol impaired driving fatalities 4 percent from 249 (2017-2021 rolling average) to 239 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	223	230	227	231	247	249

C-6	Speeding-Related Fatalities	FARS Annual (2021 VA TREDS)	257	219	241	228	260	312
	Reduce speeding-related fatalities by 5 percent from 254 (2017-2021 rolling average) to 2 42 (2019 – 2023 rolling average) by 2023	5-Year Rolling Avg.	173	162	184	210	241	254
C-7	Motorcyclist Fatalities	FARS Annual (2021 VA TREDS)	79	117	100	102	101	102
	Reduce motorcyclist fatalities by 5 percent from 104 (2017-2021 rolling average) to 99 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	82	89	93	95	100	104
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual (2021 VA TREDS)	4	1	5	11	7	6
	Reduce unhelmeted, motorcyclist fatalities 25 percent from 7 (2017-2021 rolling average) to 5 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	3	2	3	5	6	6
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual (2021 VA TREDS)	89	78	92	78	86	112
	Reduce drivers age 20 and younger involved in fatal crashes by 7 percent from 89 (2017-2021 rolling average) to 83 (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	85	81	82	82	85	89
C-10	Pedestrian Fatalities	FARS Annual (2021 VA TREDS)	122	111	118	123	111	125
	Reduce pedestrian fatalities by 4 percent from 125 in 2021 to 120 by 2023.	Annual.						
C-11	Bicyclist Fatalities	FARS Annual (2020 VA TREDS)	10	12	12	13	7	16
	Reduce bicyclist fatalities 8 percent from 12 (2017-2021 rolling average) to 11 (2019 –	5-Year Rolling Avg.	11	11	12	12	11	12

	2023 rolling average) by 2023.							
			2016	**2017**	**2018**	**2019**	**2020**	**2021**
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 3 percentage points from 81.7 percent in 2021 to 84.8 percent by 2023.	Virginia Annual Seat Belt Survey Annual	79.0	85.3	84.1	85.4	85.4	81.7
			2016	**2017**	**2018**	**2019**	**2020**	**2021**
	Distracted Driver Fatalities Reduce distracted driver fatalities 6 percent from 34 in 2021 to 32 by 2023.	VA TREDS Annual Annual	111	124	61	53	58	34
			2016	**2017**	**2018**	**2019**	**2020**	**2021**
	Drugged Driver Fatalities Reduce drugged driver fatalities 4 percent from 197 (2016-2020 rolling average) to 188 (2019–2023 rolling average) by 2023	FARS Annual 3-Year Rolling Avg.	133 115	201 152	197 177	187 195	206 197	

Note:

B-1* - Due to COVID19, Virginia did not complete a Seat Belt Use Survey in 2020. 2019's survey rate was used for 2020.

TREDS (Traffic Records Electronic Data System)

Virginia Performance Report Chart - 2023 Highway Safety Plan

2023 HSP

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2018-2022	841.8	2016-2020 FARS 820	YES
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	7072.2	2017-2021 TREDS 7,288	NO
C-3) Fatalities/VMT	5 year	2018-2022	1.004	2015-2019 FARS 0.95	YES

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	306	2016-2020 FARS 307	NO
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	240	2016-2020 FARS 247	NO
C-6) Speeding-Related Fatalities	5 year	2018-2022	230	2016-2020 FARS 241	NO
C-7) Motorcyclist Fatalities	5 year	2018-2022	93	2016-2020 FARS 100	NO
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	4	2016-2020 FARS 6	NO
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	83	2018-2020 FARS 85	NO
C-10) Pedestrian Fatalities	5 year	2018-2022	115	2016-2020 FARS 117	NO
C-11) Bicyclist Fatalities	5 year	2018-2022	10	2016-2020 FARS 11	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	87.1	2021 State Survey 81.7	NO
Drugged Driver Fatalities	5 year	2018-2022	184	2016-2020 FARS 197	NO
Distracted Driver Fatalities	5 year	2018-2022	55	2021 FARS 34	YES

A1-Seat Belt Citations Issued	Annual	2021		6,106	
A2-Impaired Driving Arrest	Annual	2021		1,230	
A3-Speed Citations Issued	Annual	2021		55,002	

Performance Measures Tracking 2022 Targets

Based on the information in the above "Virginia Performance Report Chart-2023 Highway Safety Plan", the "not on track" to meet FY2022 targets were identified as follows: Serious Injuries in Traffic Crashes, Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions, Speeding-Related Fatalities, Alcohol-Impaired Driving Fatalities, Speeding-Related Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Drivers Age 20 or Younger Involved in Fatal Crashes, Pedestrian Fatalities, Bicycle Fatalities, Observed Seat Belt User, and Drugged Driver Fatalities.

In an effort to continuously evaluate performance targets, Virginia also analyzes data up through the first 4 months of the current year (2022) to have a more recent picture of what the data is showing to date (see information below.) Virginia's 2023 HSP also contains adjustments to performance measure targets, related strategies and project selection to address the goals we did not meet

Virginia monitors and analyzes data and evaluates its targeted progress in an effort to monitor shifts in the data which allows us to not only make on-demand changes to our enforcement, media and outreach efforts, but to also predict estimated end of year results that are used to make programmatic changes where needed.

For all targets not on track we have continued with sending out communication emails to all partners for all campaigns and media flights. The communications inform our partners of the campaign/media flight, the dates, data, and resources. This particularly assists our law enforcement agencies in having resources to educate their communities.

With the provided resources agencies will not have to create assets, they can use what we have provided. It also provides resources to our other partners to help educate the community. We have recently added the Virginia Community College system to the partnership distribution list that will share the campaigns and media flights to all 23 community colleges in Virginia.

Below is Virginia's description of progress towards achieving 2022 targets.

Serious Injuries

Virginia's serious injuries was 1,944 for the first 4 months of 2022. This is 123 less serious injuries as compared to 2,067 serious injuries during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Serious Injuries (1,944):
- 34% (668) were ages 21 - 35
- 28% (546) occurred in March (highest month)
- 17% (326) occurred on a Saturday (highest day)

- 20% (390) occurred between 3pm and 6pm (highest time)
- Top jurisdictions:
    - Hampton City (93)
    - Fairfax County (77)
    - Henrico County/Richmond City/Virginia Beach City (69 each)
- Top driver actions contributing to the serious injuries - Failure to maintain control of the vehicle, running off the road and did not have the right-of-way

Reasons for not being on track:

- Enforcement/COVID – lack of contact by law enforcement due to manpower and competing priorities that impacts reduction of crashes/serious injuries
- Legislation – reduced primary laws for probable cause for a traffic stop.

Steps being taken to make progress:

- Earned, owned and paid media advertising will be utilized throughout federal fiscal year 2023 in an effort to promote safe driving habits to Virginians.
- Develop educational messaging designed to change knowledge and beliefs, modify attitudes, and teach new skills to Virginia's areas of need, to include diverse communities and underserved communities' population.
- Implement a statewide, high visibility enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization.

Unrestrained Fatalities

Virginia's unrestrained fatalities were 99 for the first 4 months of 2022. This is 8 more fatalities as compared to 91 unrestrained fatalities during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Unrestrained Fatalities (99):
- 37% (37) were ages 21 - 35
- 67% (64) occurred in February/March (32 each)
- 40% (40) occurred during the weekend (Saturday/Sunday)
- 45% (45) occurred between 3pm-5:59pm/6pm-8:59pm/9pm-midnight (15 each)
- Top jurisdictions:
    - Richmond City (5)
    - Henrico County (4)
- Top driver actions contributing to the unrestrained fatalities - Failure to maintain control of the vehicle, running off the road and speed

Reasons for not being on track:

- Enforcement/COVID – lack of contact by law enforcement due to manpower and competing priorities
- Legislation – reduced primary laws for probable cause for a traffic stop.
- Public perception of police - the social climate over the past few years has carried forward.

Steps being taken to make progress:

- Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization.
- Focus group being conducted with males 18-34 to hear directly from them on how and what would change their behavior to begin wearing their seat belt.
- DMV and non-profit OP public education and driver awareness through sustained messaging efforts outside of CIOT May and November campaigns utilizing social media, the workplace and other events.
- Continue to implement programs to address the young driver and occupant protection problem, engage youth in peer-to-peer educational programs designed to change knowledge and beliefs, modify attitudes and teach new skills.
- Develop educational messaging designed to change knowledge and beliefs, modify attitudes, and teach new skills to Virginia's areas of need, to include diverse communities and underserved communities' population.
- Continue the distribution of "Right Now" communications providing data and available educational resources two times a fiscal year to our highway safety partners.

Alcohol Impaired Driving Fatalities

For the first 4 months of 2022, data for alcohol impaired driving fatalities is not available for analysis. Therefore, Virginia is reporting alcohol-related fatalities for this analysis.

Virginia's alcohol-related fatalities were 60 for the first 4 months of 2022. This is 35 less fatalities as compared to 95 alcohol-related fatalities during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Alcohol-Related Fatalities (60):
- 37% (22) were ages 21 - 35
- 42% (25) occurred in February (highest month)
- 60% (36) occurred during the weekend (Saturday/Sunday)
- 30% (18) occurred between midnight and 3am (highest times)
- Top jurisdictions: Norfolk City/Fairfax County (4 each)
- Top driver actions contributing to the alcohol-related fatalities – Failure to maintain control of the vehicle, running off the road and speed

Reasons for not being on track:

The Performance Report Chart above shows that based on years 2016-2020, Virginia is not on track to reduce alcohol-impaired driving fatalities because efforts and activities normally employed continue to be curtailed due to the pandemic. Many law enforcement agencies did not participate in saturation patrols nor checkpoints as they have in past years. Additionally, many events focused on reaching young males were cancelled.

Steps being taken to make progress:

To get back on track, the highway safety office and its partners are ramping up both tried and true efforts, and are creating new programs to reduce alcohol-impaired driving fatalities. For example, the number of police officers trained in Advanced Roadside Impaired Driving Enforcement, or ARIDE, has doubled during the past 12 months. Also, partner Washington Regional Alcohol Program began holding its earned media efforts, including press conferences, in person in August 2021.

Speed-Related Fatalities

Virginia's speed-related fatalities were 121 for the first 4 months of 2022. This is 4 more fatalities as compared to 117 speed-related fatalities during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Speed-Related Fatalities (121):
- 34% (41) were ages 21 - 35
- 32% (39) occurred in February (highest month)
- 37% (45) occurred during the weekend (Saturday/Sunday)
- 36% (44) occurred between 3pm and 9pm (highest times)
- Top jurisdictions: Fauquier County (7), Chesterfield County/Fairfax County (5 each)
- Top driver actions contributing to the speed-related fatalities – Failure to maintain control of the vehicle, running off the road and speed

Reasons for not being on track:

Manpower is an issue for a lot of departments. There are various reasons for this issue. Unfortunately COVID -19 is still having an impact on enforcement efforts. Some agencies are still hesitant to make contact with violators of traffic laws due to COVID. Some agencies are still under self-suspension with their DMV grant funded projects. Legislative changes in 2020 have made it a challenge for some law enforcement to make traffic stops. Law enforcement may be hesitant to make stops because of these changes. All of these make it more of a challenge for law enforcement to enforce traffic laws.

Steps being taken to get on track:

The FY23 HSP speed strategies included 600 speed SAT patrols to be conducted by local law enforcement agencies and 875 speed SAT patrols to be conducted by VSP. Through the first quarter local LE agencies have conducted 1760 Speed SAT patrols. VSP conducted 177 Speed SAT patrols in the first quarter. Additionally, multiple Speed "Right Now" educational messages have been sent to local partners to share and educate their communities. VAHSO staff will continue to encourage law enforcement to be diligent in their enforcement efforts and continue to provide educational messages to our partners.

Motorcyclist Fatalities

Virginia's motorcyclist fatalities were 17 for the first 4 months of 2022. This is 1 more fatality as compared to 16 motorcyclist fatalities during the same time period in 2021. In the advent of the

COVID-19 pandemic, Virginia continues to monitor the data, conduct training and implement messaging where appropriate.

- Motorcyclist Fatalities (17):
- 59% (10) were ages 21 - 35
- 41% (7) occurred in February (highest month)
- 59% (10) occurred on a Wednesday or a Saturday (5 each)
- 71% (12) occurred between 3pm and 9pm (highest times)
- Top jurisdiction:
    - Virginia Beach City (2)
- Top driver actions contributing to the motorcyclist fatalities – Speed and Failure to maintain control of the vehicle, running off the road

Reasons why we are not on track:

VA has experienced 102 fatalities in 2021. Overall driving behavior has changed significantly across the Commonwealth with the increase in work from home. Over the last 24 months there has been a measured decrease in overall traffic density combined with a significant increase in road speeds in all road environments. Road speed remains the key factor in (53%) of the motorcycle fatalities in the past two years. Alcohol remains a serious factor (19%) within our fatal crashes statically.

Steps we are taking to get on track:

VAHSO is working to bring our community based college training programs back operationally since they were significantly impacted by COVID restriction in 2020 and 2021. VAHSO is purchasing new motorcycles to restart their programs and is working to increase the number of training sites available across the state by three locations in 2022. VAHSO has restarted our Ridercoach Preparation training program and will add an additional 50 coaches across the state to support motorcycle training. We continue to focus our media buys toward the motorcycle communities where our crash data shows the highest concentration of fatalities. VAHSO have been adding emphasis to two advanced training programs (not supported by Highway Safety Grants) within the Commonwealth that help riders improve their skills: The Virginia State Police Program – Ride to Save Lives and NoVA Cone Camp. VAHSO is working with our Motorcycle Training community to find ways to increase availability and attendance to Advance Training programs that include low speed maneuvers, cornering skills, braking skills and drug/alcohol discussions. VAHSO have increased our Motorcycle Safety communications to all registered vehicle dealers in the state (630 companies) to expand awareness of our various safety campaigns through the Motor Vehicle Dealer Board bi-monthly newsletters. VAHSO continues to use direct email communications prior to all media campaigns reaching out to the 21 licensed training schools, and the approximate 200 ridercoach trainers. VAHSO will expand that email communications to include direct communication with the 89 registered motorcycle dealers in the state.

Unhelmeted Motorcyclist Fatalities

Virginia's unhelmeted motorcyclist fatalities were 0 for the first 4 months of 2022. This is 1 less fatality as compared to 1 unhelmeted motorcyclist fatality during the same time period in 2021. In the advent

of the COVID-19 pandemic, Virginia continues to monitor the data, conduct training and implement messaging where appropriate.

- Unhelmeted Motorcyclist Fatalities (0)

Why we are not on track:

VA experienced 7 fatalities in 2021. Overall driving behavior has changed significantly across the Commonwealth with the increase in work from home. Over the last 24 months there has been a measured decrease in overall traffic density combined with a significant increase in road speeds in all road environments. Road speed remains the key factor in (53%) of the motorcycle fatalities in the past two years. Virginia remains a Universal Helmet state.

Steps we're taking to get on track:

We continue to focus our media buys (gear related) toward the motorcycle communities where our crash data shows the highest concentration of fatalities. We will build a more directed message campaign to share within the training community of new riders to always wear a helmet. A more detailed review of the 7 unhelmet fatalities will be conducted to better understand underlying factors that resulted in the rider breaking the law by not wearing a helmet. This review will be distributed to our training schools to disseminate further to the 15,000 students that are expected in the training schools this year. We have increased our Motorcycle Safety communications to all registered vehicle dealers in the state (630 companies) to expand awareness of our various safety campaigns through the Motor Vehicle Dealer Board bi-monthly newsletters. We continue to use direct email communications prior to all media campaigns reaching out to the 21 licensed training schools, the approximate 200 ridercoach trainers. We will expand that email communications to include direct communication with the 89 registered motorcycle dealers in the state.

Drivers Age 20 or Younger Involved in Fatal Crashes

Virginia's young drivers age 20 or younger involved in fatal crashes were 12 for the first 4 months of 2022. This is 2 less driver fatalities as compared to 14 young driver fatalities recorded during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data and implement messaging where appropriate.

- Driver Fatalities (12):
- 58% were age 19 (4) or age 17 (3)
- 67% (8) occurred in February/March (4 each)
- 50% (6) occurred on a Saturday/Monday (3 each)
- Top jurisdictions:
    - 1 fatal crash in 12 different jurisdictions
- Top driver action contributing to the fatal crashes - Failure to maintain control of the vehicle, running off the road and over correction

Reasons we are not on track:

- DMV and most of our partners are not using platforms that resonate with our younger drivers as much as we should (we're using Facebook and Twitter, whose users skew older, rather than TikTok or YouTube, which have a younger user base).
- Our messaging is not necessarily appealing to our younger male focus audience (they may ignore PSA's that seem "preachy" or "corny") – based on info from focus groups.

Steps we are taking to get on track:

- We are working with YOVASO to develop an organic TikTok video campaign with teen input and utilizing a diverse group of real teens as talent rather than professional actors.
- We plan to branch out into youth-friendly platforms like Twitch, Snap Chat, YouTube, and TikTok.
- Our media contractor, NDP, is currently doing paid media buys on Twitch.
- We're currently doing focus groups (occupant protection pilot) to obtain perspectives from the young male focus audience (seeing what works and what doesn't, how we can change their behavior, and what tactics and specific types of media resonate with them).
- DMV will move away from platforms that skew older, like Facebook and Twitter, when it comes to our young driver safety messaging.

Pedestrian Fatalities

Virginia's pedestrian fatalities were 46 for the first 4 months of 2022. This is 8 more as compared to 38 pedestrian fatalities during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Pedestrian Fatalities (46):
- 61% (28) were over age 50
- 39% (18) occurred in February (highest month)
- 22% (10) occurred on a Wednesday (highest day)
- 61% (28) occurred between 6pm and midnight (highest times)
- Top jurisdictions: Norfolk City (7), Fairfax County (5) and Chesterfield County (4)
- Top pedestrian actions contributing to the fatalities – Crossing the roadway – not at an intersection

Reasons why we are not on track:

- COVID-lack of contact by law enforcement due to manpower and competing priorities
- Legislation (46.2-923: How and where pedestrians to cross highways) - No law-enforcement officer shall stop a pedestrian for a violation of crossing highway. No evidence discovered or obtained as the result of a stop in violation of this subsection, including evidence discovered or obtained with the person's consent, shall be admissible in any trial, hearing, or other proceeding.
- Enforcement - manpower and competing priorities
- COVID - motorist driving behaviors have been changing. Speeding, alcohol and distraction were contributing facts to the increase in pedestrian fatalities

Steps we are taking to get on track:

The Virginia DMV is concerned about the numbers of individuals falling victim to pedestrian crashes. As a result of the number of fatalities, Virginia received NHTSA 405h funds which have been useful to develop a pedestrian safety campaign. See the following:

Link: https://youtu.be/ndTzbZjALTA

The campaign aired in July 2021 and is schedule to be broadcast again in June 2022 to promote pedestrian safety. Originally, the campaign aired statewide with emphasis in Richmond, Roanoke and Portsmouth. Ultimately, the goal of this campaign is to change behavior and encourage pedestrians to mind the rules of the road in hopes of decreasing the number of pedestrians involved in crashes statewide.

The following link shows the results to the campaign.

https://mail.google.com/mail/u/0?ui=2&ik=1393c98c49&attid=0.1&permmsgid=msg-f:1714797558469866275&th=17cc2f4b464db323&view=att&disp=inline

Pedestrian Priority Strategies are:

1. Implement roadway improvements that recognize and address human mistakes and vulnerabilities.
2. Adopt an approach that considers risk when prioritizing areas for safety improvements and programs.
3. Recognize traffic safety as a public health issue and establish policies and programs that promote safe behavior and reduce crash severity outcomes.
4. Develop and implement programs that provide education and awareness to high-risk road users.
5. Implement innovative solutions and utilize current and emerging technologies.

Participants of the Virginia Pedestrian Safety Task Force are encouraged to collaborate with community representatives to address and promote pedestrian safety. While it is said, pedestrian safety may be a localized issue, it seems a call to action for national messaging would be appropriate to address the increase in those falling victim to such tragic events.

Selective enforcement efforts include partnering with 7 law enforcement agencies in northern Virginia as well as 8 other jurisdictions in the Commonwealth to enforce and address pedestrian safety throughout the year. Legislative changes made in the general assembly have had an impact on enforcing pedestrian violations. Adapting to the legislation has caused agencies to modify their approach to interacting with pedestrians in an effort to promote safe practices while walking along and crossing the roadways. Also, some statewide projects were impacted from completing the estimated tasks due to the COVID 19 coronavirus.

The program “Street Smart” held its spring kick-off in April 2022. The event was hosted by Arlington County and other Virginia partners.

- **Event Photos:** can be viewed here.
- **Media Coverage:** Here is a list of media who attended the event and/or are doing stories on Street Smart:
    - WJLA-TV (ABC)
    - WTTG-TV (Fox)
    - WDMV – link to story
    - Rudaw Media Network
    - Telemudo covered the campaign the night before the event.
    - Univision also said they would cover.

- **Event Video** is in processing.
- **Social Media Toolkit:** Thank you to all who have been supporting the campaign with social media. We have campaign images, web banners, email content, and season-specific posts in our digital toolkit, which you can download here
- **Enforcement Activations:** Enforcement activations will be happening throughout the region, and my colleague Jami Hill will be coordinating with law enforcement contacts to gather specifics. The enforcement reporting form is here.
- **Testimonial Wall:** locations are in the process of being confirmed.

The event was a huge success and it is hoped the message will make walking and biking safer for the many communities' which actively support the "Shatter Lives" initiative.

Bicycle Fatalities

Virginia's bicycle fatalities were 2 for the first 4 months of 2022. This is the same as compared to 2 bicycle fatalities during the same time period in 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data and implement messaging where appropriate.

- Bicyclists Fatalities (2):
- Age – 39/59
- Month – January/February
- Day – Friday/Saturday
- Time – Noon – 3pm/3pm – 6pm
- Jurisdictions – Botetourt County/Mecklenburg County
- Driver actions contributing to the crashes – Did not have the right-of-way, no improper action

The Virginia DMV/VAHSO is concerned about the numbers of individuals falling victim to bicycle crashes. As a result of the number of fatalities, Virginia works with stakeholders to promote safe cycling.

Bicycling and Pedestrian priorities often apply to each mode of transportation. Therefore, these strategies are encouraged to promote safety among the vulnerable roadway users.

1. Implement roadway improvements that recognize and address human mistakes and vulnerabilities.
2. Adopt an approach that considers risk when prioritizing areas for safety improvements and programs.
3. Recognize traffic safety as a public health issue and establish policies and programs that promote safe behavior and reduce crash severity outcomes.
4. Develop and implement programs that provide education and awareness to high-risk road users.
5. Implement innovative solutions and utilize current and emerging technologies.

The DMV encourages community education and therefore the distribution of approved guides and pamphlets are shared among our safety advocates. The materials promote safety and define laws in an effort to keep all cyclists and motorists apprised of the multimodal transportation methods that are widely used by all age groups.

Selective enforcement efforts include partnering with 7 law enforcement agencies in northern Virginia as well as 8 other jurisdictions in the Commonwealth to enforce and address both bicycle and

pedestrian safety throughout the year. Also, some selective enforcement projects throughout the Commonwealth were impacted from completing the estimated tasks due to the COVID 19 coronavirus.

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- **Event Photos:** can be viewed here.
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The event was a huge success and it is hoped the message will make walking and biking safer for the many communities' which actively support the "Shatter Lives" initiative.

Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)

Virginia's seat belt use rate was 81.7% for 2021. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data and implement messaging where appropriate.

Reasons why we are not on track:

- COVID – lack of contact by law enforcement due to manpower and competing priorities
- Legislation – reduced primary laws for probable cause for a traffic stop.
- Enforcement - manpower and competing priorities
- Public perception of police - the social climate over the past few years has carried forward.

Steps we are taking to get on track:

- Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization.
- Conduct an attitudinal, telephone survey that will include questions regarding seat belt use, impaired driving, and speeding.
- DMV and non-profit OP public education and driver awareness through sustained messaging efforts outside of CIOT May and November campaigns utilizing social media, the workplace and other events.

- Continue to implement programs to address the young driver and occupant protection problem, engage youth in peer-to-peer educational programs designed to change knowledge and beliefs, modify attitudes and teach new skills.
- Develop educational messaging designed to change knowledge and beliefs, modify attitudes, and teach new skills to Virginia's areas of need, to include diverse communities and underserved communities' population.
- Continue the distribution of "Right Now" communications providing data and available educational resources two times a fiscal year to our highway safety partners.
- **NOTE:** Due to COVID19, Virginia did not complete a Seat Belt Use Survey in 2020. 2019's survey rate was used for 2020.

Drugged Driver Fatalities (Data is 2020 vs 2019 - most recent available)

Virginia's drugged driver fatalities were 57 for the first 4 months of 2020. This is 5 less fatalities as compared to 62 drugged driver fatalities during the same time period in 2019. In the advent of the COVID-19 pandemic, Virginia continues to monitor the data, reach out to law enforcement and implement messaging where appropriate.

- Drugged Driver Fatalities (57):
- 51% (29) were ages 21 - 35
- 42% (24) occurred in January (highest month)
- 42% (24) occurred on Friday (14)/Thursday (10)
- 25% (14) occurred between 6pm and 9pm (highest time period)
- Top jurisdictions:
    - Hampton City (4)
    - Virginia Beach City/Fauquier County/King William County (3 each)
- Top driver actions contributing to the drugged driver fatalities – Failure to maintain control of the vehicle, running off the road and speed

Reasons why we are not on track:

Virginia is not on track because efforts and activities normally employed to reduce drugged driving fatalities were curtailed due to the pandemic. Law enforcement training courses, including Advanced Roadside Impaired Driving Enforcement, or ARIDE, Standardized Field Sobriety Test courses, and Drug Recognition Expert (DRE) schools had to be postponed while in-person events were suspended during the pandemic.

Steps we are taking to get on track:

To get back on track, two DRE schools have been held since December 2021 with 61 trained DRE officers currently. Additionally, the number of police officers trained in ARIDE has doubled during the past 12 months.

Based on the information in the above "Virginia Performance Report Chart-2023 Highway Safety Plan", the "on track" to meet FY2022 targets were identified as follows: Fatalities in Traffic Crashes, Fatalities/VMT, and Distracted Driving Fatalities.

Reasons why we are on track:

Virginia is on track to meet the above performance measures because of our continuous statewide messaging and enforcement efforts. Virginia will continue, and enhance, these initiatives towards progress being made.

Virginia's Performance Plan

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

CORE OUTCOME PERFORMANCE MEASURES

Fatalities

In Virginia, traffic fatalities increased fourteen percent in 2021 as compared to 2020 (968 vs. 847). Failure to maintain control of the vehicle, running off the road and speed accounted for forty-one

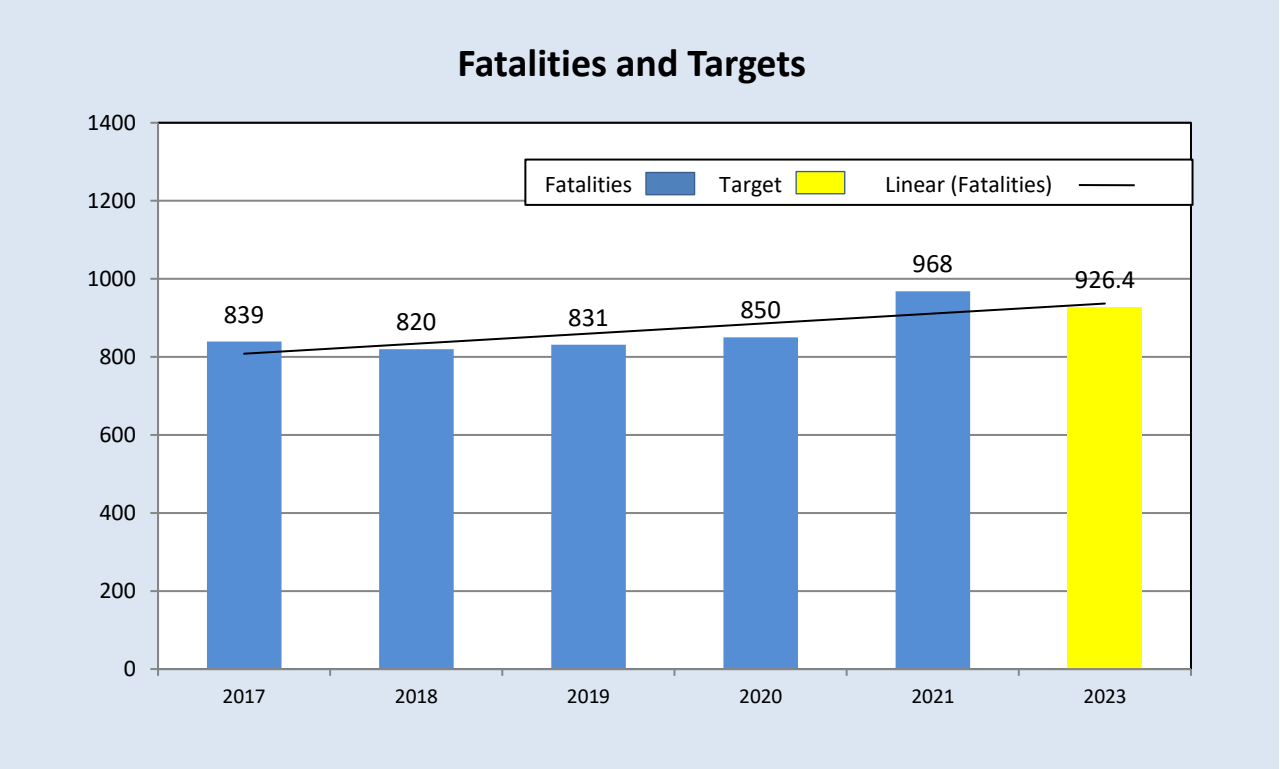
percent of the fatalities. Over one quarter of the fatalities were between the ages of 21-35 (29 percent). October was the month with the highest number of fatalities, twelve percent. Thirty-three percent of the fatalities occurred between the hours of noon and 6pm. The top jurisdictions for the fatalities were (1) Fairfax County, (2) Henrico County, (3) Virginia Beach City, (4) Prince William County, and (5) Norfolk City. Virginia does not have a major problem with fatal crashes resulting from unsecured loads recording 0 in 2020 and 0 in 2021. Virginia will monitor this data for any changes.

Measure C-1 Fatalities: Reduce total fatalities to 926.4 by 2023

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021*	926.4
Fatalities	839	820	831	850	968	

Note: New method to calculate the 2023 target. FARS data - 2017-2020

* 2021 is TREDS data



Justification: See “Coordinated Outcomes” pgs. 32-33

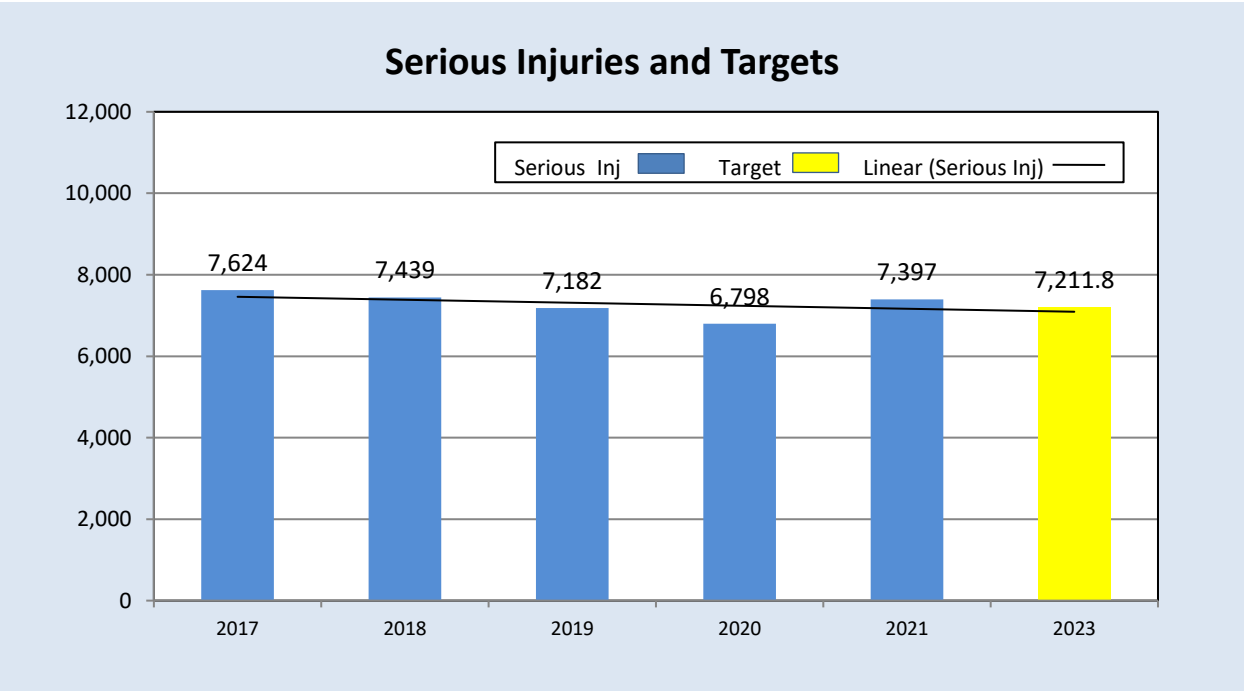
Serious Injuries

In Virginia, serious injuries in traffic crashes increased nine percent in 2021 as compared to 2020 (7,397 vs. 6,798). Failure to maintain control of the vehicle (which includes running off the road), not having the right-of-way, and following to close accounted for 34 percent of the serious injuries. Thirty-four percent of the serious injuries were between the ages of 21-35. May was the month with the highest number of serious injuries, ten percent. The highest number of serious injuries, twenty-one percent occurred between the hours of 3pm and 6pm. The top jurisdictions for the serious injuries were (1) Hampton City, (2) Fairfax County, (3) Richmond City, (4) Newport News City, and (5) Virginia Beach City.

Measure C-2 Serious Injuries: Reduce serious traffic injuries to 7,211.8 by 2023

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	7,211.8
Serious Injuries	7,624	7,439	7,182	6,798	7,397	

Note: 2021 calendar base year data was used to calculate the 2023 target. 2017-2021 is TREDS data



Justification: See “Coordinated Outcomes” pgs. 32-33.

Fatalities/VMT

Measure C-3a: Reduce fatalities/100 Million VMT to 1.134 by 2023.

	Baseline Data					2023 Target
	2017	2018	2019	2020	2021	1.134
Fatalities Per 100M VMT	0.98	0.96	0.97	1.12	1.13	

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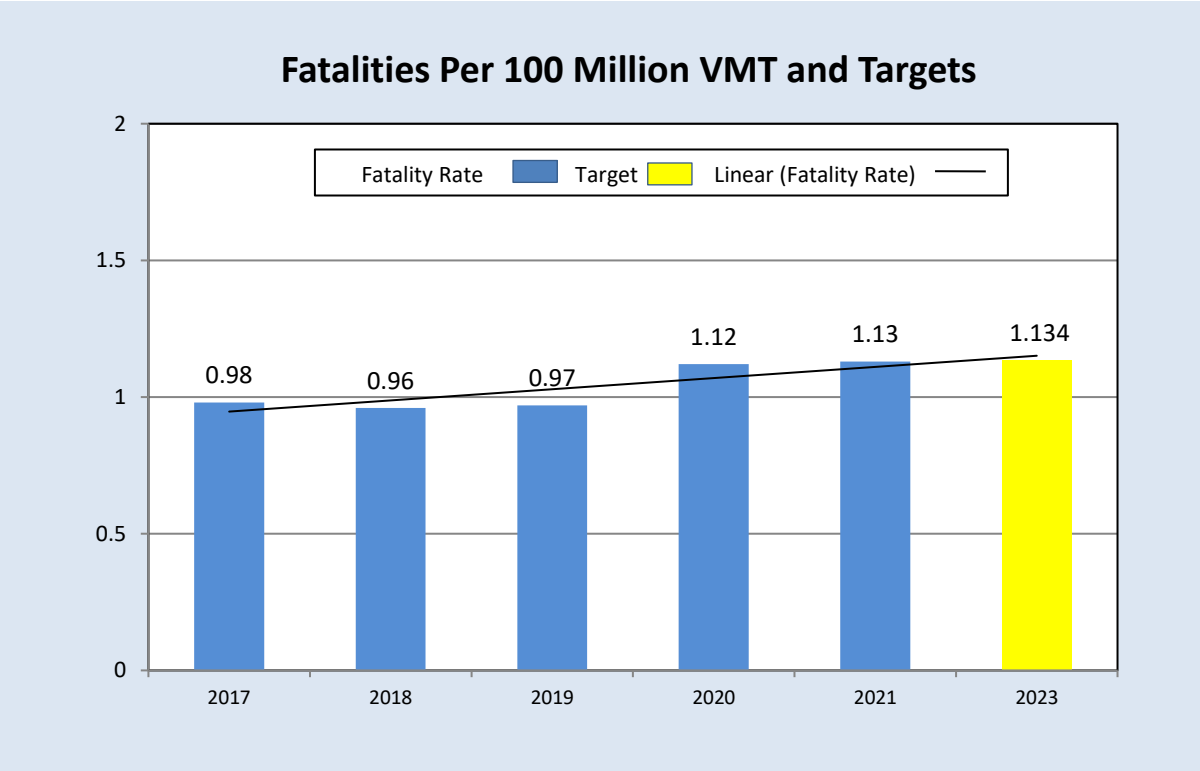


Justification: See “Coordinated Outcomes” pgs. 32-33

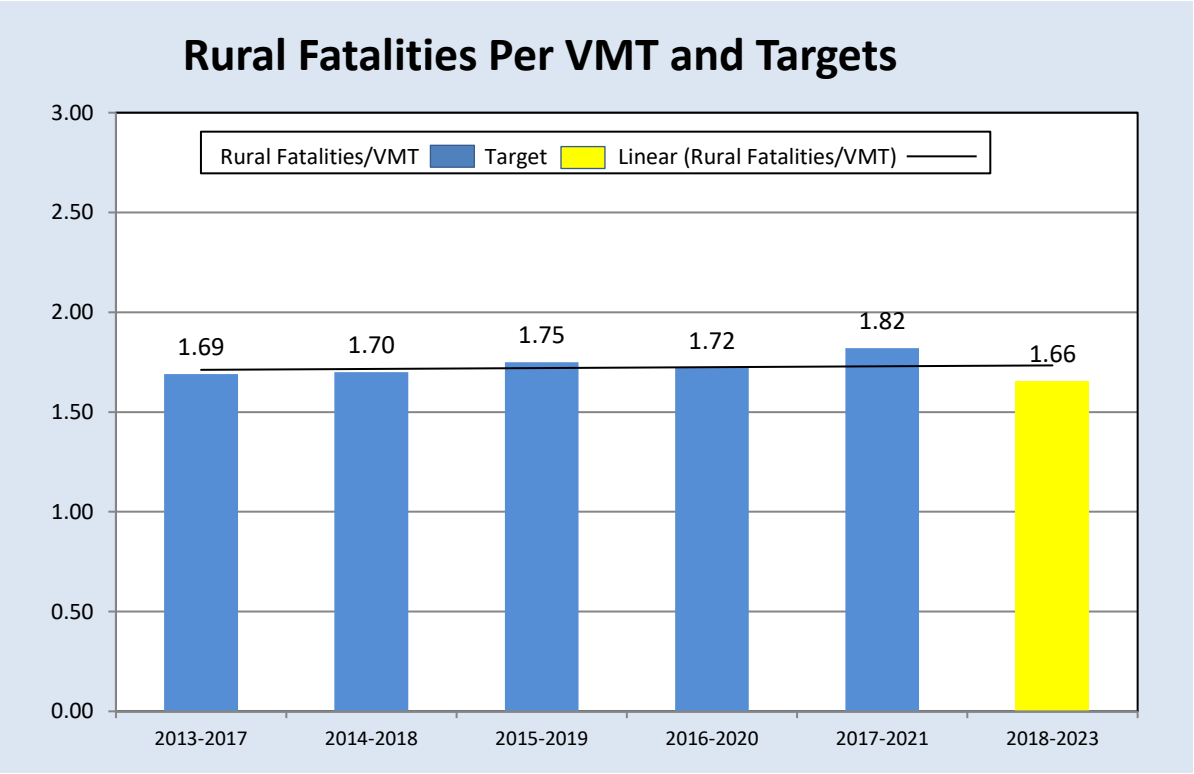
Measure C-3b: Reduce rural fatalities per 100M VMT 9 percent from the 1.82 to 1.66 (2019-2023 rolling average) by 2023.

	Baseline Data	2023 Target

	2017	2018	2019	2020	2021	
Rural Fatalities (per 100M VMT)	1.78	1.62	1.70	1.85	1.82	1.66

Note: 2021 calendar base year data was used to calculate the 2023 target. 2021 data is preliminary due to rate calculation using the estimated 2021 VMT data.

Source: 2021 data is TREDS

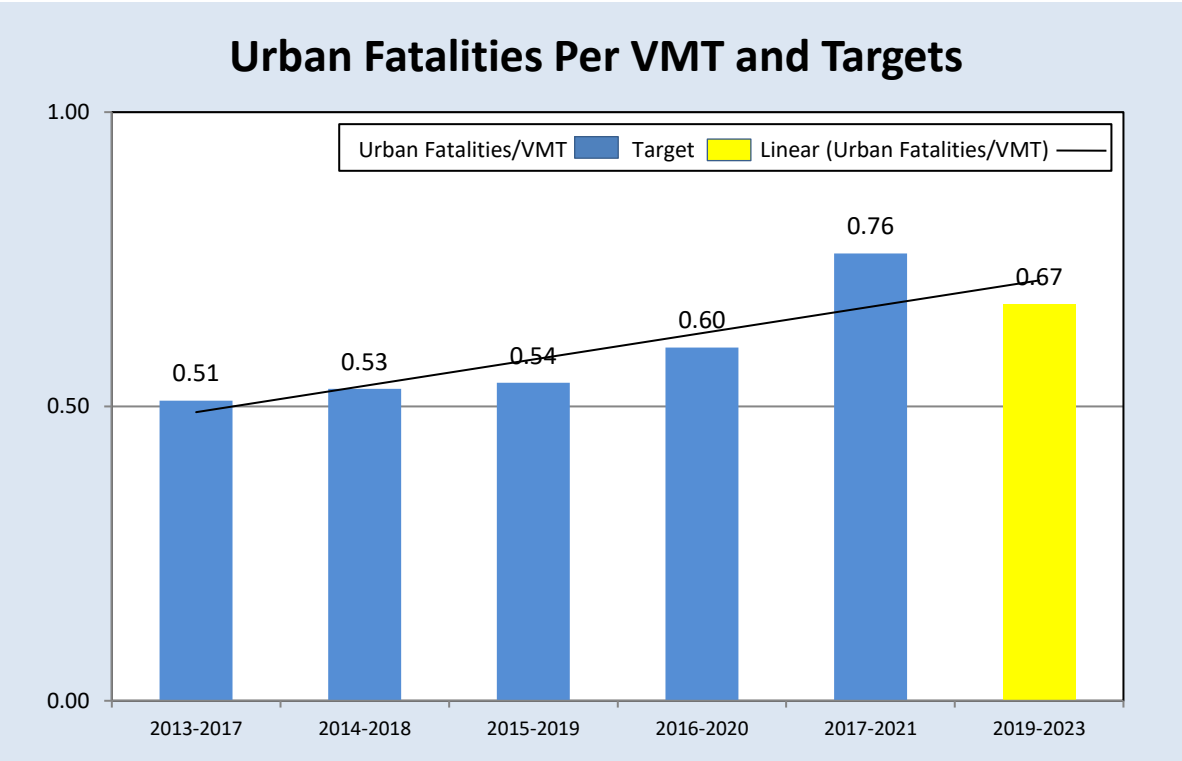


Justification: Virginia Highway Safety Office conducted trend analyses based on actual numbers, 3-year and 5-year rolling averages. Virginia Highway Safety Office selected the 5-year rolling average in rural fatalities per 100M VMT as a more achievable target than the actual number or 3-year rolling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

Measure C-3c: Reduce urban fatalities per 100M VMT 11 percent from the 0.76 to 0.67 (2019-2023 rolling average) by 2023.

	Baseline Data					2023 Target
	2017	2018	2019	2020	2021	0.67
Urban Fatalities (per 100 VMT)	0.57	0.61	0.59	0.72	0.76	

Note: 2021 calendar year base data was used to calculate the 2023 target. 2021 data is preliminary due to rate calculation using the estimated VMT.



Justification: Virginia Highway Safety Office conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia Highway Safety Office selected the 5-year rolling average linear trend line that projected an 11 percent reduction for urban fatalities per 100M VMT. Virginia chose this as a more achievable target than the annual or 3-year rolling average projections.

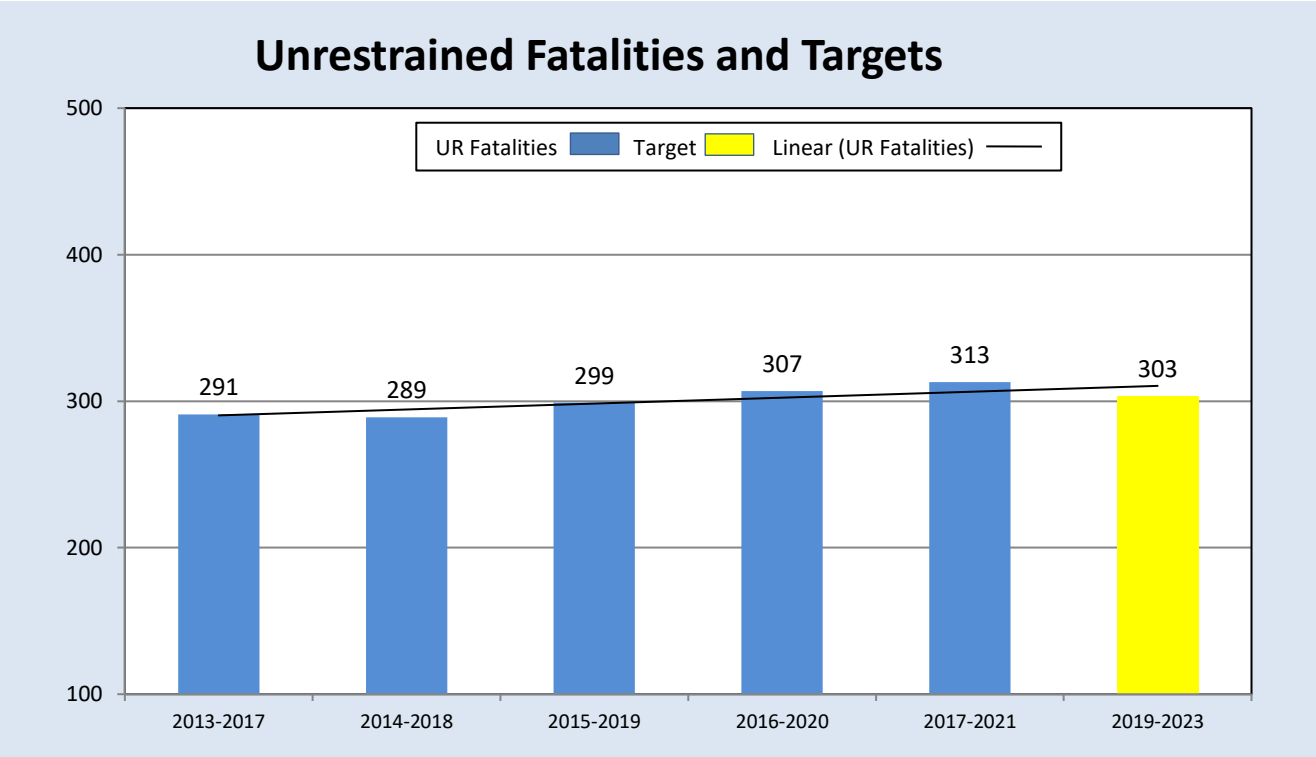
Occupant Protection Program Area

Analysis of our data shows 48 percent of occupants killed in Virginia crashes during 2021 were not wearing safety restraints (above the national average of 47 percent.) Three-hundred twenty-seven unrestrained passenger vehicle occupants were killed on Virginia roadways. Fifty-eight percent of the fatalities were between the ages of 21-50. The highest percentage of the fatalities, 35 percent occurred in October (42), May (39), and August (33). 31 percent of the fatalities occurred on Saturday/Sunday and 35 percent occurred between 9pm and 3am. Failing to maintain control of the vehicle, running off the road, along with speed, accounted for 57 percent of the driver's actions. The top jurisdictions where the fatalities occurred were Fairfax County, and Norfolk City/Augusta County/Chesterfield County/Henrico County/Prince William all tied for second.

Measure C-4: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 3 percent from 313 (2017-2021 rolling average) to 303 (2019 – 2023 rolling average) by 2023

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	303
Unrestrained Passenger Vehicle Occupant Fatalities	306	293	301	340	327	

Note: 2021 calendar year base TREDS data was used to calculate the 2023 target.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average linear trend line that projected a 3 percent reduction in unrestrained passenger vehicle occupant fatalities as a more achievable target than the annual or the 3-year rolling average projections.

Strategies

1. Conduct statewide observational survey pre and post mobilization throughout the state and throughout the year. (CTW Chapter 2-2.1, 3.1) (High Visibility Enforcement)
2. Implement a statewide, high visibility seat belt enforcement campaign with a supporting media campaign to educate the public on the importance of using safety belts. This campaign will support the NHTSA national mobilization. The enforcement mobilization will have particular emphasis on data driven high risk locations for two weeks in May 2023 and two week in November 2022 (CTW Chapter 2-2.1 High Visibility Enforcement) (CTW Chapter 2-3.1 Communications and Outreach)
3. DMV and non-profit OP public education and driver awareness through sustained messaging efforts outside of CIOT May and November campaigns utilizing social media, the workplace and other events. (Outreach)
4. Cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2023. (CTW Chapter 2-2.1, 3.1) (High Visibility Enforcement)
5. Conduct pre-and-post mobilization observational surveys of safety belt use by July 2023 (CTW Chapter 2-2.1, 3.1) (High Visibility Enforcement)
6. Conduct a minimum of 100 occupant protection selective enforcement activities between local agencies and Virginia State Police. (CTW Chapter 2-2.3) (High Visibility Enforcement)
7. Combine selective enforcement of seat belt laws with enforcement of alcohol-related laws during nighttime hours (CTW Chapter 2-2.2) (High Visibility Enforcement)
8. Conduct one, one-day law enforcement Traffic Occupant Protection Strategies (TOPS) workshops. (CTW Chapter 3.1, 3.2) (Education and Training)
9. Conduct at least 40 outreach events and activities with Virginia’s low-income population, areas of need to include diverse communities and underserved communities with information through Virginia’s Child Passenger Safety and Education Campaign by September 2023. (CTW Chapter 2, 3.1, 3.2) (Outreach)
10. Coordinate and/or assist with at least five NHTSA Standardized Child Passenger Safety Technician Certification Courses, four Child Passenger Technician Refresher Courses, one Renewal Course and two Child Passenger Safety Special Needs Certification Courses CPST courses will focus on areas of need. (Education and Training)

	Location	Estimated Number of Participants
1	Bristol Region	15
2	Fairfax Region	15
3	Portsmouth Region	15
4	Richmond Region	15
5	Roanoke Region	15
6	Staunton Region	15

11. Continue the number of safety seats inspected at 12,000; 7000 safety seats will be inspected through safety seat check stations and 2100 safety seats will be inspected at 27 one-day check events. (CTW Chapter 2, 7.2) (Outreach)

12. Provide statewide access to child safety restraints through the Low-Income Safety Seat Distribution Program that will provide child safety restraints to parents /guardians who are eligible, especially in areas of need to include diverse communities and underserved communities. (CTW Chapter 2, 6.2) (Education and Outreach)
13. Provide CPS programs to train and outreach to workforce to include 20% of judicial organizations and 10 marginalized community organizations.
14. DMV and non-profit OP public education and teen driver awareness efforts through social media, the workplace, and other events. A specific example is the Local Heroes Seat Belt media campaign to provide seat belt message to an identified area of the state based on data and the seat belt use rate. (Education and Outreach)
15. Continue to implement programs to address the young driver and occupant protection problem, engage youth in peer-to-peer educational programs designed to change knowledge and beliefs, modify attitudes, teach new skills and buy-in and support for VA's GDL and traffic laws. (CTW Chapter 6) (Education and Outreach)
16. Develop educational messaging designed to change knowledge and beliefs, modify attitudes, and teach new skills to Virginia's areas of need, to include diverse communities and underserved communities' population. (Education and Outreach)
17. Continue the distribution of "Right Now" communications providing data and available educational resources two times a fiscal year to our highway safety partners as well as sustained safety messaging. (CTW Chapter 6) (Education and Outreach)

18. Conduct Officer Belt Use Program to promote and provide resources to law enforcement agencies to promote safety belt use among its own officers to establish good safety habits and to serve as an example of safe driving habits in the community. (CTW Chapter 6) (Outreach)

19. To continue to recruit new and effective partners that will work to **increase** our seat belt use rate and decrease our unrestrained fatalities.

20. Conduct one NHTSA Occupant Protection Assessment of our statewide program.
21. Incorporate the Occupant Protection (OP) Technical Assistance Assessment recommendations now and in the future. The NHTSA OP Technical Assistance Team project will assist in the implementation of two assessment recommendations, both outreach and education.

    a. Develop and implement a minority outreach program using relevant Virginia-based minority organizations
    b. Develop relationships with the Safety Officers of the military bases in Virginia

    The development of these programs will now and in the future:

    1. **<u>Minority Outreach</u>** - Allow the Virginia Highway Safety Office to expand potential earned media opportunities through minority media outlets and assist the Virginia Highway Safety Office with messaging to minority communities. Our goal and desired outcome is to reduce injury and fatalities amongst the minority community, increase seat belt use and to have messaging that reaches the diversity of the Commonwealth. Our state and non-profit sub recipients have been working to include diversity in their grant funded educational materials, however there is still work to be done to ensure we

are messaging and reaching the diverse communities. Our law enforcement agencies have played an important role over the last year in putting out more highway safety message to reach their communities. The law enforcement agencies having been utilizing the social media platforms, websites, and business partners to help educate the community on buckling up as well as other highway safety priority areas.

2. **Military Bases** - Encourage base participation in traffic safety programs for the safety of their personnel, particularly for those who are returning from overseas deployment, and those who are arriving in Virginia to begin their deployment on one of the Commonwealth's 27 bases. Our goal and desired outcome is to reduce injury and fatalities amongst the military community, increase seat belt use and to work directly with the military bases to provide resources in the area of highway safety. State, nonprofit agencies would play a key role in supporting this recommendation. The support of the military installations would also be key in implementing this recommendation. Law enforcement would also play a role in supporting this effort. The number of military installations that agree to support and be engaged with the program will be a key measurement of success.

Occupant Protection: Budget Summary

Program Area	Project Focus	Budget	Funding Source
BOP	Occupant Protection	3,156,620.00	BIL NHTSA 402
FM2OP	Occupant Protection	248,143.00	FAST Act 405b OP Low
FM2PE	Occupant Protection	345,585.00	FAST Act 405b OP Low
BM2HVE	Occupant Protection	193,000.00	BIL 405b OP Low
SM2CSS	Occupant Protection	26,130.00	SUPP BIL 405b Low
SM2TR	Occupant Protection	43,360.00	SUPP BIL 405b Low
FDL*OP	Occupant Protection	28,692.00	FAST Act 405d Impaired Driving Low (Flex)
Total All Funds		**4,041,530.00**	

OCCUPANT PROTECTION PROJECTS

Project Number: **BM2HVE-2023-53124-23124**
Sub-recipient **Virginia Dept of State Police**
Project Title: Selective Enforcement - Occupant Protection
Project Description: Selective enforcement for occupant protection violations.
Project Amount: 190,000.00
Match Amount: 47,500.00
Indirect Cost: 0.00
Local Benefit: 0.00
TSEP Project: Yes

Project Number: **BM2HVE-2023-53346-23346**
Sub-recipient **Lee County**
Project Title: Selective Enforcement - Occupant Protection
Project Description: Selective enforcement for occupant protection violations.
Project Amount: 3,000.00
Match Amount: 750.00
Indirect Cost: 0.00
Local Benefit: 0.00
TSEP Project: Yes

Project Number: **BOP-2023-53010-23010**
Sub-recipient **Virginia Dept of Motor Vehicles**
Project Title: Local Heroes Campaign
Project Description: Educational campaigns to increase seat belt use and save lives.
Project Amount: 516,000.00
Match Amount: 129,000.00

Indirect Cost:	0.00
Local Benefit:	516,000.00
TSEP Project:	No
Project Number:	**BOP-2023-53017-23017**
Sub-recipient	**South Boston Town**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	7,721.00
Match Amount:	1,930.25
Indirect Cost:	0.00
Local Benefit:	7,721.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53048-23048**
Sub-recipient	**Onancock Town**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	8,360.00
Match Amount:	2,090.00
Indirect Cost:	0.00
Local Benefit:	8,360.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53054-23054**
Sub-recipient	**Exmore Town**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	1,800.00
Match Amount:	450.00
Indirect Cost:	0.00
Local Benefit:	1,800.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53056-23056**
Sub-recipient	**New Kent County**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	9,000.00
Match Amount:	2,250.00
Indirect Cost:	0.00
Local Benefit:	9,000.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53057-23057**
Sub-recipient	**Virginia Beach City**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	29,400.00

Match Amount:	7,350.00
Indirect Cost:	0.00
Local Benefit:	29,400.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53065-23065**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Youth of Virginia Speak Out (YOVASO) Peer-to-Peer Education Program - OP
Project Description:	Peer-to-peer program for middle and high school students focusing on occupant protection.
Project Amount:	311,667.00
Match Amount:	77,916.75
Indirect Cost:	26,618.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53081-23081**
Sub-recipient	**Prince William County**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	38,500.00
Match Amount:	9,625.00
Indirect Cost:	0.00
Local Benefit:	38,500.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53117-23117**
Sub-recipient	**Norfolk City**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	9,000.00
Match Amount:	2,250.00
Indirect Cost:	0.00
Local Benefit:	9,000.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53128-23128**
Sub-recipient	**Prince George County**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	6,560.00
Match Amount:	1,640.00
Indirect Cost:	0.00
Local Benefit:	6,560.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53169-23169**
Sub-recipient	**Dickenson County**
Project Title:	Selective Enforcement - Occupant Protection

Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	3,000.00
Match Amount:	750.00
Indirect Cost:	0.00
Local Benefit:	3,000.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53191-23191**
Sub-recipient	**Lexington City**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	3,500.00
Match Amount:	875.00
Indirect Cost:	0.00
Local Benefit:	3,500.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53217-23217**
Sub-recipient	**Chatham Town**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	6,000.00
Match Amount:	1,500.00
Indirect Cost:	0.00
Local Benefit:	6,000.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53249-23249**
Sub-recipient	**Drive Safe Hampton Roads**
Project Title:	Occupant Protection
Project Description:	Promote and encourage seat belt use to reduce unrestrained fatalities.
Project Amount:	57,729.00
Match Amount:	14,432.25
Indirect Cost:	0.00
Local Benefit:	57,729.00
TSEP Project:	No
Project Number:	**BOP-2023-53256-23256**
Sub-recipient	**Buena Vista City**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	3,500.00
Match Amount:	875.00
Indirect Cost:	0.00
Local Benefit:	3,500.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53315-23315**
Sub-recipient	**Tazewell County**

Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	13,750.00
Match Amount:	3,437.50
Indirect Cost:	0.00
Local Benefit:	13,750.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53321-23321**
Sub-recipient	**ODU Research Foundation**
Project Title:	Occupant Protection in Virginia: Pressing Evaluation Results
Project Description:	Produce plans for DMV to consider in programmatic development, implementation, and evaluation efforts to increase seat belt use.
Project Amount:	138,286.00
Match Amount:	34,571.50
Indirect Cost:	28,535.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53323-23323**
Sub-recipient	**Buchanan County**
Project Title:	Selective Enforcement - Occupant Protection
Project Description:	Selective enforcement for occupant protection violations.
Project Amount:	10,500.00
Match Amount:	2,625.00
Indirect Cost:	0.00
Local Benefit:	10,500.00
TSEP Project:	Yes
Project Number:	**BOP-2023-53328-23328**
Sub-recipient	**Carilion Health Systems**
Project Title:	The Child Passenger Safety Program at Carilion Children's Hospital
Project Description:	Purchase and distribution of standard and special needs child passenger safety restraints.
Project Amount:	25,200.00
Match Amount:	6,300.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53347-23347**
Sub-recipient	**Virginia Dept of Health**
Project Title:	Virginia Department of Health Child Passenger Safety Program
Project Description:	Virginia Department of Health Child Passenger Safety Program.
Project Amount:	301,610.00
Match Amount:	75,402.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Project Number:	**BOP-2023-53403-23403**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Occupant Protection Paid Media
Project Description:	OP media messaging for CIOT and messaging outside of CIOT.
Project Amount:	1,976,000.00
Match Amount:	494,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53422-23422**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	2023 Occupant Protection Assessment
Project Description:	To conduct the required NHTSA OP Assessment.
Project Amount:	33,000.00
Match Amount:	8,250.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FDL*OP-2023-53028-23028**
Sub-recipient	**Ballad Health**
Project Title:	Child Passenger Safety Program
Project Description:	Provide additional child passenger resources to Southwest Virginia, including car seats and child passenger safety technicians.
Project Amount:	28,692.00
Match Amount:	7,173.00
Indirect Cost:	2,608.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM2OP-2023-53326-23326**
Sub-recipient	**ODU Research Foundation**
Project Title:	Virginia Seat Belt and CORE Surveys 2023
Project Description:	Complete two federally-required projects: the Virginia seat belt roadside survey and the self-report driver survey to assess seat belt, impaired driving, and speeding behaviors CORE survey.
Project Amount:	248,143.00
Match Amount:	62,035.75
Indirect Cost:	38,282.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM2PE-2023-53045-23045**
Sub-recipient	**Drive Smart of Virginia**
Project Title:	Occupant Protection Education & Outreach
Project Description:	Seat belt education outreach.
Project Amount:	207,664.00

Match Amount:	51,916.00
Indirect Cost:	18,879.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM2PE-2023-53102-23102**
Sub-recipient	**Eastern VA Medical School**
Project Title:	Car Safety Now: Advancing Child Occupant Protection for Children and Teens
Project Description:	Promote proper use of safety restraints.
Project Amount:	137,921.00
Match Amount:	34,480.25
Indirect Cost:	12,538.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SM2CSS-2023-53073-23073**
Sub-recipient	**Children's Hospital/King's Daughters**
Project Title:	The Child Passenger Safety Program at CHKD
Project Description:	Child passenger occupant protection safety program.
Project Amount:	26,130.00
Match Amount:	6,532.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SM2TR-2023-53009-23009**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Occupant Protection for Children Training Program
Project Description:	Training for occupant protection of children.
Project Amount:	43,360.00
Match Amount:	10,840.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Alcohol Impaired Driving Program Area

In Virginia, the average age of the drinking driver killed was 41. Ninety-three percent of the fatalities occurred on non-interstate roadways with 45 percent occurring between 6 pm and midnight. Drinking drivers aged 21-35 represent the majority of drivers involved in alcohol-related fatal crashes. Sixty-seven percent of drinking driver fatalities were also speed-related and sixty-seven percent were unrestrained. Single vehicle crashes accounted for seventy-five percent of drinking driver fatalities, twenty percent were two vehicle crashes and five percent involved three or more vehicles. Sixty-eight percent of the drinking drivers ran off the road during the crash. The top localities for alcohol-related fatalities were Virginia Beach City (19), Fairfax County (17), Norfolk City (13) and Henrico County (11).

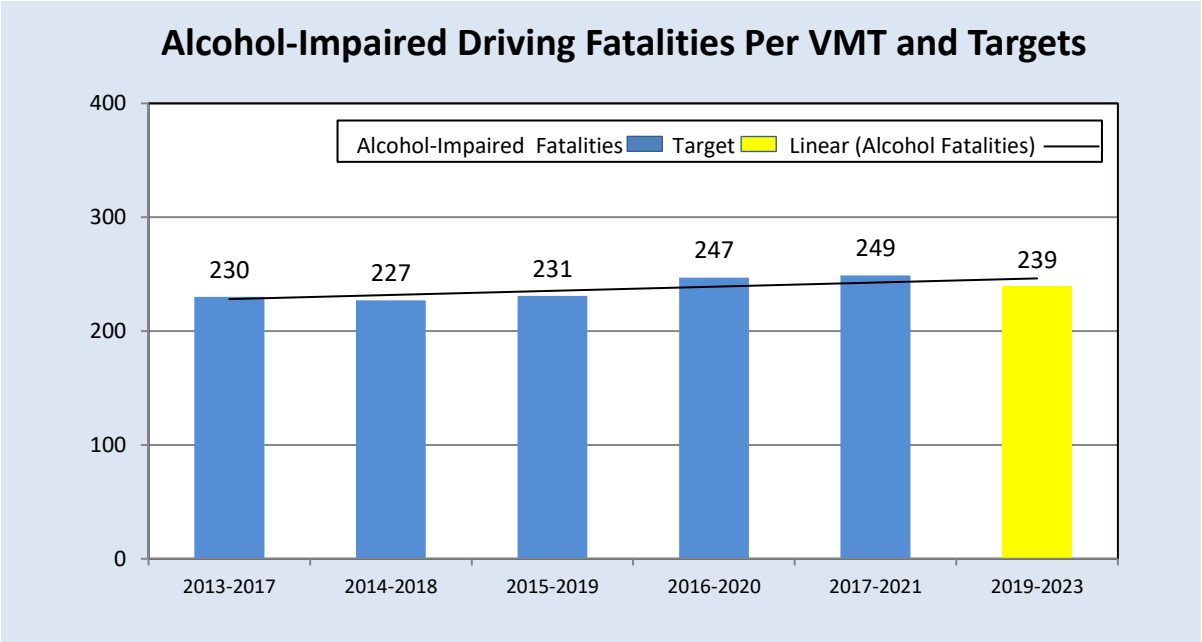
Note: Above 2021 alcohol-related data is from TREDS

Virginia continues to be vigilant in efforts to reduce alcohol-related fatalities and is a low fatality rate state. Virginia's alcohol fatality rate (0.28) is below the national average.

Goal C-5: Reduce alcohol impaired driving fatalities 4 percent from 249 (2017-2021 rolling average) to 239 (2019 – 2023 rolling average) by 2023.

	Baseline Data					2023 Target
	2017	2018	2019	2020	2021	239
Alcohol Impaired Driving Fatalities (FARS)	245	245	237	286	247	

Note: 2021 calendar year base data was used to calculate the 2023 target (TREDS).



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average linear trend line that projected a 4 percent reduction in alcohol-impaired fatalities as a more achievable target than the annual or the 3-year rolling average projections.
Note: Virginia also tracks fatalities because of traffic crashes involving any driver(s) indicated as drinking by the police officer or with any positive BAC.

Strategies

1. Implement a statewide DUI Checkpoint Strike Force/Drive Sober or Get Pulled Over (DSOGPO) 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 and to support the national mobilization during August 2023-September 2023. (CTW, Chapter 1, Section 5.2).

2. Conduct the statewide Checkpoint Strikeforce/Drive Sober or Get Pulled Over (DSOGPO) DUI prevention paid advertising campaign, led by the Washington Regional Alcohol from Labor Day through New Year's Eve. The primary focus will be men ages 21 to 34; with a particular emphasis on the younger portion of this age group since this population has the highest alcohol-related fatalities in Virginia. (CTW, Chapter 1, Section 5.2).

3. Conduct a minimum of 200 DUI Checkpoints and Low Manpower Checkpoints (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3).

4. Continue with one locally based law enforcement DUI Task Force project (CTW, Chapter 1 Section(s) 2.1, 2.2, 2.3).

5. Increase the number of SFST Instructors in the Commonwealth by 15 percent from 234 to 269. (CTW, Chapter 1, Section(s) 2.3). Continue the Standardized Field Sobriety Test (SFST) program to ensure there are properly trained SFST Instructors to implement the SFST Curriculum and SFST Refresher courses in each academy. Hold Instructor Development trainings, Refresher trainings, ensure all materials are up to date, and disseminated. To continue to expand the Standardized Field Sobriety Test (SFST) instructor database

6. Conduct 6 youth peer-to-peer educational programs to focus on the Zero Tolerance as it relates to youth and illegal substances. (CTW Chapter 1, Section(s) 6-5, 7.3)

7. Conduct two Advanced DUI Training for Law Enforcement and Prosecutors that includes topics such as investigative stops, checkpoints, blood testing issues, and DUI manslaughter. This training utilizes a team-training format requiring a team consisting of a prosecutor and a law enforcement officer from the same jurisdiction. (CTW, Chapter 1, Section(s) 1, 2, 3)

8. Conduct a training conference for VASAP program case managers and staff on DWI offender monitoring, ignition interlock and offender recidivism. (CTW, Chapter 1, Section(s) 4.1, 4.3, 4.4)

9. Conduct a statewide judicial conference that provides information to judges on DUI related issues and other traffic safety issues (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.4).

10. Conduct a minimum of 40 basic breath alcohol classes on breath alcohol test equipment. Conduct at least one refresher course for trainers to assist with breath alcohol instruction,

which is essential in helping DFS provide real-world knowledge related to breathe alcohol instrument operation. (CTW, Chapter 1, Section(s) 2.3)

11. Coordinate with the Judicial Outreach Liaison to work with the Virginia Supreme Court to assist with information dissemination and to establish a point of contact between the Highway Safety Office and the judiciary. (CTW, Chapter 1, Section(s) 3.1, 3.2, 3.4)

12. Conduct 3,000 Alcohol Compliance Checks, to be completed by the Virginia Department of Alcoholic Beverage Control (ABC) (CTW, Chapter 1, Section 6.3).

13. Conduct at least two sports related outreach efforts to data based high-risk populations. (CTW, Chapter 1, Section(s) 2.1, 2.2, 2.3, 2.5, 5.2).

14. To continue to promote consumer awareness and acceptance of the Driver Alcohol Detection System for Safety (DADSS). To have the DADSS team to support at least 15 events to advance consumer acceptance. (CTW, Chapter 5)

15. Continue the Drug Recognition Expert (DRE) Program to train officers as drug recognition experts (DREs) that are called upon to differentiate between drug influence and medical and/or mental disorders and their training will be an extremely valuable tool in combating the adverse impact of drug- and alcohol-impaired driving in our Virginia communities. To increase the number of certified DREs from 53 to 73. (CTW, Chapter 1, Section 7.1).

16. Continue the Advanced Roadside Impaired Driving Enforcement (ARIDE) Program to conduct at least eight ARIDE courses to be able to expand the ARIDE program. (CTW, Chapter 1, Section 7.1).

17. To continue with our Traffic Safety Resource Prosecutor (TSRP) through the Commonwealth's Attorneys' Services Counsel ensuring the upgrading of criminal justice administration by providing and coordinating training, education and services for Virginia's prosecutors. To train over 700 law enforcement officers and prosecutors at ten (10) different training programs, including two (2) Advanced DUI for Prosecutors and Law Enforcement, six (6) DUID for Prosecutors and Law Enforcement, one (1) DRE for Prosecutors, and one (1) Impaired Fatal Crash Training for Law Enforcement and Prosecutors.

18. To continue to recruit new and effective partners that will work to decrease alcohol related fatalities.

Alcohol Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
154AL	Alcohol	6,453,104.00	154 Transfer
EDU_AL	Alcohol	884,128.00	BIL 154 Transfer
ENF_AL	Alcohol	1,879,516.00	BIL 154 Transfer
FAL	Alcohol	197,561.00	FAST Act NHTSA 402
FM6OT	Alcohol	3,978,614.00	FAST Act 405d Impaired Driving Low
SM6OT	Alcohol	139,974.00	SUPP BIL 405d Impaired Driving Low
Total All Funds		**13,532,897.00**	

ALCOHOL IMPAIRED PROJECTS

Project Number: **154AL-2023-53082-23082**
Sub-recipient **Henrico County**
Project Title: Selective Enforcement - Alcohol
Project Description: Selective enforcement for alcohol and/or drug impaired driving.
Project Amount: 224,600.00
Match Amount: NA
Indirect Cost: 0.00
Local Benefit: 224,600.00
TSEP Project: Yes

Project Number: **154AL-2023-53084-23084**
Sub-recipient **Prince William County**
Project Title: Selective Enforcement - Alcohol
Project Description: Selective enforcement for alcohol and/or drug impaired driving.
Project Amount: 99,800.00
Match Amount: NA
Indirect Cost: 0.00
Local Benefit: 99,800.00
TSEP Project: Yes

Project Number: **154AL-2023-53095-23095**
Sub-recipient **Automotive Coalition for Traffic Safety, Inc**
Project Title: VA DADSS Pilot Deployment Program
Project Description: Driver alcohol detection system for safety.
Project Amount: 5,061,626.00
Match Amount: NA
Indirect Cost: 454,693.00
Local Benefit: 0.00
TSEP Project: No

Project Number:	**154AL-2023-53279-23279**
Sub-recipient	**Fairfax County**
Project Title:	DUI TF Selective Enforcement
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	1,067,078.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	1,067,078.00
TSEP Project:	Yes
Project Number:	**EDU_AL-2023-53046-23046**
Sub-recipient	**Drive Smart of Virginia**
Project Title:	Impaired Driving Education & Outreach
Project Description:	Impaired driving public information and education outreach.
Project Amount:	500,458.00
Match Amount:	NA
Indirect Cost:	45,496.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**EDU_AL-2023-53248-23248**
Sub-recipient	**Drive Safe Hampton Roads**
Project Title:	Survive the Drive
Project Description:	Decrease alcohol-related crashes in Hampton Roads.
Project Amount:	70,560.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	70,560.00
TSEP Project:	No
Project Number:	**EDU_AL-2023-53267-23267**
Sub-recipient	**Supreme Court of Va**
Project Title:	Judicial Outreach Liaison
Project Description:	Work with DUI court staff, judges, attorneys, law enforcement, state and federal agencies to address highway safety issues.
Project Amount:	63,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**EDU_AL-2023-53280-23280**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Alcohol Impaired Driving Program, Program Coordinator, SFST Coordinator
Project Description:	Alcohol program coordinator, SFST coordinator, maintain and improve alcohol-impaired driving program.
Project Amount:	189,128.00
Match Amount:	NA

Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**ENF_AL-2023-53002-23002**
Sub-recipient	**Colonial Heights City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,860.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	11,860.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53003-23003**
Sub-recipient	**Herndon Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	16,475.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	16,475.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53012-23012**
Sub-recipient	**South Boston Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	14,692.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	14,692.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53018-23018**
Sub-recipient	**Chesapeake City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	17,724.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	17,724.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53020-23020**
Sub-recipient	**Vienna Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	24,400.00

Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	24,400.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53030-23030**
Sub-recipient	**Portsmouth City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	31,607.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	31,607.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53033-23033**
Sub-recipient	**Westmoreland County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	41,724.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	41,724.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53044-23044**
Sub-recipient	**Front Royal Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	13,408.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	13,408.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53050-23050**
Sub-recipient	**Arlington County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	17,950.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	17,950.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53053-23053**
Sub-recipient	**New Kent County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.

Project Amount:	38,400.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	38,400.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53058-23058**
Sub-recipient	**Scott County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	13,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	13,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53060-23060**
Sub-recipient	**Warren County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,554.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	11,554.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53063-23063**
Sub-recipient	**Grayson County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,085.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	9,085.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53069-23069**
Sub-recipient	**Rockbridge County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,200.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	9,200.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53074-23074**
Sub-recipient	**Dickenson County**
Project Title:	Selective Enforcement - Alcohol

Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	18,200.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	18,200.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53078-23078**
Sub-recipient	**Winchester City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	20,966.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	20,966.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53079-23079**
Sub-recipient	**York County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	22,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	22,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53099-23099**
Sub-recipient	**Hanover County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	105,640.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	105,640.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53104-23104**
Sub-recipient	**Richmond County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	14,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	14,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53108-23108**
Sub-recipient	**Norton City**

Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,900.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	10,900.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53110-23110**
Sub-recipient	**Fredericksburg City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,400.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	10,400.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53113-23113**
Sub-recipient	**Wise County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	61,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	61,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53115-23115**
Sub-recipient	**Manassas Park City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,650.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	15,650.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53118-23118**
Sub-recipient	**Augusta County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	45,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	45,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53119-23119**

Sub-recipient	**Alleghany County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,830.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	8,830.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53120-23120**
Sub-recipient	**Lynchburg City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	33,440.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	33,440.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53122-23122**
Sub-recipient	**Norfolk City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	39,939.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	39,939.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53127-23127**
Sub-recipient	**Page County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	6,700.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	6,700.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53129-23129**
Sub-recipient	**Chesapeake Bay Bridge Tunnel**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,225.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	8,225.00
TSEP Project:	Yes

Project Number:	**ENF_AL-2023-53133-23133**
Sub-recipient	**Clarke County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,300.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	10,300.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53139-23139**
Sub-recipient	**Blacksburg Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	16,640.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	16,640.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53140-23140**
Sub-recipient	**Nelson County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,350.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	11,350.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53147-23147**
Sub-recipient	**Chase City Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	6,561.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	6,561.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53158-23158**
Sub-recipient	**Wythe County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	21,894.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	21,894.00

TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53160-23160**
Sub-recipient	**Richmond City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	69,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	69,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53165-23165**
Sub-recipient	**Frederick County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	18,875.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	18,875.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53171-23171**
Sub-recipient	**Fauquier County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	27,325.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	27,325.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53177-23177**
Sub-recipient	**Stafford County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	18,300.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	18,300.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53180-23180**
Sub-recipient	**Patrick County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,000.00
Match Amount:	NA
Indirect Cost:	0.00

Local Benefit:	11,000.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53192-23192**
Sub-recipient	**Salem City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,320.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	10,320.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53194-23194**
Sub-recipient	**Newport News City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	54,100.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	54,100.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53204-23204**
Sub-recipient	**Spotsylvania County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	85,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	85,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53211-23211**
Sub-recipient	**Franklin County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	24,400.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	24,400.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53220-23220**
Sub-recipient	**Goochland County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,210.00
Match Amount:	NA

Indirect Cost:	0.00
Local Benefit:	11,210.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53227-23227**
Sub-recipient	**Chesterfield County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	111,170.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	111,170.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53232-23232**
Sub-recipient	**Campbell County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	28,250.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	28,250.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53239-23239**
Sub-recipient	**Williamsburg City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	15,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53251-23251**
Sub-recipient	**Narrows Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	15,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53253-23253**
Sub-recipient	**Richlands Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,100.00

Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	15,100.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53257-23257**
Sub-recipient	**Roanoke City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	31,643.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	31,643.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53262-23262**
Sub-recipient	**Pulaski County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	28,216.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	28,216.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53263-23263**
Sub-recipient	**Fairfax County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	28,000.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	28,000.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53272-23272**
Sub-recipient	**Shenandoah County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,125.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	15,125.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53276-23276**
Sub-recipient	**Loudoun County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.

Project Amount:	30,400.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	30,400.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53278-23278**
Sub-recipient	**Culpeper County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	25,142.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	25,142.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53281-23281**
Sub-recipient	**Culpeper Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,550.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	9,550.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53282-23282**
Sub-recipient	**Fluvanna County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	20,950.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	20,950.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53283-23283**
Sub-recipient	**Harrisonburg City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	13,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	13,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53287-23287**
Sub-recipient	**Smithfield Town**
Project Title:	Selective Enforcement - Alcohol

Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,355.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	10,355.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53298-23298**
Sub-recipient	**Washington County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	35,600.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	35,600.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53299-23299**
Sub-recipient	**Virginia Beach City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	47,200.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	47,200.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53302-23302**
Sub-recipient	**King and Queen County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	20,325.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	20,325.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53303-23303**
Sub-recipient	**Roanoke County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	72,100.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	72,100.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53316-23316**
Sub-recipient	**Tazewell County**

Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	16,200.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	16,200.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53320-23320**
Sub-recipient	**Farmville Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	22,500.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	22,500.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53331-23331**
Sub-recipient	**Suffolk City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	11,272.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	11,272.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53339-23339**
Sub-recipient	**Henry County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	20,350.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	20,350.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53348-23348**
Sub-recipient	**Alexandria City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	21,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	21,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53354-23354**

Sub-recipient	**Christiansburg Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	5,882.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	5,882.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53361-23361**
Sub-recipient	**James City County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	19,585.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	19,585.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53367-23367**
Sub-recipient	**Buena Vista City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	4,300.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	4,300.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53372-23372**
Sub-recipient	**Buckingham County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	35,747.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	35,747.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53378-23378**
Sub-recipient	**Amherst County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	22,810.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	22,810.00
TSEP Project:	Yes

Project Number:	**ENF_AL-2023-53386-23386**
Sub-recipient	**Giles County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,050.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	9,050.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53388-23388**
Sub-recipient	**Lunenburg County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,800.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	8,800.00
TSEP Project:	Yes
Project Number:	**ENF_AL-2023-53396-23396**
Sub-recipient	**Isle of Wight County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	13,850.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	13,850.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53032-23032**
Sub-recipient	**Prince Edward County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	6,410.00
Match Amount:	1,602.50
Indirect Cost:	0.00
Local Benefit:	6,410.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53083-23083**
Sub-recipient	**Petersburg City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	82,720.00
Match Amount:	20,680.00
Indirect Cost:	0.00
Local Benefit:	82,720.00

TSEP Project:	Yes
Project Number:	**FAL-2023-53092-23092**
Sub-recipient	**Occoquan Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	5,600.00
Match Amount:	1,400.00
Indirect Cost:	0.00
Local Benefit:	5,600.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53107-23107**
Sub-recipient	**Prince George County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,980.00
Match Amount:	2,495.00
Indirect Cost:	0.00
Local Benefit:	9,980.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53178-23178**
Sub-recipient	**Bedford County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	25,331.00
Match Amount:	6,332.75
Indirect Cost:	0.00
Local Benefit:	25,331.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53205-23205**
Sub-recipient	**New Market Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	5,376.00
Match Amount:	1,344.00
Indirect Cost:	0.00
Local Benefit:	5,376.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53245-23245**
Sub-recipient	**Dublin Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,600.00
Match Amount:	1,900.00
Indirect Cost:	0.00

Local Benefit:	7,600.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53300-23300**
Sub-recipient	**Gloucester County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	20,144.00
Match Amount:	5,036.00
Indirect Cost:	0.00
Local Benefit:	20,144.00
TSEP Project:	Yes
Project Number:	**FAL-2023-53324-23324**
Sub-recipient	**Powhatan County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	34,400.00
Match Amount:	8,600.00
Indirect Cost:	0.00
Local Benefit:	34,400.00
TSEP Project:	Yes
Project Number:	**FDL*AL-2023-53183-23183**
Sub-recipient	**WRAP**
Project Title:	FY 2023 Virginia CheckPoint Strikeforce Campaign
Project Description:	Anti-drunk driving media campaign.
Project Amount:	1,129,280.00
Match Amount:	282,320.00
Indirect Cost:	10,480.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53004-23004**
Sub-recipient	**Tazewell Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,900.00
Match Amount:	1,975.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53021-23021**
Sub-recipient	**MADD**
Project Title:	Awareness and Education to End Drunk Driving
Project Description:	Impaired driving alcohol-focused education and community outreach.
Project Amount:	786,023.00
Match Amount:	196,505.75

Indirect Cost:	22,552.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53024-23024**
Sub-recipient	**Supreme Court of Va**
Project Title:	Virginia Specialty Dockets Training to Reduce Impaired Driving
Project Description:	Statewide training conference to improve outcomes with hardcore drinking drivers.
Project Amount:	169,600.00
Match Amount:	42,400.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53029-23029**
Sub-recipient	**Martinsville City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,800.00
Match Amount:	1,950.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53036-23036**
Sub-recipient	**Bedford Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,000.00
Match Amount:	2,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53040-23040**
Sub-recipient	**Virginia Department of Forensic Science (DFS)**
Project Title:	Department of Forensic Science (DFS) Breath Alcohol Training Program
Project Description:	Training and licensing breath test operators, maintaining and certifying evidential breath test equipment.
Project Amount:	267,513.00
Match Amount:	66,878.25
Indirect Cost:	24,319.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53055-23055**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Selective Enforcement - Alcohol

Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	600,000.00
Match Amount:	150,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53146-23146**
Sub-recipient	**WRAP**
Project Title:	FY 2023 Public Information & Education and Youth Outreach Programs
Project Description:	Education and outreach in Northern Virginia to adults and teens to prevent drinking and driving and underage drinking.
Project Amount:	144,870.00
Match Amount:	36,217.50
Indirect Cost:	13,170.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53148-23148**
Sub-recipient	**Buchanan County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	15,600.00
Match Amount:	3,900.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53156-23156**
Sub-recipient	**Commonwealth Attorney's Services Council**
Project Title:	TSRP, Adv. DUI, DUID, DRE, Fatal Crash
Project Description:	TSRP; crash training for prosecutors and law enforcement; printing of DUI manual; advanced DUI and DUID training; DRE training.
Project Amount:	268,655.00
Match Amount:	67,163.75
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53157-23157**
Sub-recipient	**Smyth County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,600.00
Match Amount:	1,900.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes

Project Number:	**FM6OT-2023-53162-23162**
Sub-recipient	**Botetourt County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	18,470.00
Match Amount:	4,617.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53190-23190**
Sub-recipient	**Lexington City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,550.00
Match Amount:	2,387.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53203-23203**
Sub-recipient	**Pocahontas Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	2,222.00
Match Amount:	555.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53222-23222**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Office of Chief Medical Examiner Data Collection and Submission
Project Description:	Data collection - alcohol/drug.
Project Amount:	482,023.00
Match Amount:	120,505.75
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53305-23305**
Sub-recipient	**Radford City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,640.00
Match Amount:	1,910.00
Indirect Cost:	0.00
Local Benefit:	0.00

TSEP Project:	Yes
Project Number:	**FM6OT-2023-53314-23314**
Sub-recipient	**Mathews County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,200.00
Match Amount:	2,050.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53334-23334**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Judicial Transportation Safety Conference
Project Description:	Annual conference for judges with an alcohol focus.
Project Amount:	90,000.00
Match Amount:	22,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53338-23338**
Sub-recipient	**Virginia Dept of Alcohol & Beverage Control Authority**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	107,484.00
Match Amount:	26,871.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53353-23353**
Sub-recipient	**Virginia Department of Forensic Science (DFS)**
Project Title:	DFS TREDS Data Project
Project Description:	Reduce turnaround times for all data analyses, problem identification, program development and federal reporting requirements.
Project Amount:	428,160.00
Match Amount:	107,040.00
Indirect Cost:	38,924.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53359-23359**
Sub-recipient	**Montgomery County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	9,875.00
Match Amount:	2,468.75

Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53360-23360**
Sub-recipient	**Substance Abuse Free Environment, Inc.**
Project Title:	It's All Impaired Driving Phase IV
Project Description:	Locally focused media and other outreach to reduce impaired driving in Chesterfield.
Project Amount:	387,477.00
Match Amount:	96,869.25
Indirect Cost:	33,704.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53370-23370**
Sub-recipient	**Lee County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	12,800.00
Match Amount:	3,200.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53377-23377**
Sub-recipient	**University of Richmond**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,200.00
Match Amount:	1,800.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53393-23393**
Sub-recipient	**Fairfax City**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	8,300.00
Match Amount:	2,075.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53394-23394**
Sub-recipient	**SADD Inc**
Project Title:	Continuing Mobility Safety in Young Adults: Virginia SADD

Project Description:	Impaired driving focus to decrease impaired driving roadway injuries and fatalities among college age group 18-24.
Project Amount:	156,244.00
Match Amount:	39,061.00
Indirect Cost:	14,204.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53407-23407**
Sub-recipient	**King George County**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	7,760.00
Match Amount:	1,940.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53410-23410**
Sub-recipient	**Virginia Commonwealth University**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	10,780.00
Match Amount:	2,695.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**FM6OT-2023-53411-23411**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Alcohol Paid Media
Project Description:	Anti-drunk driving media campaign.
Project Amount:	750,000.00
Match Amount:	187,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53421-23421**
Sub-recipient	**Wise Town**
Project Title:	Selective Enforcement - Alcohol
Project Description:	Selective enforcement for alcohol and/or drug impaired driving.
Project Amount:	16,600.00
Match Amount:	4,150.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SM6OT-2023-53167-23167**

Sub-recipient	**Commission on VASAP**
Project Title:	VASAP Enginuity & Inspire Hosting & Maintenance
Project Description:	Enginuity - A comprehensive web-based case management platform used by all local ASAPs for operational processes; Inspire mobile application for all interlock facility inspections.
Project Amount:	109,100.00
Match Amount:	27,275.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SM6OT-2023-53274-23274**

Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Impaired Driving Program Coordination: Drugged, Drowsy and Distracted
Project Description:	Program Coordinator that coordinates statewide impaired driving activities focused on drugged, drowsy and distracted driving.
Project Amount:	30,874.00
Match Amount:	7,718.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Speed-Related Program Area

There was a 10 percent increase in speed-related fatalities from 2020 to 2021 (406 vs.445). Eighty percent of the speed-related fatalities occurred on non-interstate roadways. Twenty percent occurred on interstate roadways. Thirty-five percent of the speed-related fatalities occurred in July/October/May. Thirty-three percent occurred on Saturday/Sunday and 49 percent occurred between the hours of 3pm and midnight. Thirty-two percent of speed-related fatalities were also alcohol-related. Additionally, 40 percent of the driver fatalities in speed-related fatal crashes were between the ages of 21 and 35. Fairfax County, Virginia Beach City, Prince William County, and Chesapeake City were the top 4 jurisdictions for speed-related fatalities.

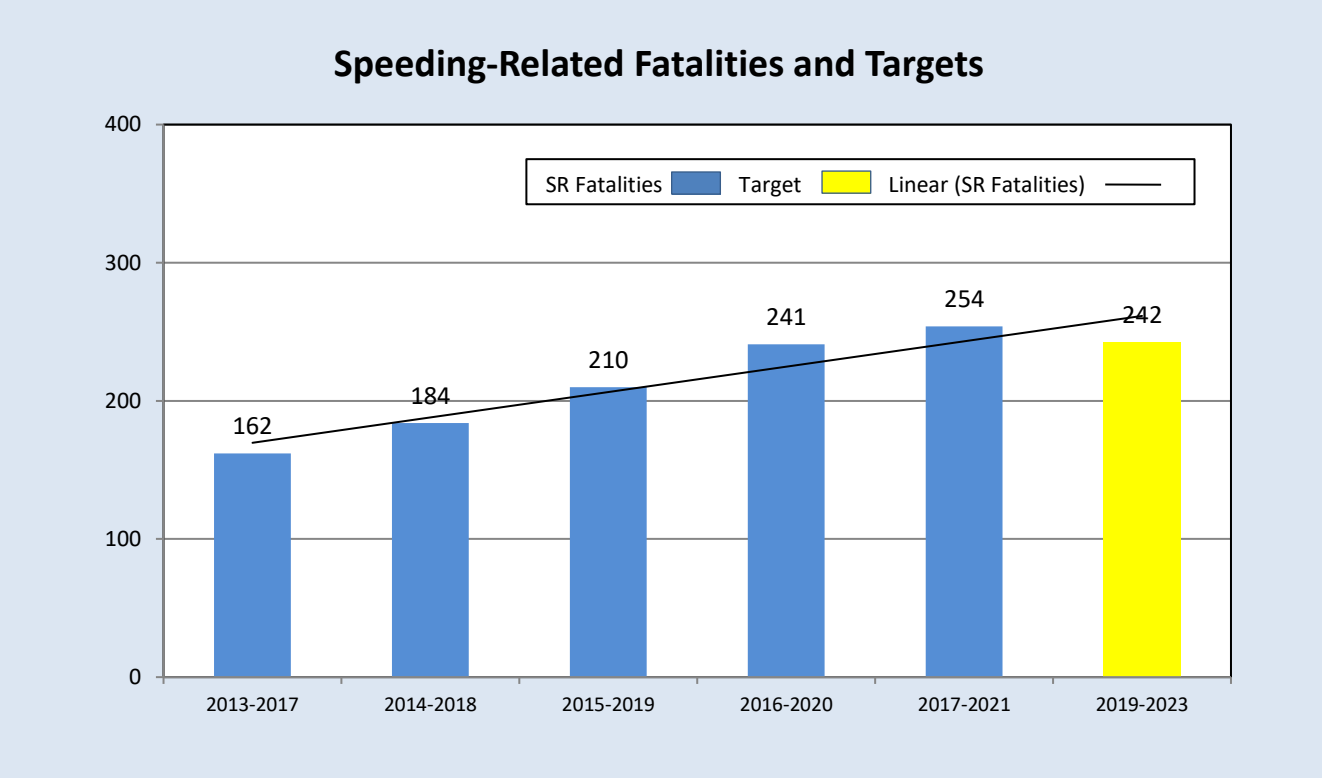
Note: The above data is from the Traffic Record Electronic Data System (TREDS).

To address this area, overtime, selective enforcement efforts are focused on primary/secondary roadways. These high visibility efforts capitalize on attitudinal survey results, which show that drivers are more prone to speed on local roadways, to increase drivers' perception of risk for being ticketed for speeding on these high risk roads. Top jurisdictions for speeders: Fairfax County, Prince William County, Norfolk City and Chesterfield County.

Measure C-6: Reduce **speed-related** fatalities by 5 percent from 254 (2017-2021 rolling average) to 242 (2019 - 2023 rolling average) by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	242
Speed Related Fatalities (FARS)	219	241	228	260	312	

Note: 2021 calendar year base data was used to calculate the 2023 target. 2021 is TREDS data.
*Beginning in 2016, Virginia has added the "Driver Speeding Contributes to Crash" field to capture the speeding-related fatality data that met the NHTSA/FARS requirements. Therefore, Virginia has the speed-related data in TREDS.



Justification: Virginia conducted trend analyses using annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average linear trend line that projected a 5 percent reduction in speed-related fatalities as a more achievable target than the annual or the 3-year rolling average projections

Strategies

1. Conduct a minimum of 1000 local high visibility speed selective enforcement mobilizations/patrols (CTW, Chapter 3, Section(s) 2.2, 2.3

2. Conduct a minimum of 1300 focused, speed operations lead by Virginia State Police (CTW), Chapter 3, Section(s) 2.2, 2.3

3. Educate and change behavior of speeders and the overall driving population with proper messaging regarding the dangers of speed (CTW), Chapter 3, Section 4.1

4. To continue to recruit new and effective partners that will work to decrease speed related fatalities.

Speed Related Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
BSC	Speed Control	2,119,108.00	BIL NHTSA 402
Total Funds		**2,119,108.00**	

SPEED CONTROL PROJECTS

Project Number:	**BSC-2023-53005-23005**
Sub-recipient	**Staunton City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	13,200.00
Match Amount:	3,300.00
Indirect Cost:	0.00
Local Benefit:	13,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53022-23022**
Sub-recipient	**Vienna Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	17,700.00
Match Amount:	4,425.00
Indirect Cost:	0.00
Local Benefit:	17,700.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53031-23031**
Sub-recipient	**Martinsville City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	8,222.00
Match Amount:	2,055.50
Indirect Cost:	0.00
Local Benefit:	8,222.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53042-23042**
Sub-recipient	**Marion Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,800.00
Match Amount:	3,200.00
Indirect Cost:	0.00
Local Benefit:	12,800.00

TSEP Project:	Yes
Project Number:	**BSC-2023-53047-23047**
Sub-recipient	**Front Royal Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	10,086.00
Match Amount:	2,521.50
Indirect Cost:	0.00
Local Benefit:	10,086.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53051-23051**
Sub-recipient	**Bluefield Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,550.00
Match Amount:	1,887.50
Indirect Cost:	0.00
Local Benefit:	7,550.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53052-23052**
Sub-recipient	**Exmore Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	14,864.00
Match Amount:	3,716.00
Indirect Cost:	0.00
Local Benefit:	14,864.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53062-23062**
Sub-recipient	**New Kent County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	18,000.00
Match Amount:	4,500.00
Indirect Cost:	0.00
Local Benefit:	18,000.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53064-23064**
Sub-recipient	**Grayson County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,484.00
Match Amount:	1,871.00
Indirect Cost:	0.00

Local Benefit:	7,484.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53066-23066**
Sub-recipient	**Craig County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,800.00
Match Amount:	1,700.00
Indirect Cost:	0.00
Local Benefit:	6,800.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53085-23085**
Sub-recipient	**Prince William County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	44,000.00
Match Amount:	11,000.00
Indirect Cost:	0.00
Local Benefit:	44,000.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53091-23091**
Sub-recipient	**Occoquan Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	5,600.00
Match Amount:	1,400.00
Indirect Cost:	0.00
Local Benefit:	5,600.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53094-23094**
Sub-recipient	**Woodstock Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,975.00
Match Amount:	1,993.75
Indirect Cost:	0.00
Local Benefit:	7,975.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53096-23096**
Sub-recipient	**Manassas City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,300.00
Match Amount:	3,075.00

Indirect Cost:	0.00
Local Benefit:	12,300.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53097-23097**
Sub-recipient	**Greene County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,400.00
Match Amount:	1,850.00
Indirect Cost:	0.00
Local Benefit:	7,400.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53109-23109**
Sub-recipient	**Fredericksburg City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	22,200.00
Match Amount:	5,550.00
Indirect Cost:	0.00
Local Benefit:	22,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53111-23111**
Sub-recipient	**Clintwood Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,000.00
Match Amount:	3,000.00
Indirect Cost:	0.00
Local Benefit:	12,000.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53112-23112**
Sub-recipient	**Surry County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,848.00
Match Amount:	3,212.00
Indirect Cost:	0.00
Local Benefit:	12,848.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53114-23114**
Sub-recipient	**Prince George County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	11,200.00

Match Amount:	2,800.00
Indirect Cost:	0.00
Local Benefit:	11,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53123-23123**
Sub-recipient	**Norfolk City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	47,824.00
Match Amount:	11,956.00
Indirect Cost:	0.00
Local Benefit:	47,824.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53125-23125**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	945,000.00
Match Amount:	236,250.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53136-23136**
Sub-recipient	**Berryville Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	4,500.00
Match Amount:	1,125.00
Indirect Cost:	0.00
Local Benefit:	4,500.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53144-23144**
Sub-recipient	**Falls Church City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,800.00
Match Amount:	1,950.00
Indirect Cost:	0.00
Local Benefit:	7,800.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53188-23188**
Sub-recipient	**Warren County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.

Project Amount:	10,364.00
Match Amount:	2,591.00
Indirect Cost:	0.00
Local Benefit:	10,364.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53193-23193**
Sub-recipient	**Poquoson City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,325.00
Match Amount:	1,581.25
Indirect Cost:	0.00
Local Benefit:	6,325.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53195-23195**
Sub-recipient	**Lebanon Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	10,842.00
Match Amount:	2,710.50
Indirect Cost:	0.00
Local Benefit:	10,842.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53196-23196**
Sub-recipient	**Timberville Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	4,300.00
Match Amount:	1,075.00
Indirect Cost:	0.00
Local Benefit:	4,300.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53197-23197**
Sub-recipient	**Strasburg Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	5,425.00
Match Amount:	1,356.25
Indirect Cost:	0.00
Local Benefit:	5,425.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53199-23199**
Sub-recipient	**Pocahontas Town**
Project Title:	Selective Enforcement - Speed

Project Description:	Selective enforcement for speed violations.
Project Amount:	2,485.00
Match Amount:	621.25
Indirect Cost:	0.00
Local Benefit:	2,485.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53210-23210**
Sub-recipient	**Salem City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	15,750.00
Match Amount:	3,937.50
Indirect Cost:	0.00
Local Benefit:	15,750.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53215-23215**
Sub-recipient	**Abingdon Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,300.00
Match Amount:	1,825.00
Indirect Cost:	0.00
Local Benefit:	7,300.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53233-23233**
Sub-recipient	**Hampton City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	37,725.00
Match Amount:	9,431.25
Indirect Cost:	0.00
Local Benefit:	37,725.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53235-23235**
Sub-recipient	**Pembroke Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,800.00
Match Amount:	3,200.00
Indirect Cost:	0.00
Local Benefit:	12,800.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53237-23237**
Sub-recipient	**Hopewell City**

Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,107.00
Match Amount:	1,526.75
Indirect Cost:	0.00
Local Benefit:	6,107.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53240-23240**
Sub-recipient	**Vinton Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	22,844.00
Match Amount:	5,711.00
Indirect Cost:	0.00
Local Benefit:	22,844.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53243-23243**
Sub-recipient	**Chesapeake Bay Bridge Tunnel**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	4,590.00
Match Amount:	1,147.50
Indirect Cost:	0.00
Local Benefit:	4,590.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53244-23244**
Sub-recipient	**Arlington County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,200.00
Match Amount:	1,550.00
Indirect Cost:	0.00
Local Benefit:	6,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53255-23255**
Sub-recipient	**Rappahannock County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	13,888.00
Match Amount:	3,472.00
Indirect Cost:	0.00
Local Benefit:	13,888.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53261-23261**

Sub-recipient	**Dumfries Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	22,300.00
Match Amount:	5,575.00
Indirect Cost:	0.00
Local Benefit:	22,300.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53273-23273**
Sub-recipient	**Blacksburg Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	12,960.00
Match Amount:	3,240.00
Indirect Cost:	0.00
Local Benefit:	12,960.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53284-23284**
Sub-recipient	**Williamsburg City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	10,000.00
Match Amount:	2,500.00
Indirect Cost:	0.00
Local Benefit:	10,000.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53286-23286**
Sub-recipient	**Culpeper Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,823.00
Match Amount:	1,955.75
Indirect Cost:	0.00
Local Benefit:	7,823.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53291-23291**
Sub-recipient	**Middletown Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,400.00
Match Amount:	1,600.00
Indirect Cost:	0.00
Local Benefit:	6,400.00
TSEP Project:	Yes

Project Number:	**BSC-2023-53295-23295**
Sub-recipient	**Falls Church City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	9,200.00
Match Amount:	2,300.00
Indirect Cost:	0.00
Local Benefit:	9,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53297-23297**
Sub-recipient	**Virginia Beach City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	90,580.00
Match Amount:	22,645.00
Indirect Cost:	0.00
Local Benefit:	90,580.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53309-23309**
Sub-recipient	**Chilhowie Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	24,036.00
Match Amount:	6,009.00
Indirect Cost:	0.00
Local Benefit:	24,036.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53310-23310**
Sub-recipient	**Mathews County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,400.00
Match Amount:	1,850.00
Indirect Cost:	0.00
Local Benefit:	7,400.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53317-23317**
Sub-recipient	**Tazewell County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	20,000.00
Match Amount:	5,000.00
Indirect Cost:	0.00
Local Benefit:	20,000.00

TSEP Project:	Yes
Project Number:	**BSC-2023-53329-23329**
Sub-recipient	**Smithfield Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	11,236.00
Match Amount:	2,809.00
Indirect Cost:	0.00
Local Benefit:	11,236.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53335-23335**
Sub-recipient	**Amelia County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	15,800.00
Match Amount:	3,950.00
Indirect Cost:	0.00
Local Benefit:	15,800.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53355-23355**
Sub-recipient	**Farmville Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	24,328.00
Match Amount:	6,082.00
Indirect Cost:	0.00
Local Benefit:	24,328.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53364-23364**
Sub-recipient	**James City County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	25,466.00
Match Amount:	6,366.50
Indirect Cost:	0.00
Local Benefit:	25,466.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53365-23365**
Sub-recipient	**Saltville Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	9,725.00
Match Amount:	2,431.25
Indirect Cost:	0.00

Local Benefit:	9,725.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53368-23368**
Sub-recipient	**Clarksville Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,400.00
Match Amount:	1,600.00
Indirect Cost:	0.00
Local Benefit:	6,400.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53369-23369**
Sub-recipient	**Gate City Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	5,300.00
Match Amount:	1,325.00
Indirect Cost:	0.00
Local Benefit:	5,300.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53371-23371**
Sub-recipient	**Onley Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	8,000.00
Match Amount:	2,000.00
Indirect Cost:	0.00
Local Benefit:	8,000.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53374-23374**
Sub-recipient	**Roanoke City**
Project Title:	City of Roanoke Speeding and Bicycle Safety Campaign
Project Description:	Develop and implement media campaign and materials for a Roanoke City Speeding and Bicycle Safety Campaign.
Project Amount:	200,000.00
Match Amount:	50,000.00
Indirect Cost:	0.00
Local Benefit:	200,000.00
TSEP Project:	No
Project Number:	**BSC-2023-53381-23381**
Sub-recipient	**Broadway Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	4,600.00

Match Amount:	1,150.00
Indirect Cost:	0.00
Local Benefit:	4,600.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53383-23383**
Sub-recipient	**Big Stone Gap Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	9,800.00
Match Amount:	2,450.00
Indirect Cost:	0.00
Local Benefit:	9,800.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53384-23384**
Sub-recipient	**Stephens City Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,940.00
Match Amount:	1,735.00
Indirect Cost:	0.00
Local Benefit:	6,940.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53391-23391**
Sub-recipient	**Harrisonburg City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	9,395.00
Match Amount:	2,348.75
Indirect Cost:	0.00
Local Benefit:	9,395.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53397-23397**
Sub-recipient	**Fairfax City**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	7,500.00
Match Amount:	1,875.00
Indirect Cost:	0.00
Local Benefit:	7,500.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53398-23398**
Sub-recipient	**Pennington Gap Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.

Project Amount:	3,500.00
Match Amount:	875.00
Indirect Cost:	0.00
Local Benefit:	3,500.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53401-23401**
Sub-recipient	**Weber City Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,200.00
Match Amount:	1,550.00
Indirect Cost:	0.00
Local Benefit:	6,200.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53402-23402**
Sub-recipient	**Grundy Town**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	9,269.00
Match Amount:	2,317.25
Indirect Cost:	0.00
Local Benefit:	9,269.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53405-23405**
Sub-recipient	**Isle of Wight County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	14,250.00
Match Amount:	3,562.50
Indirect Cost:	0.00
Local Benefit:	14,250.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53406-23406**
Sub-recipient	**Louisa County**
Project Title:	Selective Enforcement - Speed
Project Description:	Selective enforcement for speed violations.
Project Amount:	6,402.00
Match Amount:	1,600.50
Indirect Cost:	0.00
Local Benefit:	6,402.00
TSEP Project:	Yes
Project Number:	**BSC-2023-53416-23416**

Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Speed Paid Media
Project Description:	Statewide media campaign with a special focus on regions with the highest rates of speed-related fatalities.
Project Amount:	100,000.00
Match Amount:	25,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Motorcycle Safety Program Area

There were 102 motorcyclists killed in fatal crashes in Virginia. The majority of multi-vehicle motorcycle fatal crashes result from two-vehicle crashes at forty-seven percent. One hundred percent of the persons killed in two-vehicle crashes involving a motorcycle and a passenger vehicle were motorcyclists. The average age of the motorcycle driver fatality was 44. Single vehicle crashes accounted for 41 percent of motorcycle fatal crashes. Top driver actions contributing to motorcycle fatalities were running off the road/hitting fixed objects and or speeding. The months with the highest number of motorcycle fatalities were May, June and September (14 each). Sixty-eight percent of the fatalities occurred between the hours of noon and 9pm. The top jurisdictions for motorcycle fatalities were Norfolk City, Virginia Beach City and Fairfax County at 6 percent each.

There were 2,048 motorcycle crashes in Virginia. The majority of multi-vehicle motorcycle crashes resulted from two-vehicle crashes at forty-eight percent. Single vehicle crashes accounted for 46 percent of motorcycle crashes. Top driver actions were running off the road/hitting fixed objects, following too closely and speed. The months with the highest number of motorcycle crashes were May (286), September (267) and June (256). Sixty-nine percent of the crashes occurred between the hours of noon and 9pm. The top 5 jurisdictions for motorcycle crashes were Virginia Beach City (124), Norfolk City (101), Fairfax County (94), Prince William County (86) and Hampton City (74). Twenty-seven percent (552) of the crashes were speed-related, six percent (121) were alcohol-related and three percent (56) involved both speed and alcohol. Fifty-nine percent (1,218) occurred on an urban roadway and forty-one (830) percent on a rural roadway. Eighty-seven percent occurred on a non-interstate roadway. Ninety-six percent of the crashes occurred with no adverse weather conditions.

Measure C-7: Reduce motorcyclist fatalities by 5 percent from 104 (2017-2021 rolling average) to 99 (2019 – 2023 rolling average) by 2023.

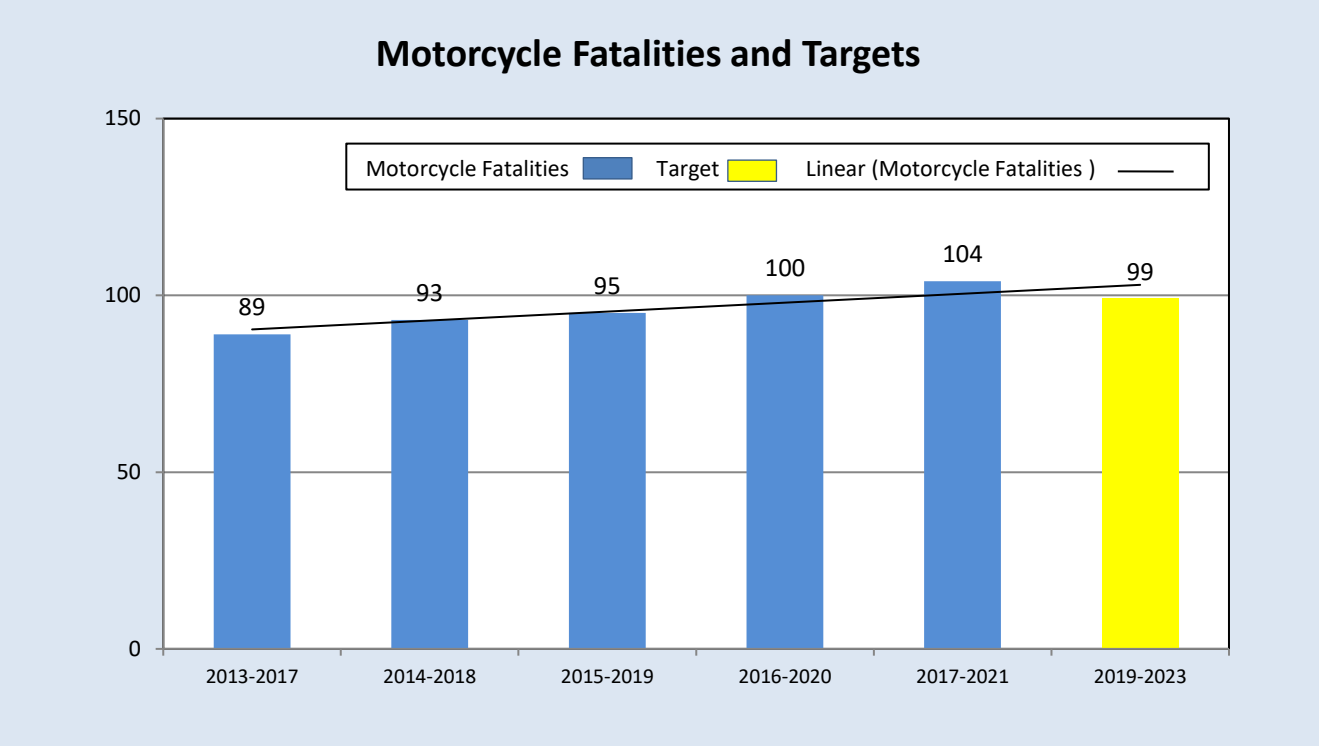
	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	99
Motorcyclist Fatalities (FARS)	117	100	102	101	102	

Note: 2021 calendar year base data was used to calculate the 2023 target. 2021 is TREDS data.

On average, nearly 11,600 students attended the motorcycle training courses during calendar years 2017-2021. Nearly 10,700 or 92 percent of the total students passed the course. Five percent (2,603) of the total trained motorcyclists were involved in a crash after passing the course. The trained motorcyclist were contributed to the crash 53 percent of the time with the top driver's actions of fail to maintain control of motorcycle, following too close and speed.

Motorcycle Safety Course Taken	Motorcyclist Fatalities				
	2017	2018	2019	2020	2021
No	93	69	65	65	79
Yes	14	19	24	22	23
Unknown	10	12	13	14	0
Total	117	100	102	101	102
% of Motorcyclists Killed Who Did Not Take a MC Course	87%	78%	73%	75%	77%

Note: Percentage is calculated based on the motorcycle safety course taken information (No/Yes)

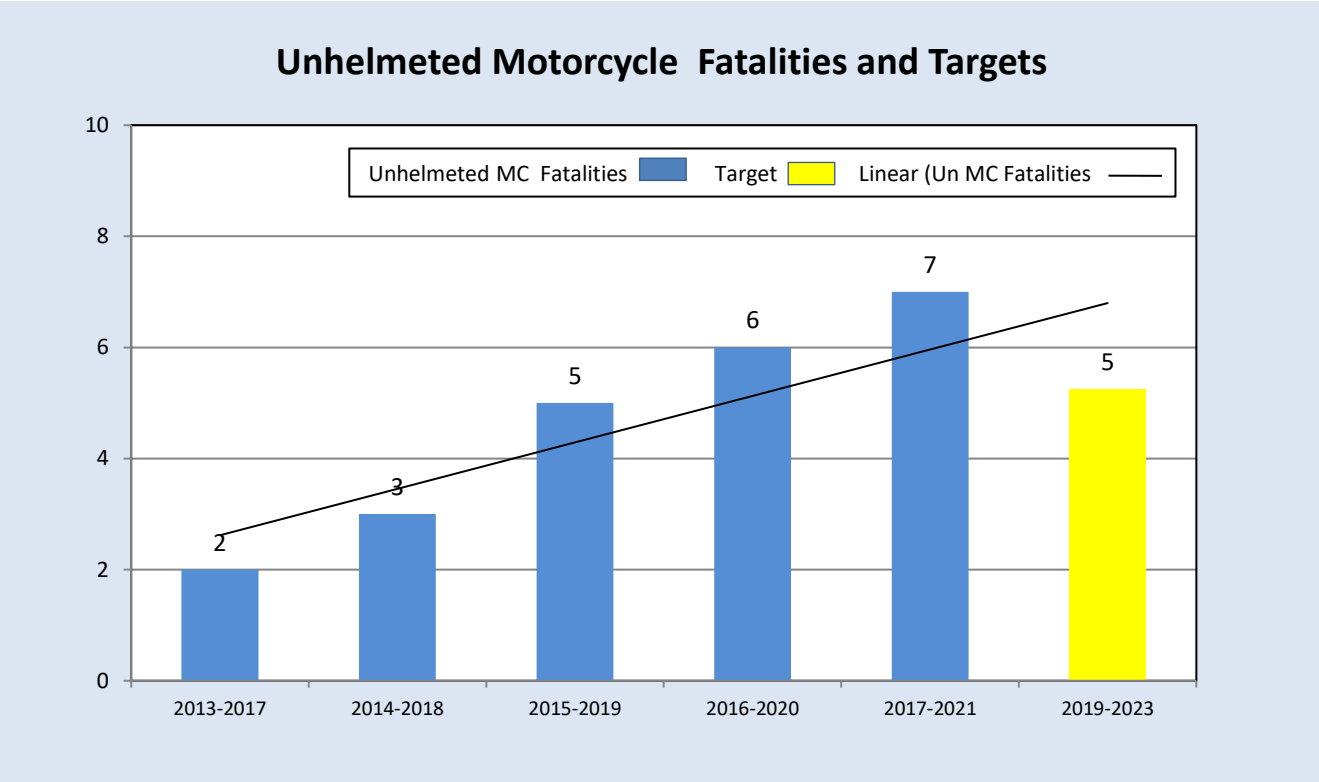


Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average and chose a 5 percent reduction from the 5 year-rolling average (2017-2021). Virginia chose this as a more achievable target than the actual number or 3-year rolling average projections.

Measure C-7: Reduce unhelmeted, motorcyclist fatalities 25 percent from 7 (2017-2021 rolling average) to 5 (2019 – 2023 rolling average) by 2023.

	Baseline Data					2023 Target
	2017	2018	2019	2020	2021	
Unhelmeted Motorcyclist Fatalities (FARS)	1	5	11	7	6	5

Note: 2021 calendar base year data was used to calculate the 2021 target. 2021 is TREDS data.



Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average and chose a 25 percent reduction from the linear projection. Virginia chose this as a more achievable target than the actual number or 3-year rolling average projections.

Strategies

1. Conduct a motorcycle safety media campaign focused on data trends and areas of the Commonwealth where data reflects the greatest needs based on the fatality data. (CTW, Chapter 5, Section(s) 4.1, 4.2)
2. Conduct a motorist awareness of motorcycles media campaign focused on data trends and the areas of the Commonwealth where data reflects the greatest need~~ed~~ based on the fatality data. (CTW, Chapter 5, Section(s) 4.1, 4.2)
3. Increase the media messaging for motorcycle safety and motorist awareness of motorcycles in the top 10 jurisdictions with motorcycle crashes involving another vehicle. (CTW, Chapter 5, Section(s) 4.1, 4.2)

4. Conduct ~~850~~ 1200 Basic Rider Training courses throughout the Commonwealth through partnerships with the licensed Motorcycle Training Sites. (CTW, Chapter 5, Section(s) 3.1, 3.2)
5. Conduct 140 3-Wheeled Vehicle training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)
6. Conduct 25 Advanced Rider Training courses (CTW, Chapter 5, Section(s) 3.1, 3.2)
7. Conduct a minimum of 2 quality assurance monitoring checks of each licensed Motorcycle Training Site (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
8. Conduct 4 Instructor Professional Development Workshops (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
9. Update DMV 226 Virginia Rider Policy and Procedures manual to reflect updates in the basic rider training courses, alignment with the MSF Rider Coach Guide and MSF RERP agreements.
10. Add MSF EP1 x 11 as a basic rider course offering in the state. Reflecting advances in training variations of the basic rider course.
11. Develop supporting efforts to incentivize the licensed schools to begin advance training efforts using the MSF Project 360 Skills Development Model.
12. Train at least 50 new Rider Coaches in Calendar year 2022 and 40 new coaches in calendar year 2023. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
13. Increase direct communications (at least 6 x per year) with the 89 registered motorcycle dealers, the 21 licensed training sites, and 200 ridercoach trainers. Key messaging licensing, training and proper safety gear.
14. Participate with the Motorcycle Safety Foundation in the development of a 3 Wheel Ridercoach certification program. Thereby increasing the diversity of the rider coaching communities and women coaches. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
15. Conduct a round table with minority ridercoaches currently working in the state to develop a minority recruiting program to attract more coaches into the training program. (CTW, Chapter 5, Section(s) 3.1, 3.2, 4.1, 4.2)
16. Conduct a minimum of 1 Quality Assurance (QA) Specialist class. (CTW, Chapter 5, Section(s) 3.1, 3.2)
17. Increase the number of certified Quality Assurance (QA) Specialist on the QA team from 4 to 8. (CTW, Chapter 5, Section(s) 3.1, 3.2)
18. Distribute 12,000 Rider Alert cards to all 21 licensed training sites (CTW, Chapter 5, Section(s) 3.1, 3.2)
19. Increase by 3 the number of ~~licensed~~ motorcycle training sites in the top 10 jurisdictions with motorcycle crashes involving another vehicle. (CTW, Chapter 5, Section 3.1)
20. Add 15 Advanced rider training opportunities/classes in the top 10 jurisdictions with motorcycle crashes involving another vehicle. Integrate the NoVA Cone Camp Program and Virginia State Police Ride 2 Save Lives Program into Advanced rider training (CTW, Chapter 5, Section 3.1)
21. Assist local motorcycle community efforts in the Virginia Beach Area to establish a VA Beach area Cone Camp Program. (CTW, Chapter 5, Section 3.1)
22. Coordinate and establish by March 2023 the Virginia Motorcyclist Stakeholders committee to assist in defining, funding, developing and promoting programs that reduce crashes, reduce injuries and fatalities across the commonwealth. (CTW, Chapter 5, Section 3.1)
23. Develop with the cooperation of the Stakeholders committee a program that directly addresses the unlicense riders in the commonwealth. (CTW, Chapter 5, Section 3.1)
24. Participate with the State Motorcycle Safety Association (SMSA) to collaborate ideas from other states to reduce crash and fatality numbers. (CTW, Chapter 5, Section 3.1)

25. Participate with the Virginia State Police Program to find programs that will reduce speeding by motorcyclists on the public roadways. (CTW, Chapter 5, Section 3.1)

Highway Safety Program Recruiter to recruit new and effective partners that will ensure our motorcycle safety program is reaching to diverse communities and to ensure equity is at the forefront for the program as we work to decrease the number of motorcycle fatalities. This will allow for bring new community partners to the table.

In addition to the above listed strategies, the following innovative strategies address this area will focus on:

- In February and May before motorcycle fatalities begin to increase, the media campaign will encourage rider training for all motorcyclists, with emphasis to proper riding gear, along with posted speed limits and highway conditions;
- Integrate a media campaign that gives emphasis to the availability and ease of taking licensing courses across the state. Integrate additional information to the DMVnow.com website to allow for two clicks to a school and offering Basic, advanced, and 3-wheeled education and training programs. Ensure the DMV media messages are increased from February to June to give emphasis to taking a class to save a life. Integrate as best as possible links to all licensed sites from the Virginia Rider Training Program website to expedite registering for classes.
- Add Nova Cone Camp and Virginia State Police Ride 2 Save Lives as available training to the community on the VRTP and DMVnow.com website.
- Providing motorcycle awareness to new drivers through education provided in driver's education classes.
- Establish one additional 3 wheel training site within the commonwealth.
- Provide MSF Ridercoach training to 20 coaches in FY 2022- 2023 for the 3 wheel program
- Participate in the MSF 3 wheel RideCoach development program.

Motorcycle Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
SMC	Motorcycle Safety	308,200.00	SUPP BIL NHTSA 402
FDL*MC	Motorcycle Safety	17,993.00	FAST Act 405d Impaired Driving Low (Flex)
FM9MT	Motorcycle Safety	101,465.00	FAST Act 405f Motorcycle Programs
Total All Funds		**427,658.00**	

MOTORCYCLE SAFETY PROJECTS

Project Number:	**FDL*MC-2023-53322-23322**
Sub-recipient	**Richmond Ambulance Authority**
Project Title:	Rider Alert
Project Description:	Update and distribute emergency stickers for motorcycle helmets.
Project Amount:	17,993.00
Match Amount:	4,498.25
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM9MT-2023-53412-23412**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Motorists' Awareness of Motorcycles Paid Media
Project Description:	Media ad creation and buys to increase motorists' awareness of motorcycles.
Project Amount:	101,465.00
Match Amount:	25,366.25
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SMC-2023-53413-23413**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Motorcycle Safety Paid Media
Project Description:	Statewide motorcycle media campaign on wearing the proper gear while operating/riding a motorcycle.
Project Amount:	120,000.00
Match Amount:	30,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SMC-2023-53415-23415**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Motorcycle Education Quality Assurance Program
Project Description:	Evaluate motorcycle training sites for quality assurance.
Project Amount:	188,200.00
Match Amount:	47,050.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Drivers Age 20 or Younger Involved in Fatal Crashes

There were 112 drivers age 20 or younger involved in fatal crashes on Virginia roadways. The top jurisdictions where the fatal crashes occurred were Chesapeake City, Pittsylvania County, and Prince William County. Forty percent of the fatal crashes occurred on the weekend (Saturday or Sunday), thirty-eight percent occurred between 3pm and 9pm, failing to maintain control of the vehicle (running off the road) and speeding, accounted for fifty-one percent of the driver actions. Ninety-three percent of the fatal crashes were on a non-interstate roadway.

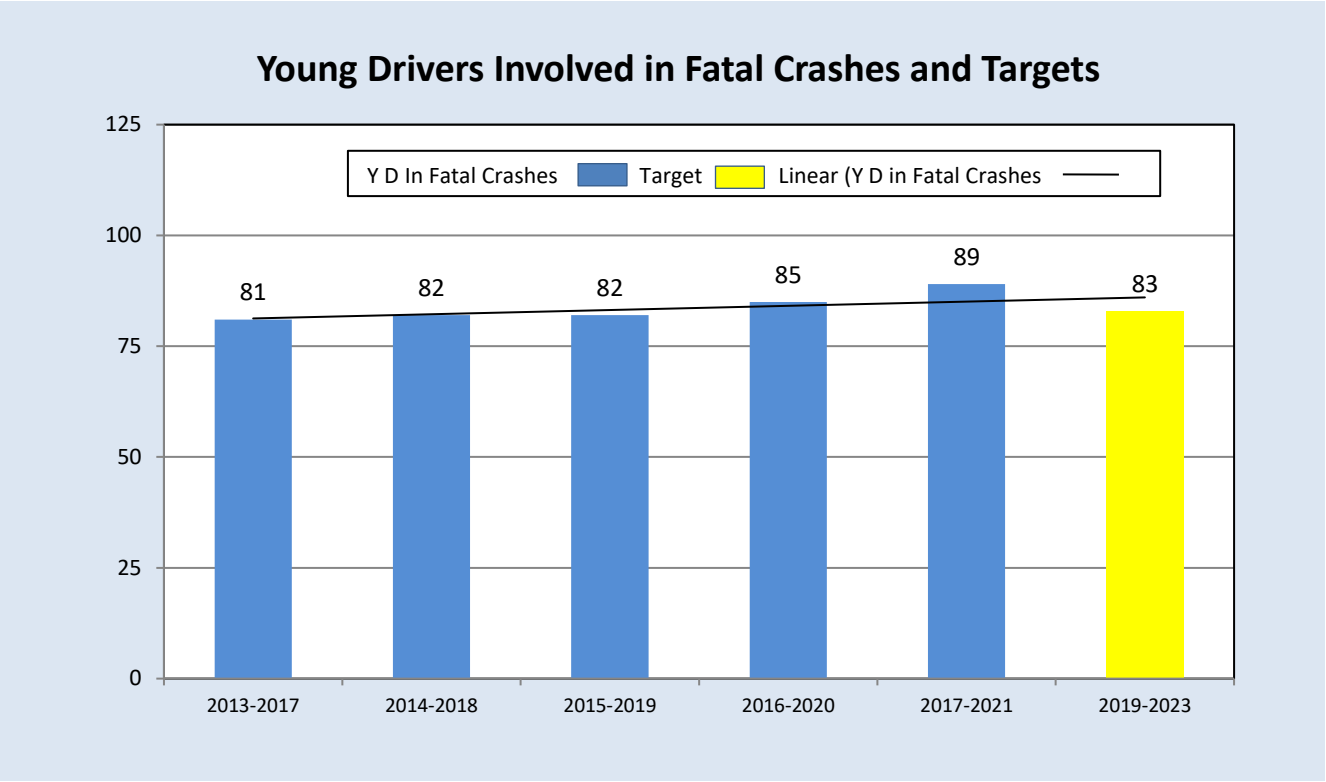
Innovative strategies to address this area should focus on Saturdays and Sundays, mid-afternoon to midnight; speed and training young drivers on maintaining control of their vehicle. Strategies and funding will be incorporated in alcohol programs, selective enforcement, driver education programs, and public information. Media and other public information efforts typically target 18-35 year old drivers, including 18-20 year olds in development and evaluation of messaging.

Measure C-9: Reduce drivers age 20 and younger involved in fatal crashes by 7 percent from 89 (2017-2021 rolling average) to 83 (2019 - 2023 rolling average) by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	78	92	78	86	112	83

Note: 2021 calendar year base data in TREDS was used to calculate the 2023 target.

Virginia will also continue to address its teen driver fatalities (15 to 19 years old). In 2021, 42 drivers, 18 passengers and 0 pedestrians ages 15-19 died on Virginia roads; 6 percent, 11 percent, and 0 percent respectively of all drivers, passengers and pedestrians killed. Of the 35 drivers killed in vehicles equipped with safety restraints, 60 percent (21) were not wearing a safety restraint. Overall, teen driver fatalities (ages 15-19) increased 56 percent in 2021 as compared to 2020 (42 vs. 27). Speed was a factor in 64 percent (27) of the fatal crashes. Three fatalities resulted from the teen drivers drinking. Failure to maintain control of the vehicle (running off the road) and speed were the top driver actions accounting for 76 percent of the fatalities. Powhatan County and Prince William County were the top jurisdictions for teen driver fatalities with 3 each.



Justification: Virginia conducted trend analyses based on annual data, 3-year and 5-year rolling averages. Virginia selected the 5-year rolling average and chose a 7 percent reduction from the linear projection. Virginia chose this as a more achievable target than the actual number or 3-year rolling average projections.

Strategies

1. Distribute at a minimum 175,000 of the updated 45-hour Parent Teen guides to drivers under the age of 19 and parents to serve as a guide to the parent and young driver. Will also ensure the guide is available electronically. (CTW Chapter 6- 3.1)
2. Promote parent awareness and education of provisional licensing laws and provide guidance through active participation in school outreach efforts (CTW Chapter 6- 3.1).
3. Conduct at least 10, educational campaigns/events/trainings to focus on topics such as seat belt use, impaired driving, zero tolerance laws, distracted driving, speeding and other highway safety issues for the driver 20 and younger. (CTW Chapter 1 Section 6.5, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1)
4. Continuation of alcohol impaired and drug impaired driving educational messaging and activities through various partners' educational efforts via social media and activities. (CTW Chapter 1 Section 6.5, Chapter 2 Sections 6.1& 7.1, Chapter 4 Section 2.2, Chapter 6 Sections 3.1)
5. Conduct at least 2 social media projects that will be used throughout the year. The social media will use student–to-student outreach efforts.
6. Expand communications, education, and outreach efforts by collaborating with community-based organizations in under-served communities where the data shows low seat belt use,

speed, road and land conditions or alcohol use is a contributing factor in young driver fatalities and serious injuries. (CTW Chapter 2 Sections 3.2 and 6.1)

7. Conduct education programs focusing on youth between the ages of 8 and 14 to develop a culture focused on the proper use of restraints, driver responsibilities and shared road use. (Chapter 1 Sections 5.2 and 6.5, Chapter 4 Section 2.2)

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

Program Area	Project Focus	Budget	Funding Source
BDE	Driver Education – Drivers Age 20 or Younger	597,381.00	BIL NHTSA 402
BOP	Occupant Protection – Drivers Age 20 or Younger	369,396.00	BIL NHTSA 402
EDU_AL	Alcohol – Drivers Age 20 or Younger	292,814.00	BIL 154 Transfer
FDL*DE	Driver Education – Drivers Age 20 or Younger	150,673.00	FAST Act 405d Impaired Driving Low (Flex)
Total All Funds		**1,410,264.00**	

DRIVERS AGE 20 OR YOUNGER PROJECTS

Project Number:	**BDE-2023-53019-23019**
Sub-recipient	**VADETS**
Project Title:	Choose Your Vibe - Arrive Alive!
Project Description:	Teen driver safety media campaign to educate teen drivers about the risk factors of impaired driving.
Project Amount:	270,666.00
Match Amount:	67,666.5
Indirect Cost:	24,606.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BDE-2023-53077-23077**
Sub-recipient	**Prince William County**
Project Title:	DMV Highway Safety Grant
Project Description:	Update presentation, materials, and website for parents of drivers in training; promote Partners for Safe Teen Driving program in District 8 using various communication methods.
Project Amount:	64,215.00
Match Amount:	16,053.75
Indirect Cost:	0.00
Local Benefit:	0.00

TSEP Project:	No
Project Number:	**BDE-2023-53387-23387**
Sub-recipient	**Virginia Dept of Education**
Project Title:	Driver Education
Project Description:	Update driver education curriculum on highway safety issues; update and print the 45-hour Parent/Teen Guide.
Project Amount:	262,500.00
Match Amount:	65,625.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53065-23065**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Youth of Virginia Speak Out (YOVASO) Peer-to-Peer Education Program - OP
Project Description:	Peer-to-peer program for middle and high school students focusing on occupant protection.
Project Amount:	311,667.00
Match Amount:	77,916.75
Indirect Cost:	26,618.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BOP-2023-53249-23249**
Sub-recipient	**Drive Safe Hampton Roads**
Project Title:	Occupant Protection
Project Description:	Promote and encourage seat belt use to reduce unrestrained fatalities.
Project Amount:	57,729.00
Match Amount:	14,432.25
Indirect Cost:	0.00
Local Benefit:	57,729.00
TSEP Project:	No
Project Number:	**EDU_AL-2023-53067-23067**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Youth of Virginia Speak Out (YOVASO) Peer-to-Peer Education Program - AL
Project Description:	Peer-to-peer program for middle and high school students focused on prevention of drinking and driving and underage drinking.
Project Amount:	292,814.00
Match Amount:	NA
Indirect Cost:	25,016.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FDL*DE-2023-53404-23404**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	45 Hour Parent/Teen Guide
Project Description:	Printing and dissemination of the 45-hour Parent/Teen Guide for parents of aspiring young drivers.

Project Amount:	47,812.00
Match Amount:	11,953.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FDL*DE-2023-53163-23163**
Sub-recipient	**Virginia Commonwealth University**
Project Title:	Project IMPACT
Project Description:	Teen-based program presented in schools through driver education, physical education and/or health classes.
Project Amount:	102,673.00
Match Amount:	25,668.25
Indirect Cost:	28,272.00
Local Benefit:	0.00
TSEP Project:	No

Pedestrian Safety Program Area

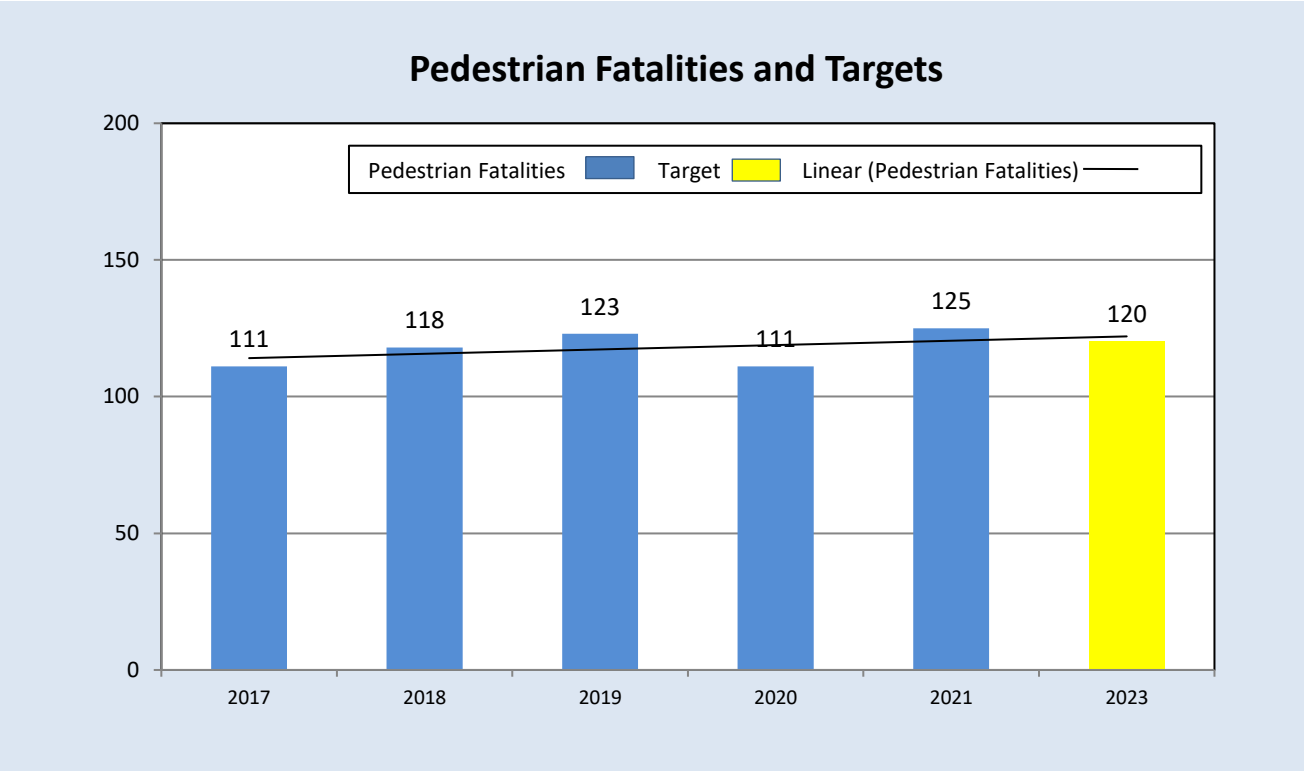
In Virginia, 125 pedestrians were killed in fatal crashes a ten percent increase from the previous year. The pedestrian was at sixty-one percent of the time. Crossing the roadway not at an intersection was the top pedestrian action for pedestrian fatalities. Fifty-one percent of pedestrians were killed between the hours of 6pm and midnight (64), 38 percent occurred on a roadway during darkness with the road not lighted (47). Seventy-nine percent of pedestrians were killed on an urban/city roadway (99) followed by twenty-one percent on rural routes (26). Ninety-six percent or 120 of pedestrians killed were not wearing reflective clothing. Twenty-six percent or 32 of the pedestrians killed were drinking. The top jurisdictions for pedestrian fatalities were Fairfax County (14), Henrico County (11), Newport News City/Norfolk City (9 each), and Prince William County (7). Seventy-three (58%) were over age 50.

Innovative strategies and funding to address this area should focus on alcohol, enforcement, education and awareness specifically during nighttime hours. Virginia's Pedestrian Safety Task Force will continue to meet to address the issue facing this area.

Measure C-10: Reduce pedestrian fatalities by 4 percent from 125 in 2021 to 120 by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	120
Pedestrian Fatalities (FARS)	111	118	123	111	125	

Note: 2021 calendar base year data was used to calculate the 2023 target. 2021 is TREDS data.



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

Pedestrian

Pedestrians who mobilize in the transportation system as individuals or groups are in the category described as vulnerable roadway users. Department of Motor Vehicles will continue to collaborate with stakeholders to provide and introduce strategies and countermeasures to improve on safety. Countermeasures will address individuals and groups to provide safety guidance using educational messages, enforcement and the distribution of brochures containing engineering/infrastructure definitions to follow in an effort to reduce fatalities and injuries.

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. Partner with sub-grantees to conduct safety campaigns throughout 2023:
   - Outreach efforts will include partnering with law enforcement agencies in northern Virginia for the pedestrian and bicycle safety campaign in the fall and spring. **(**CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
   - Outreach efforts will include campaigns that combine bicycle and pedestrian education to encourage everyone to share the road. **(**CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
3. Support creation and distribution of web-based and printed materials to continue the education and understanding of sharing the roadway for all users, including pedestrians and bicyclist**.** (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

- Support maintenance of four partnering organizations with bicycle and pedestrian safety websites. (MCOG, Drive Smart Virginia, Fairfax Alliance for Better Bicycling, and TZD.org)
- The Department of Motor Vehicles will continue with a pedestrian safety media campaign with a message designed to educate communities and promote pedestrian safety in hopes of reducing fatalities and serious injuries.

4. Pedestrian Taskforce: Continue to assess and develop countermeasures to implement strategies and encourage coalitions to address fatalities and serious injuries of pedestrian crashes occurring throughout the Commonwealth of Virginia. Stakeholders/Pedestrian Safety Task Force members will continue to meet, as needed, to discuss data on known causation factors in an effort to create/promote messaging and educational responses for all individuals to raise awareness and reduce injuries and fatalities.
5. To continue to recruit new and effective partners that will work to decrease pedestrian fatalities.

Pedestrian Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
SPS	Pedestrian Safety	249,280.00	SUPP BIL NHTSA 402
FHPE	Pedestrian Safety	170,000.00	FAST Act 405h Non-motorized Safety
SFHLE	Pedestrian Safety	38,846.00	SUPP BIL 405h Non-motorized Safety
Total All Funds		**458,326.00**	

Note: Pedestrian and Bicycle Safety funding are combined projects using the same funding and project focus.

PEDESTRIAN SAFETY PROJECTS

Project Number:	**FHPE-2023-53414-23414**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Pedestrian Safety Media
Project Description:	Media campaign to educate the public on being a safe pedestrian.
Project Amount:	170,000.00
Match Amount:	42,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SFHLE-2023-53093-23093**
Sub-recipient	**Occoquan Town**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.

Project Amount:	4,450.00
Match Amount:	1,112.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53209-23209**
Sub-recipient	**Salem City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	2,660.00
Match Amount:	665.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53234-23234**
Sub-recipient	**Chesterfield County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	5,400.00
Match Amount:	1,350.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53269-23269**
Sub-recipient	**Roanoke City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	4,168.00
Match Amount:	1,042.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53289-23289**
Sub-recipient	**Williamsburg City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	5,000.00
Match Amount:	1,250.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53312-23312**
Sub-recipient	**Fairfax County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle

Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	6,000.00
Match Amount:	1,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53349-23349**
Sub-recipient	**Alexandria City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	7,168.00
Match Amount:	1,792.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53392-23392**
Sub-recipient	**Harrisonburg City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	4,000.00
Match Amount:	1,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53011-23011**
Sub-recipient	**Prince William County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	11,000.00
Match Amount:	2,750.00
Indirect Cost:	0.00
Local Benefit:	11,000.00
TSEP Project:	Yes

Project Number:	**SPS-2023-53151-23151**
Sub-recipient	**Richmond City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	8,450.00
Match Amount:	2,112.50
Indirect Cost:	0.00
Local Benefit:	8,450.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53200-23200**
Sub-recipient	**Arlington County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	10,030.00
Match Amount:	2,507.50
Indirect Cost:	0.00
Local Benefit:	10,030.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53341-23341**
Sub-recipient	**Metro Washington Council of Gov**
Project Title:	Street Smart Pedestrian and Bicycle Safety Program
Project Description:	Pedestrian and bicycle safety using 3 E's - education, engineering and enforcement.
Project Amount:	220,000.00
Match Amount:	55,000.00
Indirect Cost:	0.00
Local Benefit:	220,000.00
TSEP Project:	No

Bicycle Safety Program Area

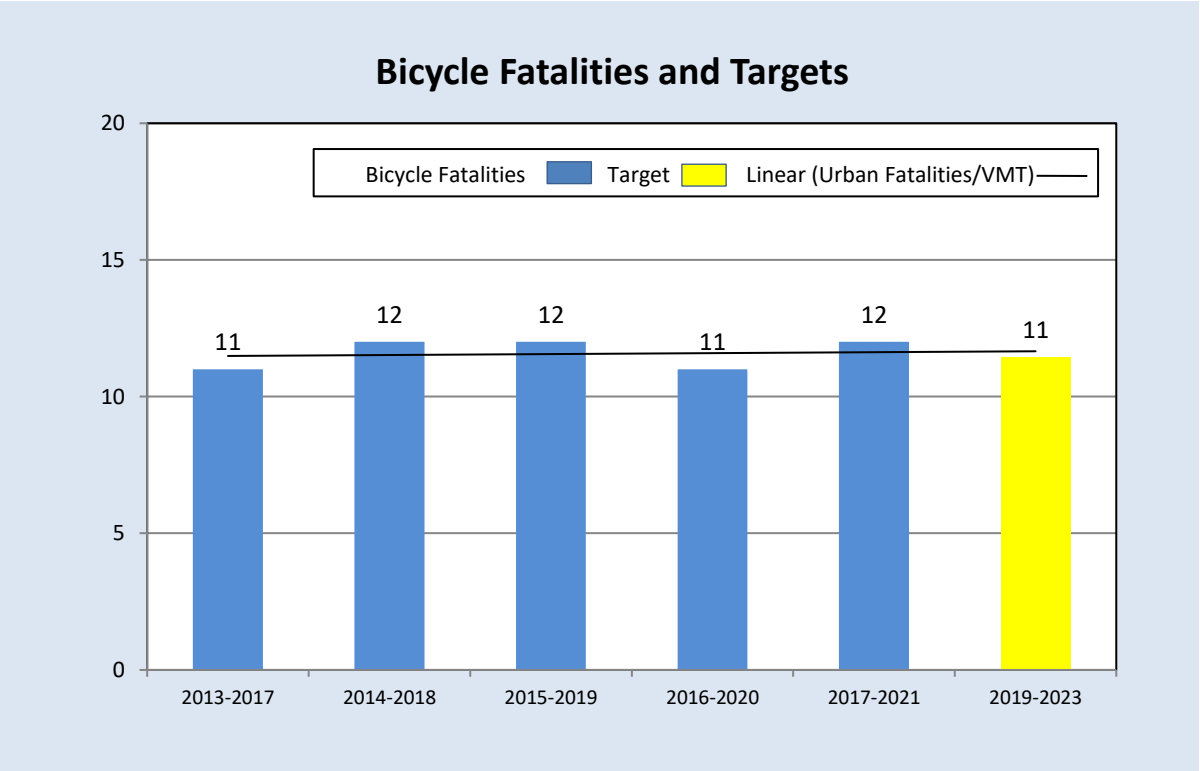
In Virginia, 16 bicyclists were killed in fatal crashes, a one hundred percent increase from the previous year (8). The bicyclist was at fault 63 percent of the time. Thirty-one percent of the bicyclists killed were not wearing a helmet (5). Fifty percent or 8 of the bicyclists were killed between the hours of 9am and 6pm. 88 percent of bicyclists were killed on an urban/city roadway (14) and 12 percent on rural routes (2). One quarter (4) of the bicycle fatalities occurred on a Thursday. Zero of the bicyclists killed were drinking. Fairfax County had the highest number of bicycle fatalities (3). Fifty-six percent of the bicyclists killed were over age 50.

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

Measure C-11: Reduce bicyclist fatalities 8 percent from 12 (2017-2021 rolling average) to 11 (2019 – 2023 rolling average) by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	11
Bicyclist Fatalities (FARS)	12	12	13	7	16	

Note: 2021 calendar base year data was used to calculate the 2023 target. 2021 is TREDS data.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages.

Virginia selected the 5-year rolling average linear trend line projecting an 8 percent reduction in bicyclist fatalities as a more achievable target than the annual or 3-year rolling average projections.

Cyclists navigating the transportation system are described as vulnerable roadway users in communities. DMV's Highway Safety Office will continue to collaborate with stakeholders to provide and introduce strategies and countermeasures to improve on safety. Countermeasures will address all age groups to provide guidance using educational messages, enforcement and written brochures containing engineering applications to reduce injuries and fatalities.

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 Partner with sub-grantees to conduct safety campaigns throughout 2022:
- Outreach efforts will include collaborating with law enforcement agencies throughout Virginia on the pedestrian and bicycle safety campaigns in the fall and spring. **(**CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
- Outreach efforts will include a campaign that combines bicycle and pedestrian education noting violations, which are enforceable to encourage everyone to share the road. **(**CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)

3 Support creation and distribution of web-based messaging and printed materials to continue the education and understanding of sharing the roadway for all users, including pedestrians and bicyclist**.** (CTW, Chapter 8, Section(s) 3.1, 4.1, 4.2, 4.3, 4.4)
- Support maintenance of four partnering organizations with bicycle and pedestrian safety websites. (MCOG, Drive Smart Virginia, Fairfax Bicycling Alliance and TZD.org)

4 Conduct bicycle safety training events and promote bicycle awareness messaging. Educational awareness training courses, advertisements, and messaging from the Metropolitan Council of Governance (Street Smart Program) and the Fairfax Alliance for Better Bicycling will continue to create and promote transportation messages addressing safe movement and actions of vehicles, pedestrians and cyclists. Heightened awareness of one's surrounding may reduce the numbers of fatalities and serious injuries. Each form of transportation requires materials to promote action by all individuals, regardless of age, to maintain the health of the growing population.
5. To continue to recruit new and effective partners that will work to decrease bicycle fatalities.

Bicycle Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
SPS	Bicycle Safety	290,126.00	SUPP BIL NHTSA 402
SFHLE	Bicycle Safety	38,846.00	SUPP BIL 405h Non-motorized Safety
Total All Funds		**328,972.00**	

Note: Bicycle and Pedestrian Safety funding are combined projects using the same funding and project focus.

BICYCLE SAFETY PROJECTS

Project Number:	**SFHLE-2023-53093-23093**
Sub-recipient	**Occoquan Town**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	4,450.00
Match Amount:	1,112.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53209-23209**
Sub-recipient	**Salem City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	2,660.00
Match Amount:	665.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53234-23234**
Sub-recipient	**Chesterfield County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle

Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	5,400.00
Match Amount:	1,350.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53269-23269**
Sub-recipient	**Roanoke City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	4,168.00
Match Amount:	1,042.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53289-23289**
Sub-recipient	**Williamsburg City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	5,000.00
Match Amount:	1,250.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53312-23312**
Sub-recipient	**Fairfax County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	6,000.00
Match Amount:	1,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53349-23349**
Sub-recipient	**Alexandria City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	7,168.00
Match Amount:	1,792.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SFHLE-2023-53392-23392**
Sub-recipient	**Harrisonburg City**

Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	4,000.00
Match Amount:	1,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53011-23011**
Sub-recipient	**Prince William County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	11,000.00
Match Amount:	2,750.00
Indirect Cost:	0.00
Local Benefit:	11,000.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53076-23076**
Sub-recipient	**Fairfax Alliance for Better Bicycling**
Project Title:	Fairfax Biking Safely
Project Description:	Bicyclist safety training.
Project Amount:	40,646.00
Match Amount:	10,161.50
Indirect Cost:	0.00
Local Benefit:	40,646.00
TSEP Project:	No
Project Number:	**SPS-2023-53151-23151**
Sub-recipient	**Richmond City**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	8,450.00
Match Amount:	2,112.50
Indirect Cost:	0.00
Local Benefit:	8,450.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53200-23200**
Sub-recipient	**Arlington County**
Project Title:	Selective Enforcement - Pedestrian/Bicycle
Project Description:	Selective enforcement for pedestrian and bicycle violations.
Project Amount:	10,030.00
Match Amount:	2,507.50
Indirect Cost:	0.00
Local Benefit:	10,030.00
TSEP Project:	Yes
Project Number:	**SPS-2023-53341-23341**

Sub-recipient	**Metro Washington Council of Gov**
Project Title:	Street Smart Pedestrian and Bicycle Safety Program
Project Description:	Pedestrian and bicycle safety using 3 E's - education, engineering and enforcement.
Project Amount:	220,000.00
Match Amount:	55,000.00
Indirect Cost:	0.00
Local Benefit:	220,000.00
TSEP Project:	No

OTHER PROGRAM AREA PERFORMANCE MEASURES

Traffic Records Program Area

Virginia has one of the strongest Traffic Records Program in the nation. Its Traffic Records Electronic Data System (TREDS), a state-of-the art highway safety information system, has garnered both state and national recognition. Virginia's latest Traffic Records Assessment was completed in April 2021 and its overall traffic records program rated very well. Virginia, through guidance from its Traffic Records Coordinating Committee (TRCC), and coordination of projects listed in both the Virginia Traffic Records Strategic Plan and the HSP, will continue to enhance and monitor the quality and quantity of data in TREDS by implementing the most efficient and effective integration and linkage projects and enhancing its analysis and reporting capabilities, as demonstrated by projects being planned for implementation.

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

Measure: Continue to enhance the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDS by December 31, 2023.

Strategies

1. Increase street level crash location data from 0 to 125,000

2. Increase the number of law enforcement agencies from 71 law enforcement (LE) agencies to 80 agencies submitting electronic citation data to the Supreme Court's CAIS system.

3. Increase from 0 cases to 300 cases the number of ignition interlock installation cases with the auto-populate vehicle information from the Citizen Services Driver System to the TREDS/VASAP ignition interlock system

4. Add a one new field "Source" into the TREDS/VASAP system to capture information when vehicle data is imported from the Citizen Services System. Information from this field will be used to access and generate needed reports.

5. Add 5 new fields (Crash Id, Vehicle ID, Driver ID, Passenger ID and Pedestrian Id) to the "Crash Data warehouse" to make crash unique ID information accessible to users for data linkage and reporting purposes.

6. Add one business rule to improve the accuracy of collecting information for the crash field "All Passengers Age" Count. With the business rule in place, the invalid passenger counts by age will be identified and corrected.

7. Decrease from 260 to 0 the number of Towed field errors. Changes to the coding and mapping in TREDS will improve the accuracy of reporting the FARS/EDT field (Towed.) The EDT mapping of the Towed crash report field will be as follows: (1) Towed Field=Unchecked Towed then the FARS/EDT field map to 8 (Not Reported). In cases of hit and runs, this field will be unmapped and coded by the State Analyst.

8. Racial Profiling 1906 - Secure one data repository system that will gather, manage, and store race/ethnicity data sets for analysis, distribution and reporting based on officer's observation or information provided to the officer by the driver.

9. Racial Profiling 1906 - The repository will decrease the number of rejected files from 197 to 147 as well as improve the compliance in submitting data within established deadlines.

Traffic Records/Data Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
FTR	Traffic Records	877,861.00	FAST Act NHTSA 402
FM3DA	Data Program	1,337,723.00	FAST Act 405c Data Program
Total All Funds		**2,215,584.00**	

TRAFFIC RECORDS/DATA PROJECTS

Project Number:	**FM3DA-2023-53219-23219**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	VA Tech/VSP/DMV Dashboard
Project Description:	Continued development of a speed data dashboard to assist law enforcement with focused speed enforcement.
Project Amount:	142,223.00
Match Amount:	35,555.75
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM3DA-2023-53225-23225**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	TREDS Projects
Project Description:	IT services, temporary staff, law enforcement TREDS and crash reporting training.
Project Amount:	1,195,500.00
Match Amount:	298,875.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FTR-2023-53208-23208**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	VA Tech Analytics and Reporting
Project Description:	Analysis and reporting projects (real-time, trend and predictive) on all behavioral programs in Virginia.
Project Amount:	273,357.00
Match Amount:	68,339.25

Indirect Cost:	39,943.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FTR-2023-53218-23218**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	VA Tech Crash Location Project
Project Description:	Locate crashes on all VA roads, maps for problem ID, crash tool management and project oversight.
Project Amount:	357,904.00
Match Amount:	89,476.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FTR-2023-53226-23226**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	State-to-State Verification System (S2S)
Project Description:	Driver data collection.
Project Amount:	90,000.00
Match Amount:	22,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FTR-2023-53181-23181**
Sub-recipient	**Virginia Dept of State Police**
Project Title:	Community Policing Act Stop Data Collection Repository
Project Description:	Improve data collection through reduction in the number of rejected files, timely submission, decrease lapse time for receipt of data via real-time data access.
Project Amount:	156,600.00
Match Amount:	39,150.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

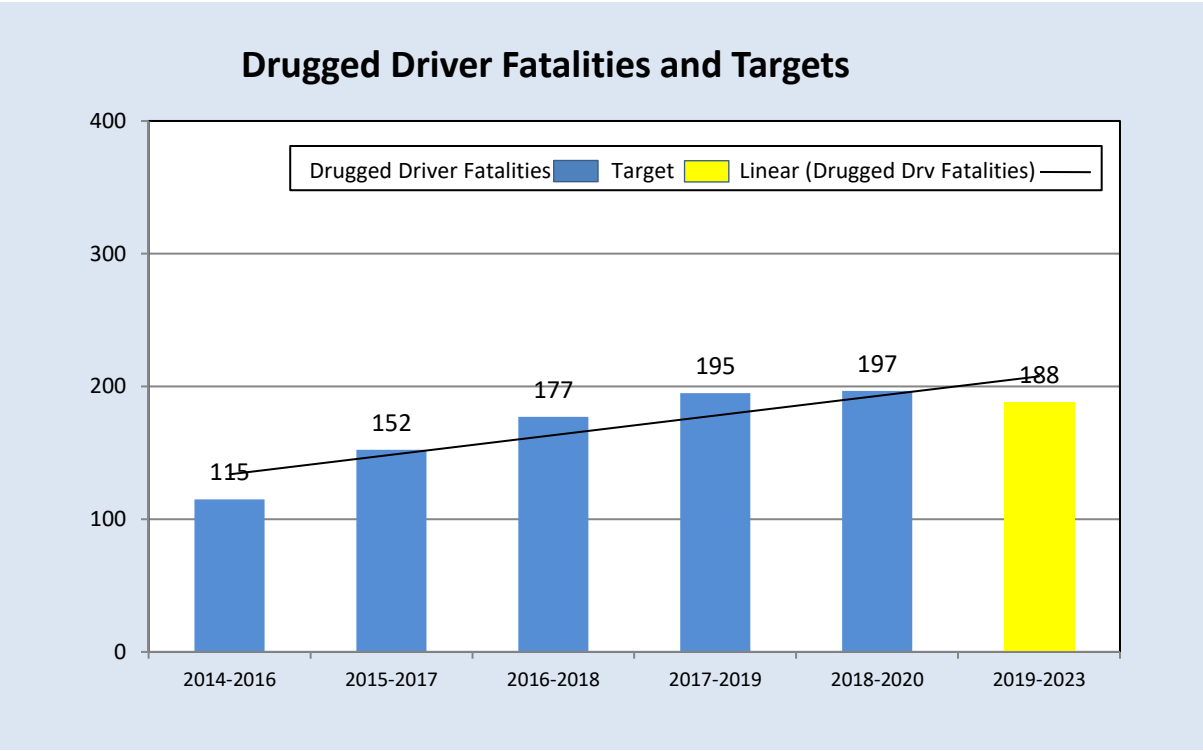
Drugged Driver Fatalities

In Virginia, drugged driver fatalities increased 10 percent in 2020 as compared to 2019 (206 vs. 187). Failure to maintain control of the vehicle, running off the road and speed accounted for fifty-nine percent of the drugged driver fatalities. Fifty-three percent of the drugged driver fatalities were between the ages of 21-35. Twenty-seven percent of the fatalities occurred in September (30) and October (25). Fifty-seven percent of the fatalities occurred the hours of 6pm and 3am. 37 drugged drivers had also been drinking. The top jurisdictions for the drugged driver fatalities were Fairfax County (13), Newport News City (11), and Virginia Beach City (9).

Measure: Reduce drugged driver fatalities 4 percent from 197 (2018-2020 rolling average) to 188 (2021–2023 rolling average) by 2023

	Baseline Data					**2023 Target**
	2016	2017	2018	2019	2020	188
Drugged Driver Fatalities (FARS)	133	201	197	187	206	

Note: 2020 calendar base year data was used to calculate the 2023 target.



Justification: Virginia conducted trend analyses using actual, 3-year and 5-year rolling averages. Virginia selected the 3-year rolling average linear trend line projecting a 4 percent reduction in drugged driver fatalities as a more achievable target than the annual or 5-year rolling average projections.

Strategies

1. Conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training throughout Virginia – 8 courses per year (CTW, Chapter 1, Section(s) 7.1, 7.3)
2. Continue to develop the Drug Recognition Expert Program. **T**o increase the number of certified DREs from 53 to 73**.** (CTW, Chapter 1, Section(s) 7.1, 7.3)
3. Conduct a statewide training session for Virginia drug court staff (CTW, Chapter 1, Section(s) 3.1, 4.1, 4.4)
4. Conduct six Advanced DUID training for law enforcement and prosecutors to inform them of the latest trends, the DRE program, recent changes to legislation, best practices, and refresh their skills. (CTW, Chapter 1, Section(s) 7.1, 7.3)
5. To continue to recruit new and effective partners that will work to decrease drugged driver fatalities

Drugged Driver Safety: Budget Summary

Program Area	Project Focus	Budget	Funding Source
FM6OT	Drugged Driver	825,732.00	FAST Act 405d Impaired Driving Low
SM6OT	Drugged Driver	186,274.00	SUPP BIL 405d Impaired Driving Low
Total All Funds		**1,012,006.00**	

DRUGGED DRIVER PROJECTS

Project Number:	**FM6OT-2023-53024-23024**
Sub-recipient	**Supreme Court of Va**
Project Title:	Virginia Specialty Dockets Training to Reduce Impaired Driving
Project Description:	Statewide training conference to improve outcomes with hardcore drinking drivers.
Project Amount:	169,600.00
Match Amount:	42,400.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FM6OT-2023-53156-23156**
Sub-recipient	**Commonwealth Attorney's Services Council**
Project Title:	TSRP, Adv. DUI, DUID, DRE, Fatal Crash
Project Description:	TSRP; crash training for prosecutors and law enforcement; printing of DUI manual; advanced DUI and DUID training; DRE training.
Project Amount:	268,655.00
Match Amount:	67,163.75
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Project Number:	**FM6OT-2023-53360-23360**
Sub-recipient	**Substance Abuse Free Environment, Inc.**
Project Title:	It's All Impaired Driving Phase IV
Project Description:	Locally focused media and other outreach to reduce impaired driving in Chesterfield.
Project Amount:	387,477.00
Match Amount:	96,869.25
Indirect Cost:	33,704.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SM6OT-2023-53274-23274**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Impaired Driving Program Coordination: Drugged, Drowsy and Distracted
Project Description:	Program Coordinator that coordinates statewide impaired driving activities focused on drugged, drowsy and distracted driving.
Project Amount:	30,874.00
Match Amount:	7,718.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**SM6OT-2023-53277-23277**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Drug Recognition Expert Program, Advanced Roadside Impaired Driving Enforcement
Project Description:	DRE and ARIDE training.
Project Amount:	155,400.00
Match Amount:	38,850.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

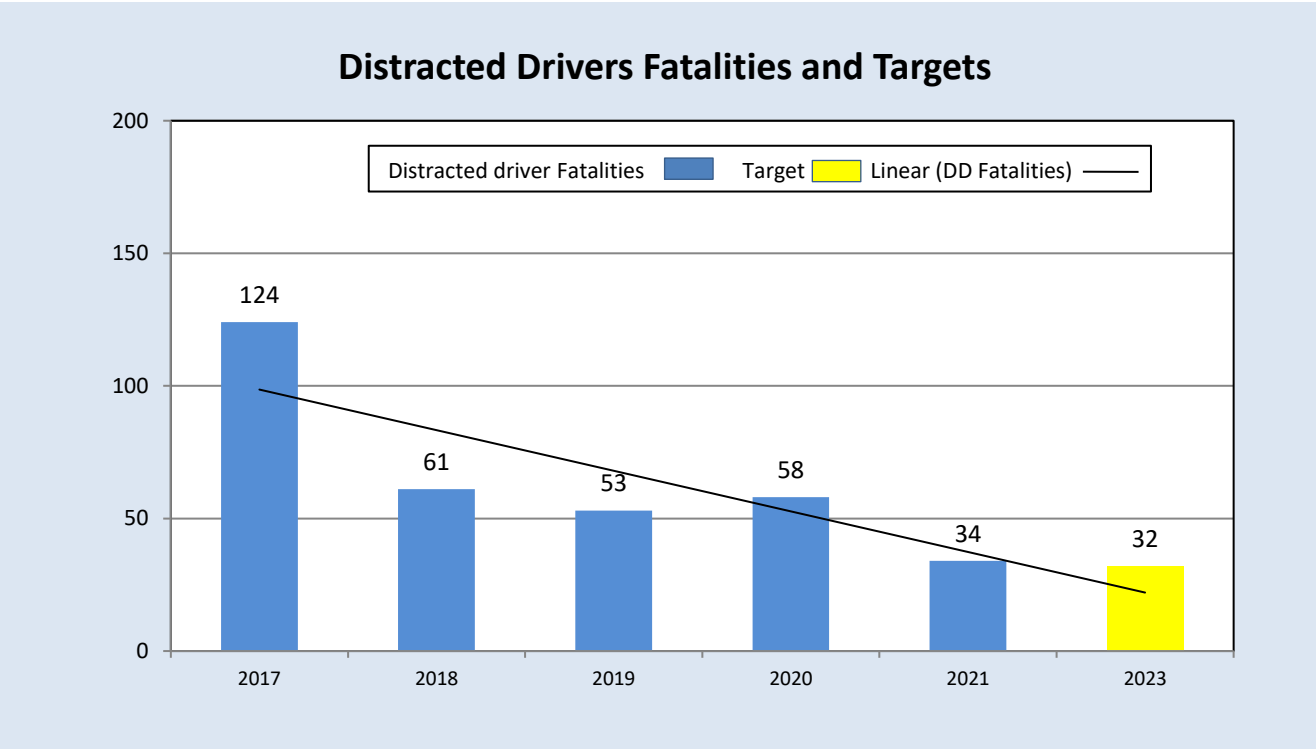
Distracted Driver Fatalities

In Virginia, distracted driver fatalities decreased 41 percent in 2021 as compared to 2020 (34 vs. 58). There were also 83 other persons killed in addition to the distracted drivers. Failure to maintain control of the vehicle, speed and wrong side of the road – not overtaking accounted for eighty-five percent of the distracted driver fatalities. The top driver distraction, aside from "other," was eyes not on the road. Forty-four percent (15) of the distracted driver fatalities were between the ages of 21-50, and thirty-eight percent (13) ages 51 and over. The month of September had the highest number of distracted driver fatalities (6). Eighteen percent of the fatalities occurred between the hours of 9am and noon (6). Twelve percent (4) of the distracted drivers had been drinking. The top jurisdictions for distracted driver fatalities were Suffolk City/Chesterfield County (3 each) and Augusta County/Nelson County (2 each).

Measure: Reduce distracted driver fatalities 6 percent from 34 in 2021 to 32 by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	32
Distracted Driver Fatalities	124	61	53	58	34	

Note: 2021 calendar base year data was used to calculate the 2023 target. 2021 data is from TREDS.



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

Strategies

1. Continue to support education and training through scholarships for law enforcement and teachers to attend the Distracted Driving Summit. (CTW Chapter 4 – Section(s) 2.2, 3.2).
2. Include distracted driving prevention messaging in youth peer-to-peer educational programs. (CTW Chapter 4 – Section(s) 2.2, 3.2).
3. To continue to educate on the Hands-free Phone law. (CTW Chapter 4 – Section(s) 2.2, 3.2).
4. To continue to recruit new and effective partners that will work to decrease the number of fatalities related to distracted driving.

Note: No funding is being awarded for this area.

Driver Education

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

Innovated strategies focus on education and outreach efforts to increase awareness on issues involving transportation safety.

Measure: Increase awareness of and positively impact the behavior of users of Virginia's roadways by December 31, 2022.

Strategies

1. Conduct a minimum of 5 education and awareness activities targeting the general driving population to reduce crashes, injuries and fatalities. (CTW Chapter 6 – Section(s) 2.1, 2.2. and Chapter 7 – Section(s) 1.2, 2.2, 3.1)
2. To continue to recruit new and effective partners that will work to decrease fatalities with our young/teen drivers.

Driver Education Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
BDE	Driver Education	923,827.00	BIL NHTSA 402
FDL*DE	Driver Education	21,036.00	FAST Act 405d Impaired Driving Low (Flex)
Total All Funds		**944,863.00**	

DRIVER EDUCATION PROJECTS

Project Number:	**BDE-2023-53043-23043**
Sub-recipient	**Drive Smart of Virginia**
Project Title:	Community & Workplace Traffic Safety Education & Outreach
Project Description:	Educational outreach for distracted driving, bicycle/pedestrian outreach into community and workplaces.
Project Amount:	263,534.00
Match Amount:	65,883.50
Indirect Cost:	23,958.00
Local Benefit:	0.00
TSEP Project:	No

Project Number:	**BDE-2023-53352-23352**
Sub-recipient	**Dept for Aging and Rehabilitative Services**
Project Title:	Virginia GrandDriver: Maintaining Independence for the Open Road
Project Description:	Mature driver focus, driver assessments and media campaign.
Project Amount:	655,293.00
Match Amount:	163,823.25
Indirect Cost:	11,089.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BDE-2023-53423-23423**
Sub-recipient	**Virginia Dept of Motor Vehicle**
Project Title:	DMV Translation Services
Project Description:	General highway safety to have educational materials reviewed for translation; this will allow the highway safety messages to be visible to diverse audiences.
Project Amount:	5,000.00
Match Amount:	1,250.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**FDL*DE-2023-53307-23307**
Sub-recipient	**Virginia Trucking Assoc. Foundation**
Project Title:	Truck Safety Program Coordinator
Project Description:	Truck safety - Education program to reduce the number of crashes/injuries/fatalities involving commercial motor vehicles.
Project Amount:	21,036.00
Match Amount:	5,259.00
Indirect Cost:	1,912.00
Local Benefit:	0.00
TSEP Project:	No

Community Traffic Safety Project (CP)

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

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

Measure: Develop, lead, attend and evaluate education and awareness events by December 31, 2023.

Strategies

1. Enhance the DMV/VAHSO website with real-time interactive crash reporting and crash location data.
2. Partner with a minimum of 10 highway safety stakeholders on VAHSO safety initiatives.
3. VAHSO staff to attend and participate in a minimum of five local, state and national trainings.
4. Engage with a maximum number of potential highway safety partners, and provide at least two law enforcement grant application and distribution workshops in each geographic area, and workshops for NP/SA/HE highway safety grant-funded areas.
5. To host viable presentations and training opportunities via in-person or virtually.
6. Ensure our highway safety message represents the diversity of the Commonwealth.
7. Increase the number of new partnerships that will provide education and outreach to underserved communities.
8. Highway Safety Program Recruiter to recruit new and effective partners that will ensure our highway safety message is reaching to underserved communities and to ensure equity is at the forefront of our messaging. This will allow for bring new community partners to the table.

Community Traffic Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
FCP	Community Traffic Safety	531,350.00	FAST Act NHTSA 402
FDL*CP	Community Traffic Safety	180,000.00	FAST Act 405d Impaired Driving Low (Flex)
Total All Funds		**711,350.00**	

COMMUNITY TRAFFIC SAFETY PROJECTS

Project Number:	**BCP-2023-53135-23135**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Highway Safety Program Recruiter
Project Description:	Highway Safety Program Recruiter will recruit new partners and identify new projects across the Commonwealth.

Project Amount:	98,000.00
Match Amount:	24,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BCP-2023-53224-23224**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	DMV/VAHSO Travel and Training
Project Description:	Support for professional development and staff functions.
Project Amount:	70,000.00
Match Amount:	17,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BCP-2023-53294-23294**
Sub-recipient	**Supreme Court of Va**
Project Title:	Judicial Outreach Liaison-402
Project Description:	Judicial Outreach Liaison to provide technical support to judges on highway safety.
Project Amount:	16,650.00
Match Amount:	4,162.50
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BCP-2023-53337-23337**
Sub-recipient	**Commission on VASAP**
Project Title:	Commission on VASAP Training Conference
Project Description:	Training to increase the knowledge of VASAP staff and their local policy board on DUI issues, including recidivism.
Project Amount:	116,700.00
Match Amount:	29,175.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BCP-2023-53417-23417**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	TZDVA.org Video Project
Project Description:	Highway safety media messaging using advocates/victims to reach focus audience - occupant protection, speed, impaired drivers.
Project Amount:	230,000.00
Match Amount:	57,500.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Project Number:	**FDL*CP-2023-53116-23116**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	2023 Virginia Highway Safety Summit
Project Description:	Conference providing training and best practices information to highway safety partners.
Project Amount:	180,000.00
Match Amount:	45,000.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Police Traffic Services (PT)

Virginia will conduct training, education and outreach efforts to raise awareness on issues involving law enforcement and highway safety. In addition, we will work directly with law enforcement for selective enforcement initiatives.

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

> Measure: Conduct a minimum of ten educational and informal contacts with law enforcement by December 31, 2023. During any contact the VAHSO LEL's have with law enforcement, the DAR (Daily Activity Report) numbers and the impact it has on all involved is discussed. LEL's also discuss how education and enforcement can reduce the numbers.
>
> To have law enforcement selective enforcement initiatives that focus on impaired driving, occupant protection and speed issues.

Strategies

1. Retain a minimum of 3 VAHSO LEL's to work with law enforcement on highway safety initiatives.
2. To provide law enforcement training for effective enforcement efforts such as effective use of social media and other resources to educate the community on highway safety issues.
3. To provide training for law enforcement officers on changes to Virginia's traffic safety laws and effective enforcement efforts.
4. Partner with safety advocates to provide additional law enforcement information and countermeasure strategies in an effort to reach the statewide zero death goal.
5. To provide the "Police Traffic Services" grant funding opportunity to law enforcement agencies in an effort to broaden officers on the streets approach to enforcing all highway safety violations utilizing selective enforcement grant time. The assigned projects offer greater flexibility to officers in addressing observed traffic violations to ultimately promote safety under this grant award.

Police Traffic Services Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
BPT	Police Traffic Services	2,587,748.00	BIL NHTSA 402
Total All Funds		**2,587,748.00**	

POLICE TRAFFIC SERVICES PROJECTS

Project Number:	**BPT-2023-53007-23007**
Sub-recipient	**Halifax Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.

Project Amount:	28,800.00
Match Amount:	7,200.00
Indirect Cost:	0.00
Local Benefit:	28,800.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53008-23008**
Sub-recipient	**Herndon Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	23,994.00
Match Amount:	5,998.50
Indirect Cost:	0.00
Local Benefit:	23,994.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53013-23013**
Sub-recipient	**Caroline County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	23,051.00
Match Amount:	5,762.75
Indirect Cost:	0.00
Local Benefit:	23,051.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53014-23014**
Sub-recipient	**Tazewell Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	10,500.00
Match Amount:	2,625.00
Indirect Cost:	0.00
Local Benefit:	10,500.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53025-23025**
Sub-recipient	**Westmoreland County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	22,300.00
Match Amount:	5,575.00
Indirect Cost:	0.00
Local Benefit:	22,300.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53026-23026**
Sub-recipient	**Hillsville Town**
Project Title:	Selective Enforcement - Police Traffic Services

Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	18,800.00
Match Amount:	4,700.00
Indirect Cost:	0.00
Local Benefit:	18,800.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53034-23034**
Sub-recipient	**Chesapeake City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	16,124.00
Match Amount:	4,031.00
Indirect Cost:	0.00
Local Benefit:	16,124.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53035-23035**
Sub-recipient	**Prince Edward County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	18,738.00
Match Amount:	4,684.50
Indirect Cost:	0.00
Local Benefit:	18,738.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53037-23037**
Sub-recipient	**Bedford Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,000.00
Match Amount:	2,750.00
Indirect Cost:	0.00
Local Benefit:	11,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53049-23049**
Sub-recipient	**Pearisburg Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	40,352.00
Match Amount:	10,088.00
Indirect Cost:	0.00
Local Benefit:	40,352.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53061-23061**
Sub-recipient	**Scott County**

Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	9,426.00
Match Amount:	2,356.50
Indirect Cost:	0.00
Local Benefit:	9,426.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53071-23071**
Sub-recipient	**Rockbridge County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,200.00
Match Amount:	2,800.00
Indirect Cost:	0.00
Local Benefit:	11,200.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53080-23080**
Sub-recipient	**York County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	32,900.00
Match Amount:	8,225.00
Indirect Cost:	0.00
Local Benefit:	32,900.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53087-23087**
Sub-recipient	**Henrico County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	111,650.00
Match Amount:	27,912.50
Indirect Cost:	0.00
Local Benefit:	111,650.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53088-23088**
Sub-recipient	**West Point Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,255.00
Match Amount:	2,813.75
Indirect Cost:	0.00
Local Benefit:	11,255.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53090-23090**

Sub-recipient	**Portsmouth City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	25,285.00
Match Amount:	6,321.25
Indirect Cost:	0.00
Local Benefit:	25,285.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53100-23100**
Sub-recipient	**Botetourt County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	21,984.00
Match Amount:	5,496.00
Indirect Cost:	0.00
Local Benefit:	21,984.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53101-23101**
Sub-recipient	**Hanover County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	35,871.00
Match Amount:	8,967.75
Indirect Cost:	0.00
Local Benefit:	35,871.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53106-23106**
Sub-recipient	**Richmond County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	19,244.00
Match Amount:	4,811.00
Indirect Cost:	0.00
Local Benefit:	19,244.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53121-23121**
Sub-recipient	**Alleghany County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	7,230.00
Match Amount:	1,807.50
Indirect Cost:	0.00
Local Benefit:	7,230.00
TSEP Project:	Yes

Project Number:	**BPT-2023-53132-23132**
Sub-recipient	**Page County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	8,750.00
Match Amount:	2,187.50
Indirect Cost:	0.00
Local Benefit:	8,750.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53134-23134**
Sub-recipient	**Clarke County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	8,550.00
Match Amount:	2,137.50
Indirect Cost:	0.00
Local Benefit:	8,550.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53137-23137**
Sub-recipient	**Smyth County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	5,400.00
Match Amount:	1,350.00
Indirect Cost:	0.00
Local Benefit:	5,400.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53138-23138**
Sub-recipient	**Blackstone Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	10,868.00
Match Amount:	2,717.00
Indirect Cost:	0.00
Local Benefit:	10,868.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53143-23143**
Sub-recipient	**Nelson County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	10,122.00
Match Amount:	2,530.50
Indirect Cost:	0.00
Local Benefit:	10,122.00

TSEP Project:	Yes
Project Number:	**BPT-2023-53145-23145**
Sub-recipient	**Lynchburg City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	30,750.00
Match Amount:	7,687.50
Indirect Cost:	0.00
Local Benefit:	30,750.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53149-23149**
Sub-recipient	**Dayton Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	10,800.00
Match Amount:	2,700.00
Indirect Cost:	0.00
Local Benefit:	10,800.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53154-23154**
Sub-recipient	**Chase City Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,784.00
Match Amount:	2,946.00
Indirect Cost:	0.00
Local Benefit:	11,784.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53161-23161**
Sub-recipient	**Wythe County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	59,000.00
Match Amount:	14,750.00
Indirect Cost:	0.00
Local Benefit:	59,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53164-23164**
Sub-recipient	**Richmond City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	90,000.00
Match Amount:	22,500.00
Indirect Cost:	0.00

Local Benefit:	90,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53166-23166**
Sub-recipient	**Frederick County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	22,890.00
Match Amount:	5,722.50
Indirect Cost:	0.00
Local Benefit:	22,890.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53168-23168**
Sub-recipient	**South Hill Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	17,425.00
Match Amount:	4,356.25
Indirect Cost:	0.00
Local Benefit:	17,425.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53170-23170**
Sub-recipient	**Tappahannock Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	10,422.00
Match Amount:	2,605.50
Indirect Cost:	0.00
Local Benefit:	10,422.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53172-23172**
Sub-recipient	**Nottoway County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	16,456.00
Match Amount:	4,114.00
Indirect Cost:	0.00
Local Benefit:	16,456.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53174-23174**
Sub-recipient	**Fauquier County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	30,870.00
Match Amount:	7,717.50

Indirect Cost:	0.00
Local Benefit:	30,870.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53179-23179**
Sub-recipient	**Bedford County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	18,900.00
Match Amount:	4,725.00
Indirect Cost:	0.00
Local Benefit:	18,900.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53185-23185**
Sub-recipient	**Stafford County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	27,500.00
Match Amount:	6,875.00
Indirect Cost:	0.00
Local Benefit:	27,500.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53186-23186**
Sub-recipient	**Patrick County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	18,760.00
Match Amount:	4,690.00
Indirect Cost:	0.00
Local Benefit:	18,760.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53189-23189**
Sub-recipient	**Montgomery County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	24,705.00
Match Amount:	6,176.25
Indirect Cost:	0.00
Local Benefit:	24,705.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53201-23201**
Sub-recipient	**Arlington County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	25,724.00

Match Amount:	6,431.00
Indirect Cost:	0.00
Local Benefit:	25,724.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53202-23202**
Sub-recipient	**Rockingham County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	29,430.00
Match Amount:	7,357.50
Indirect Cost:	0.00
Local Benefit:	29,430.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53206-23206**
Sub-recipient	**Spotsylvania County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	73,000.00
Match Amount:	18,250.00
Indirect Cost:	0.00
Local Benefit:	73,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53212-23212**
Sub-recipient	**Franklin County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	32,790.00
Match Amount:	8,197.50
Indirect Cost:	0.00
Local Benefit:	32,790.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53214-23214**
Sub-recipient	**Dublin Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	15,744.00
Match Amount:	3,936.00
Indirect Cost:	0.00
Local Benefit:	15,744.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53221-23221**
Sub-recipient	**Goochland County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.

Project Amount:	22,864.00
Match Amount:	5,716.00
Indirect Cost:	0.00
Local Benefit:	22,864.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53228-23228**
Sub-recipient	**Altavista Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	5,250.00
Match Amount:	1,312.50
Indirect Cost:	0.00
Local Benefit:	5,250.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53230-23230**
Sub-recipient	**Chesterfield County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	177,540.00
Match Amount:	44,385.00
Indirect Cost:	0.00
Local Benefit:	177,540.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53231-23231**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	FY 2023 Law Enforcement Liaison's Grant
Project Description:	Law enforcement liaisons to assist with training and building partnerships with law enforcement.
Project Amount:	169,425.00
Match Amount:	42,356.25
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BPT-2023-53236-23236**
Sub-recipient	**Waynesboro City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,900.00
Match Amount:	2,975.00
Indirect Cost:	0.00
Local Benefit:	11,900.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53238-23238**
Sub-recipient	**Campbell County**

Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	36,720.00
Match Amount:	9,180.00
Indirect Cost:	0.00
Local Benefit:	36,720.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53241-23241**
Sub-recipient	**Lancaster County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	6,650.00
Match Amount:	1,662.50
Indirect Cost:	0.00
Local Benefit:	6,650.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53246-23246**
Sub-recipient	**Manassas Park City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	24,447.00
Match Amount:	6,111.75
Indirect Cost:	0.00
Local Benefit:	24,447.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53250-23250**
Sub-recipient	**Narrows Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	14,000.00
Match Amount:	3,500.00
Indirect Cost:	0.00
Local Benefit:	14,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53259-23259**
Sub-recipient	**Floyd County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	15,794.00
Match Amount:	3,948.50
Indirect Cost:	0.00
Local Benefit:	15,794.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53266-23266**

Sub-recipient	**Roanoke City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	34,937.00
Match Amount:	8,734.25
Indirect Cost:	0.00
Local Benefit:	34,937.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53268-23268**
Sub-recipient	**Augusta County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	21,000.00
Match Amount:	5,250.00
Indirect Cost:	0.00
Local Benefit:	21,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53271-23271**
Sub-recipient	**Pulaski County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	32,260.00
Match Amount:	8,065.00
Indirect Cost:	0.00
Local Benefit:	32,260.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53275-23275**
Sub-recipient	**Galax City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	17,120.00
Match Amount:	4,280.00
Indirect Cost:	0.00
Local Benefit:	17,120.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53285-23285**
Sub-recipient	**Loudoun County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	36,750.00
Match Amount:	9,187.50
Indirect Cost:	0.00
Local Benefit:	36,750.00
TSEP Project:	Yes

Project Number:	**BPT-2023-53290-23290**
Sub-recipient	**Fairfax County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	56,700.00
Match Amount:	14,175.00
Indirect Cost:	0.00
Local Benefit:	56,700.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53293-23293**
Sub-recipient	**Saint Paul Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,885.00
Match Amount:	2,971.25
Indirect Cost:	0.00
Local Benefit:	11,885.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53296-23296**
Sub-recipient	**Accomack County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	25,364.00
Match Amount:	6,341.00
Indirect Cost:	0.00
Local Benefit:	25,364.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53304-23304**
Sub-recipient	**Gloucester County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	12,480.00
Match Amount:	3,120.00
Indirect Cost:	0.00
Local Benefit:	12,480.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53311-23311**
Sub-recipient	**Chincoteague Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	12,800.00
Match Amount:	3,200.00
Indirect Cost:	0.00
Local Benefit:	12,800.00

TSEP Project:	Yes
Project Number:	**BPT-2023-53313-23313**
Sub-recipient	**King and Queen County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	27,749.00
Match Amount:	6,937.25
Indirect Cost:	0.00
Local Benefit:	27,749.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53318-23318**
Sub-recipient	**Pittsylvania County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	28,600.00
Match Amount:	7,150.00
Indirect Cost:	0.00
Local Benefit:	28,600.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53325-23325**
Sub-recipient	**Suffolk City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	15,870.00
Match Amount:	3,967.50
Indirect Cost:	0.00
Local Benefit:	15,870.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53330-23330**
Sub-recipient	**Roanoke County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	53,985.00
Match Amount:	13,496.25
Indirect Cost:	0.00
Local Benefit:	53,985.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53332-23332**
Sub-recipient	**Powhatan County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	43,732.00
Match Amount:	10,933.00
Indirect Cost:	0.00

Local Benefit:	43,732.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53336-23336**
Sub-recipient	**Metropolitan Washington Airports Authority**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	29,200.00
Match Amount:	7,300.00
Indirect Cost:	0.00
Local Benefit:	29,200.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53340-23340**
Sub-recipient	**Washington County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	27,200.00
Match Amount:	6,800.00
Indirect Cost:	0.00
Local Benefit:	27,200.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53342-23342**
Sub-recipient	**VA Association Chiefs of Police and Foundation, Inc**
Project Title:	Virginia Law Enforcement Training and Resources
Project Description:	Highway safety outreach, training and resources for law enforcement agencies and officers.
Project Amount:	225,369.00
Match Amount:	56,342.25
Indirect Cost:	20,488.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BPT-2023-53345-23345**
Sub-recipient	**Henry County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	19,550.00
Match Amount:	4,887.50
Indirect Cost:	0.00
Local Benefit:	19,550.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53350-23350**
Sub-recipient	**Alexandria City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	24,976.00

Match Amount:	6,244.00
Indirect Cost:	0.00
Local Benefit:	24,976.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53357-23357**
Sub-recipient	**Christiansburg Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	6,426.00
Match Amount:	1,606.50
Indirect Cost:	0.00
Local Benefit:	6,426.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53358-23358**
Sub-recipient	**Old Dominion University Police**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	24,800.00
Match Amount:	6,200.00
Indirect Cost:	0.00
Local Benefit:	24,800.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53376-23376**
Sub-recipient	**Buckingham County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	33,237.00
Match Amount:	8,309.25
Indirect Cost:	0.00
Local Benefit:	33,237.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53380-23380**
Sub-recipient	**Amherst County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	30,550.00
Match Amount:	7,637.50
Indirect Cost:	0.00
Local Benefit:	30,550.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53385-23385**
Sub-recipient	**Culpeper County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.

Project Amount:	22,744.00
Match Amount:	5,686.00
Indirect Cost:	0.00
Local Benefit:	22,744.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53389-23389**
Sub-recipient	**Lunenburg County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	16,000.00
Match Amount:	4,000.00
Indirect Cost:	0.00
Local Benefit:	16,000.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53390-23390**
Sub-recipient	**Giles County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	8,250.00
Match Amount:	2,062.50
Indirect Cost:	0.00
Local Benefit:	8,250.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53395-23395**
Sub-recipient	**Charlotte County**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	11,300.00
Match Amount:	2,825.00
Indirect Cost:	0.00
Local Benefit:	11,300.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53400-23400**
Sub-recipient	**Bristol City**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	52,700.00
Match Amount:	13,175.00
Indirect Cost:	0.00
Local Benefit:	52,700.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53408-23408**
Sub-recipient	**King George County**
Project Title:	Selective Enforcement - Police Traffic Services

Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	9,680.00
Match Amount:	2,420.00
Indirect Cost:	0.00
Local Benefit:	9,680.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53409-23409**
Sub-recipient	**Virginia Commonwealth University**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	13,600.00
Match Amount:	3,400.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	Yes
Project Number:	**BPT-2023-53419-23419**
Sub-recipient	**Boykins Town**
Project Title:	Selective Enforcement - Police Traffic Services
Project Description:	Selective enforcement for police traffic services violations.
Project Amount:	6,000.00
Match Amount:	1,500.00
Indirect Cost:	0.00
Local Benefit:	6,000.00
TSEP Project:	Yes

Roadway Safety Program Area (RS)

Virginia will conduct regional training to increase the knowledge of safety partners in the identification of targeted safety issues to reduce crashes, injuries and fatalities Measure: Participate in six regional trainings on crash findings and techniques to improve awareness of roadway safety by December 31, 2023.

Measure: Participate in regional trainings on crash findings and techniques to improve awareness of roadway safety by December 31, 2023.

Strategies

1. Conduct three, two-week (80 hours) courses on “Fundamentals of Crash Investigation and Reconstruction” for law enforcement officers.
2. Contract for two, two-week (80 hours) courses on “Advanced Crash Investigation” for law enforcement officers.
3. Conduct three “Crash Data Retrieval (CDR) Technician Classes” for law enforcement officers.
4. Contract for three specialty Crash Investigation and Reconstruction classes for law enforcement officers based on need. Some classes will add to officers’ ability to reconstruct DUI related crashes.
5. Provide technical assistance to law enforcement and prosecutors in the area of crash reconstruction.

Roadway Safety Program Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
BRS	Roadway Safety	252,800.00	BIL NHTSA 402
BAL	Roadway Safety	44,450.00	BIL NHTSA 402
Total All Funds		**297,250.00**	

ROADWAY SAFETY PROJECTS

Project Number:	**BRS-2023-53070-23070**
Sub-recipient	**Virginia Beach City**
Project Title:	Regional Training in Traffic Engineering
Project Description:	Highway safety training for local traffic engineers.
Project Amount:	20,000.00
Match Amount:	5,000.00
Indirect Cost:	0.00
Local Benefit:	20,000.00

TSEP Project:	No
Project Number:	**BRS-2023-53363-23363**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Crash Investigation & Reconstruction Program - 402
Project Description:	Education, training and equipment to support crash investigations.
Project Amount:	232,800.00
Match Amount:	58,200.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No
Project Number:	**BAL-2023-53366-23366**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Crash Investigation & Reconstruction Program - AL
Project Description:	Education, training and equipment to support DUI-related crash investigations.
Project Amount:	44,450.00
Match Amount:	NA
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

Planning and Administration (P&A)

DMV//VAHSO requires staffing to perform administrative functions such as overseeing day-to-day operations of the highway safety office, federal grants management and support for the program areas as well as for field operations. The P&A grant covers a portion of the salary for four administrative positions: two directors, one in the highway safety office and one in the grants management office; and two management analysts, one in the highway safety office and one in the grants management office. This funding also covers administrative costs for the highway safety and grants management office's to include utilities, technology and office supplies.

Measure: Provide planning and administrative support for the highway safety office, field staff and grants management.

Strategies

1. Hire and retain adequate staffing, minimum of 4 staff, to provide planning and administrative support.
2. Provide funding for administrative costs, such as supplies, utilities, support, etc.

Planning and Administration Area: Budget Summary

Program Area	Project Focus	Budget	Funding Source
FPA	Planning and Administration	276,103.00	FAST Act NHTSA 402
Total All Funds		**276,103.00**	

PLANNING AND ADMINISTRATION PROJECTS

Project Number:	**FPA-2023-53223-23223**
Sub-recipient	**Virginia Dept of Motor Vehicles**
Project Title:	Planning and Administration - 402
Project Description:	Highway safety planning and administration.
Project Amount:	276,103.00
Match Amount:	276,103.00
Indirect Cost:	0.00
Local Benefit:	0.00
TSEP Project:	No

CORE BEHAVIOR PERFORMANCE MEASURE

Seat Belt Use Rate – Observed Seat Belt Use Survey

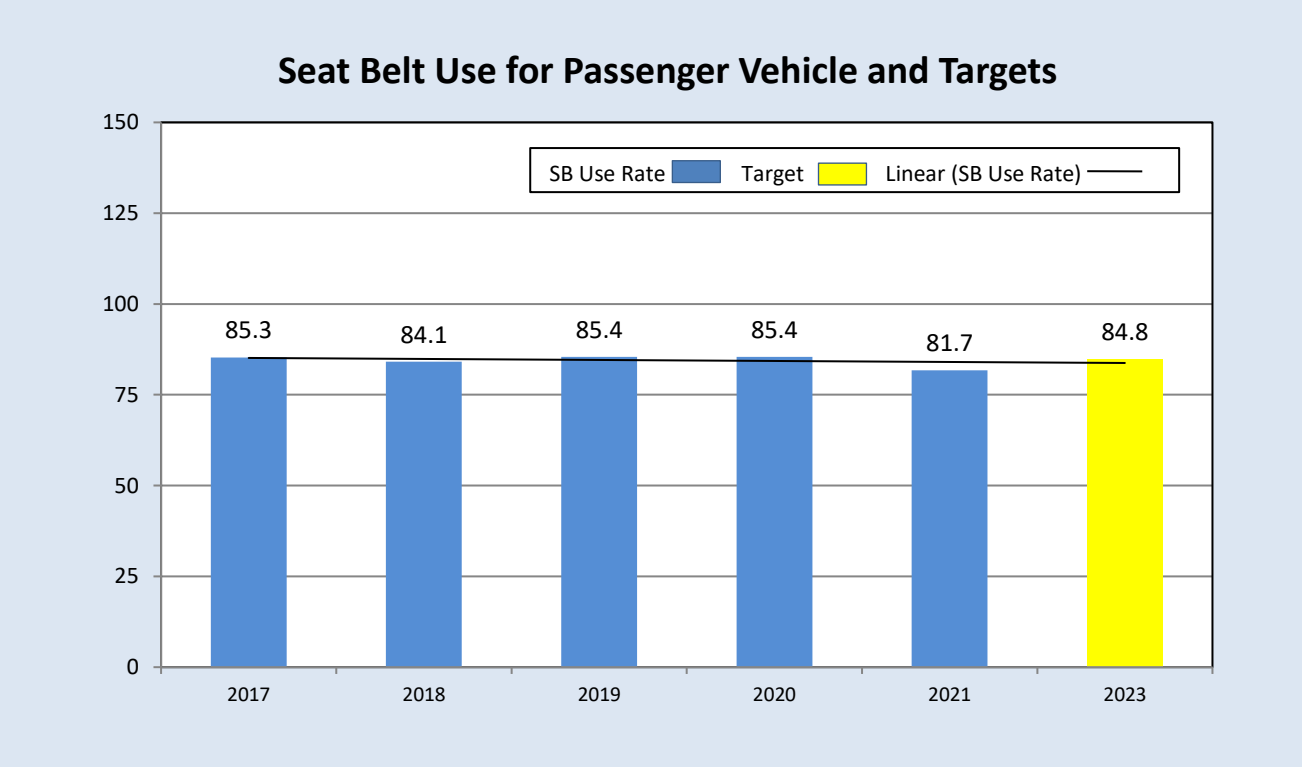
Virginia's seat belt use has remained fairly level (Virginia's seat belt law is secondary); but below the national average. The most recent statewide OP survey (2021) provided a use rate of 81.7 percent compared to the national average of 90.4 percent. The age group 21 to 50 accounted for 58 percent of the unrestrained fatalities. The highest number of unrestrained fatalities occurred between the hours of 9pm to 3am (35 percent).

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

Measure B-1: Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 3 percentage points from 81.7 percent in 2021 to 84.8 percent by 2023.

	Baseline Data					**2023 Target**
	2017	2018	2019	2020	2021	84.8
Observed Seat Belt Use Rate Survey	85.3	84.1	85.4	85.4	81.7	

Note: Due to COVID19, Virginia did not complete a Seat Belt Use Survey in 2020. 2019's survey rate was used for 2020. In addition, 2021 Virginia data is used for 2023 target.



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

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

Strategies

1. Conduct an observational survey to determine use of seat belts for front seat occupants in 2022 and provide results to NHTSA by March 1, 2023.
2. Conduct an attitudinal, telephone survey that will include questions regarding seat belt use, impaired driving, and speeding.

Observational Seat Belt Use Survey: Budget Summary

Program Area	Project Focus	Budget	Funding Source
FM2OP	Occupant Protection Observational Seat Belt Use and Survey	248,143.00	FAST Act 405b OP Low
Total All funds		**248,143.00**	

Note: Virginia's most recent statewide seat belt use rate (2021) is 81.7 percent and is lower than the national average of 90.4 percent.

Media Plan for FY 2023

Earned, owned and paid media advertising will be utilized throughout federal fiscal year 2023 in an effort to promote safe driving habits to Virginians. A comprehensive media buying and public relations firm will purchase paid advertising and engage in public relations efforts in conjunction with a series of high visible enforcement campaigns since effectiveness is improved when advertising coincides with law enforcement campaigns. Paid advertising methods will include various types of television, radio, online and digital, and other NHTSA-approved channels. Paid advertising will continue to take a data-driven approach, focusing on the audience who needs the message the most, and through the channels, they use the most. To measure effectiveness, the campaigns will include an evaluation element that focuses on campaign slogan recall. The public relations firm and the DMV Communications Office will solicit earned media through issuing news releases and pitching highway safety stories to local media outlets. Virginia DMV's owned media channels, including the agency's website and social media sites, will publicize safe driving messages to coincide with national and local safety campaigns, and whenever data shows more education on a particular topic is needed.

Click It or Ticket-May Mobilization
The purpose of the May 2023 Click It or Ticket media campaign will be to remind the public that seat belts save lives, and law enforcement will implement mobilizations to ensure that all vehicle occupants are buckled up. It will support the national Click It or Ticket mobilization that conveys safe driving behaviors before the highly traveled summer season. The statewide earned, owned and paid media campaign will focus on the audience of men ages 18 to 34, the highest unbuckled population in Virginia. The campaign will utilize newly developed, Virginia-specific campaign materials that will air through paid mediums from a variety of different platforms from mid-May through the Memorial Day weekend. In addition, we may utilize the NHTSA's Click It or Ticket materials in conjunction with our materials. To support the campaign, DMV's Communications Office will post the video and other Click It or Ticket messaging on owned media sites throughout the campaign. A Click It or Ticket news conference will be held with law enforcement and other partners, and a news release will be issued to statewide media outlets.
PROJECTED PAID MEDIA & SUPPORT FUNDING (Combined funding for May and November mobilization and the seat belt social norming campaign): 1,976,000.00

Click It or Ticket-November Mobilization:
The purpose of the November Click It or Ticket mobilization and media campaign will be to remind the public that seat belts save lives, and law enforcement will implement mobilizations to ensure that all vehicle occupants are buckled up. The campaign encourages safe driving behaviors during one of the busiest travel holidays of the year – Thanksgiving. The statewide earned, owned and paid media campaign will focus on the audience of men ages 18 to 34, the highest unbuckled population in Virginia. Either NHTSA's Click It or Ticket campaign materials will be used, or newly developed Virginia-specific campaign materials will air through paid mediums from a variety of different platforms in November, including Thanksgiving. To support the campaign, DMV's Communications Office will post the safety messages on owned media sites throughout the campaign.
PROJECTED PAID MEDIA & SUPPORT FUNDING (Combined funding for May and November mobilization and the seat belt social norming campaign): 1,976,000.00

Seat Belt Social Norming Media Campaign:
The purpose of the seat belt social norming media campaign is to sustain the seat belt message outside of the May and November Click It or Ticket mobilizations. Using data to include seat belt use rates and unrestrained fatality data, the focus audience will be identified. New creatives that were

developed for the media campaign in FY2022 will be used for the FY2023 campaign. The campaign will be that of social norming to bring about a change in behavior. The media campaign will run during designated times frames throughout FY2023 outside of May and November. The campaign will also focus on messaging to military communities and to minority communities, including Spanish-speaking audiences. It will incorporate data and other information obtained from the pilot focus groups conducted during FY2022.
PROJECTED PAID MEDIA & SUPPORT FUNDING (Combined funding for May and November mobilization and the seat belt social norming campaign): 1,976,000.00

Local Heroes
The purpose of the Local Heroes campaign is to increase the seat belt rate among men ages 18 to 35 and any additional focus demographics based on data analysis in selected counties. 30-second videos will be created featuring identified local first responders and recognizable locations. The campaign will encourage motorists to always wear a seat belt and will motivate law enforcement to communicate this message to motorists. The campaign will air after the May Click It or Ticket mobilization on a variety of media platforms. The contracted public relations firm and the DMV Communications Office will issue a Local Heroes news release, engage in other public relations efforts, and post the videos on the agency's owned social media outlets. An evaluation survey of men in the target audience residing in the specific counties will be conducted.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $ 516,000.00

Grantee Occupant Protection Projects
Several DMV sub-recipients receive paid media funds to promote occupant protection messaging. The Eastern Virginia Medical School's Boost 'Em in the Back Seat campaign will be promoted through various platforms such as online, over-the-top streaming and outdoor advertising. Youth of Virginia Speak Out About Traffic Safety, or YOVASO, includes a buckle up message in its Arrive Alive campaign that will be publicized during the deadliest days of summer for teens. DRIVE SMART Virginia promotes several occupant protection campaigns through paid digital and on-site advertising, including Love Clicks and Buckle Up, Live On.

Drive Sober or Get Pulled Over
This statewide, DUI prevention paid advertising campaign, operated by the Washington Regional Alcohol Project, will coincide with the increased enforcement surrounding the national Drive Sober or Get Pulled Over mobilization from Labor Day through New Year's Eve. The advertising campaign will follow NHTSA's guidelines and support high visibility enforcement to decrease drunk driving. The primary focus will be men ages 21 to 34; with a particular emphasis on the younger portion of this age group since this population has the highest alcohol-related fatalities in Virginia. Data analysis will be conducted to determine if any additional focus areas need to be addressed. To reach the focus audience, paid advertising in the form of all types of television, online, digital, and social media will be utilized. An evaluation survey will be part of the campaign to measure effectiveness and better identify audiences that are not getting the message. To support the campaign, DMV's Communications Office will post the messaging created for the paid advertising campaign, and other anti-impaired driving messages, on owned media sites throughout the campaign. The purpose will be to remind the target audience and the rest of the public to plan ahead and designate a non-drinking driver before going out.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $ 1,129,280

Highway Safety Office DUI Prevention
In conjunction with the Drive Sober or Get Pulled Over campaign, the same anti-drunk driving messaging will be publicized during holidays where drinking is prevalent. Drive Sober messaging will air through paid media channels on broadcast and cable television across Virginia for five days before and on St. Patrick's Day, Cinco De Mayo, the Super Bowl and Fourth of July. The objective of these campaigns is to reach the focus audience of males ages 21 to 34 or any additional focus areas based on data analysis with the same "call to action" message before beginning the holiday party – to designate a non-drinking driver. To support the campaign, DMV's Communications Office will post the same anti-drunk driving messaging, and other anti-impaired driving messages, on owned media sites throughout the three campaigns.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $ 750,000.00

Grantee DUI Prevention Projects
Several non-profit organizations in Virginia receive federal transportation safety paid media grant funds to publicize anti-drunk driving messaging. The Virginia Health, Physical Education, Recreation and Dance's Choose Your Vibe campaign, and Chesterfield Substance Abuse Free Environment's newly developed DUI and Drug impaired prevention campaign in Chesterfield County that will focus on underserved communities. MADD's Virginia chapter will promote messaging to end impaired driving through airtime on television and radio, as well as social media platforms. The campaign will be during time periods and in areas where there are high numbers of drunk driving crashes, injuries and fatalities.

Motorcycle Safety
Earned, owned, and paid media will be used to encourage motorcyclists to ride safely and to wear proper riding gear while also focusing on the dangers of speeding and the importance of training. Data analysis will be conducted to drill down on the focused demographics for the campaign. The campaign will continue to utilize the Virginia-based video created in FY2020 while also updating existing assets and creating additional ones. The ad spots will air in areas with high incidences of motorcycle crashes, based on data. Paid advertising channels will include a variety of media platforms. The campaign will include an evaluation survey to measure effectiveness and campaign slogan recall. To support the paid media campaign, the DMV Communications Office will issue a motorcycle safety news release, and post motorcycle safety messaging on DMV's owned media channels.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $120,000.00

Motorcycle Awareness
The Virginia-based video and campaign materials will be utilized for a robust earned and owned media campaign that will encourage other vehicle drivers to share the road with motorcycles and afford them a space cushion, give motorcycles a second look and be aware of how a motorcycle's speed may be difficult to judge. In FY2023, the media firm will create a full suite of new creative assets that will be used long term throughout multiple fiscal years. The campaign materials will appear on variety of media platforms through a paid media campaign in the month of February, prior to the start of the motorcycle riding season, in areas with high incidences of motorcycle crashes involving another vehicle. This will allow for the message to get to the motorist prior to seeing more motorcycles on the roadway. The focus audience is all vehicle drivers.
PROJECTED MEDIA & SUPPORT FUNDING: $118,650.00

Pedestrian Safety Media Campaign
The purpose of the pedestrian safety media campaign is to decrease the pedestrian fatalities across the Commonwealth. The campaign is a statewide campaign with emphasized messaging in the areas

where data reflects the need for the messaging. We will continue to utilize the animated PSA that was developed in FY2021 titled, “If you don’t know, don’t go”. Various media platforms will be used to air the media campaign during FY2023.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $170,000.00

Speed Paid Media
The new speed pilot paid media campaign will run statewide throughout Virginia with a special focus on the regions with the highest rates of speed-related fatalities. The focus audience and specific regions will be determined based on recent data. DMV will develop new creative assets for media trafficking to present a message on the importance of driving the posted speed limit to all Virginians. Evaluation of the effectiveness of the campaign will be measured through pre- and post-survey results, and with before and after crash data.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $100,000.00

TZD website maintenance and update
The Towards Zero Deaths Virginia website will continue to serve as an information hub and resource for drivers across the Commonwealth. The website's content, including safety tips on all emphasis areas, educates Virginians on the best ways to keep themselves safe while on the roads. DMV’s media firm will conduct ongoing maintenance, including maintenance of the website’s back-end accounts and updating content to reflect the latest traffic safety strategies. The media firm will manage any new elements added to the website to ensure they are current and effective at reaching the audience. Finally, it will review and analyze monthly website analytics reports and make changes that will draw additional users. FY2023 goals include increasing visits to the website and maintaining effective safety messaging that will save lives on Virginia roadways. The media firm will also incorporate the findings of the website audit conducted in FY2022 to optimize the TZD site.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $50,000.00

TZDVA.org Video Project
Combining a paid, earned and owned media campaign is an effective way to reach Virginians, create awareness of critical highway safety issues, change behaviors and save lives. Continuing the work of the campaign that was started in fiscal year 2022 will enable us to further amplify our message and expand our reach. Using a strategic plan, modeled after an effective strategy employed by Illinois, we will develop new creative in the form of individual videos tackling each major highway safety issue, such as speed, unrestrained, drunk driving, etc. The videos will be placed on TZDVA.org and will be promoted through a comprehensive media campaign. The videos will be released individually, each with a separate media campaign, to draw more attention to the important highway safety issues on which they focus. This will result in year-round messaging, reaching more Virginians and reaching them more often.
PROJECTED PAID MEDIA & SUPPORT FUNDING: $230,000.00

Cumulative Listing and Distribution

FY 2023 Grants Awarded

Sub-recipient	Project Number	Project Title	Amount Approved
Fairfax County	154AL-2023-53279-23279	DUI TF Selective Enforcement	1,067,078.00
Henrico County	154AL-2023-53082-23082	Selective Enforcement - Alcohol	224,600.00
Prince William County	154AL-2023-53084-23084	Selective Enforcement - Alcohol	99,800.00
Automotive Coalition for Traffic Safety, Inc	154AL-2023-53095-23095	VA DADSS Pilot Deployment Program	5,061,626.00
		Sum 154AL	**6,453,104.00**
Drive Safe Hampton Roads	EDU_AL-2023-53248-23248	Survive the Drive	70,560.00
Drive Smart of Virginia	EDU_AL-2023-53046-23046	Impaired Driving Education & Outreach	500,458.00
Virginia Dept of State Police	EDU_AL-2023-53067-23067	Youth of Virginia Speak Out (YOVASO) Peer-to-Peer Education Program - AL	292,814.00
Supreme Court of Va	EDU_AL-2023-53267-23267	Judicial Outreach Liaison	63,600.00
Virginia Dept of Motor Vehicles	EDU_AL-2023-53280-23280	Alcohol Impaired Driving Program, Program Coordinator, SFST Coordinator	189,128.00
Alleghany County	ENF_AL-2023-53119-23119	Selective Enforcement - Alcohol	8,830.00
Amherst County	ENF_AL-2023-53378-23378	Selective Enforcement - Alcohol	22,810.00
Arlington County	ENF_AL-2023-53050-23050	Selective Enforcement - Alcohol	17,950.00
Augusta County	ENF_AL-2023-53118-23118	Selective Enforcement - Alcohol	45,800.00
Buckingham County	ENF_AL-2023-53372-23372	Selective Enforcement - Alcohol	35,747.00
Campbell County	ENF_AL-2023-53232-23232	Selective Enforcement - Alcohol	28,250.00
Chesterfield County	ENF_AL-2023-53227-23227	Selective Enforcement - Alcohol	111,170.00
Clarke County	ENF_AL-2023-53133-23133	Selective Enforcement - Alcohol	10,300.00
Culpeper County	ENF_AL-2023-53278-23278	Selective Enforcement - Alcohol	25,142.00
Dickenson County	ENF_AL-2023-53074-23074	Selective Enforcement - Alcohol	18,200.00
Fairfax County	ENF_AL-2023-53263-23263	Selective Enforcement - Alcohol	28,000.00
Fauquier County	ENF_AL-2023-53171-23171	Selective Enforcement - Alcohol	27,325.00
Fluvanna County	ENF_AL-2023-53282-23282	Selective Enforcement - Alcohol	20,950.00

Franklin County	ENF_AL-2023-53211-23211	Selective Enforcement - Alcohol	24,400.00
Frederick County	ENF_AL-2023-53165-23165	Selective Enforcement - Alcohol	18,875.00
Giles County	ENF_AL-2023-53386-23386	Selective Enforcement - Alcohol	9,050.00
Goochland County	ENF_AL-2023-53220-23220	Selective Enforcement - Alcohol	11,210.00
Grayson County	ENF_AL-2023-53063-23063	Selective Enforcement - Alcohol	9,085.00
Hanover County	ENF_AL-2023-53099-23099	Selective Enforcement - Alcohol	105,640.00
Henry County	ENF_AL-2023-53339-23339	Selective Enforcement - Alcohol	20,350.00
Isle of Wight County	ENF_AL-2023-53396-23396	Selective Enforcement - Alcohol	13,850.00
James City County	ENF_AL-2023-53361-23361	Selective Enforcement - Alcohol	19,585.00
King and Queen County	ENF_AL-2023-53302-23302	Selective Enforcement - Alcohol	20,325.00
Loudoun County	ENF_AL-2023-53276-23276	Selective Enforcement - Alcohol	30,400.00
Lunenburg County	ENF_AL-2023-53388-23388	Selective Enforcement - Alcohol	8,800.00
Nelson County	ENF_AL-2023-53140-23140	Selective Enforcement - Alcohol	11,350.00
New Kent County	ENF_AL-2023-53053-23053	Selective Enforcement - Alcohol	38,400.00
Page County	ENF_AL-2023-53127-23127	Selective Enforcement - Alcohol	6,700.00
Patrick County	ENF_AL-2023-53180-23180	Selective Enforcement - Alcohol	11,000.00
Pulaski County	ENF_AL-2023-53262-23262	Selective Enforcement - Alcohol	28,216.00
Richmond County	ENF_AL-2023-53104-23104	Selective Enforcement - Alcohol	14,800.00
Roanoke County	ENF_AL-2023-53303-23303	Selective Enforcement - Alcohol	72,100.00
Rockbridge County	ENF_AL-2023-53069-23069	Selective Enforcement - Alcohol	9,200.00
Scott County	ENF_AL-2023-53058-23058	Selective Enforcement - Alcohol	13,600.00
Shenandoah County	ENF_AL-2023-53272-23272	Selective Enforcement - Alcohol	15,125.00
Spotsylvania County	ENF_AL-2023-53204-23204	Selective Enforcement - Alcohol	85,600.00
Stafford County	ENF_AL-2023-53177-23177	Selective Enforcement - Alcohol	18,300.00
Tazewell County	ENF_AL-2023-53316-23316	Selective Enforcement - Alcohol	16,200.00
Warren County	ENF_AL-2023-53060-23060	Selective Enforcement - Alcohol	11,554.00
Washington County	ENF_AL-2023-53298-23298	Selective Enforcement - Alcohol	35,600.00
Westmoreland County	ENF_AL-2023-53033-23033	Selective Enforcement - Alcohol	41,724.00
Wise County	ENF_AL-2023-53113-23113	Selective Enforcement - Alcohol	61,600.00
Wythe County	ENF_AL-2023-53158-23158	Selective Enforcement - Alcohol	21,894.00
York County	ENF_AL-2023-53079-23079	Selective Enforcement - Alcohol	22,800.00
Blacksburg Town	ENF_AL-2023-53139-23139	Selective Enforcement - Alcohol	16,640.00
Chase City Town	ENF_AL-2023-53147-23147	Selective Enforcement - Alcohol	6,561.00
Christiansburg Town	ENF_AL-2023-53354-23354	Selective Enforcement - Alcohol	5,882.00
Culpeper Town	ENF_AL-2023-53281-23281	Selective Enforcement - Alcohol	9,550.00
Farmville Town	ENF_AL-2023-53320-23320	Selective Enforcement - Alcohol	22,500.00
Front Royal Town	ENF_AL-2023-53044-23044	Selective Enforcement - Alcohol	13,408.00
Herndon Town	ENF_AL-2023-53003-23003	Selective Enforcement - Alcohol	16,475.00
Narrows Town	ENF_AL-2023-53251-23251	Selective Enforcement - Alcohol	15,600.00
Richlands Town	ENF_AL-2023-53253-23253	Selective Enforcement - Alcohol	15,100.00

Smithfield Town	ENF_AL-2023-53287-23287	Selective Enforcement - Alcohol	10,355.00
Vienna Town	ENF_AL-2023-53020-23020	Selective Enforcement - Alcohol	24,400.00
South Boston Town	ENF_AL-2023-53012-23012	Selective Enforcement - Alcohol	14,692.00
Alexandria City	ENF_AL-2023-53348-23348	Selective Enforcement - Alcohol	21,800.00
Buena Vista City	ENF_AL-2023-53367-23367	Selective Enforcement - Alcohol	4,300.00
Chesapeake City	ENF_AL-2023-53018-23018	Selective Enforcement - Alcohol	17,724.00
Colonial Heights City	ENF_AL-2023-53002-23002	Selective Enforcement - Alcohol	11,860.00
Fredericksburg City	ENF_AL-2023-53110-23110	Selective Enforcement - Alcohol	10,400.00
Harrisonburg City	ENF_AL-2023-53283-23283	Selective Enforcement - Alcohol	13,600.00
Lynchburg City	ENF_AL-2023-53120-23120	Selective Enforcement - Alcohol	33,440.00
Manassas Park City	ENF_AL-2023-53115-23115	Selective Enforcement - Alcohol	15,650.00
Newport News City	ENF_AL-2023-53194-23194	Selective Enforcement - Alcohol	54,100.00
Norfolk City	ENF_AL-2023-53122-23122	Selective Enforcement - Alcohol	39,939.00
Norton City	ENF_AL-2023-53108-23108	Selective Enforcement - Alcohol	10,900.00
Portsmouth City	ENF_AL-2023-53030-23030	Selective Enforcement - Alcohol	31,607.00
Richmond City	ENF_AL-2023-53160-23160	Selective Enforcement - Alcohol	69,800.00
Roanoke City	ENF_AL-2023-53257-23257	Selective Enforcement - Alcohol	31,643.00
Salem City	ENF_AL-2023-53192-23192	Selective Enforcement - Alcohol	10,320.00
Suffolk City	ENF_AL-2023-53331-23331	Selective Enforcement - Alcohol	11,272.00
Virginia Beach City	ENF_AL-2023-53299-23299	Selective Enforcement - Alcohol	47,200.00
Williamsburg City	ENF_AL-2023-53239-23239	Selective Enforcement - Alcohol	15,800.00
Winchester City	ENF_AL-2023-53078-23078	Selective Enforcement - Alcohol	20,966.00
Chesapeake Bay Bridge Tunnel	ENF_AL-2023-53129-23129	Selective Enforcement - Alcohol	8,225.00
		Sum BIL 154AL	**2,980,144.00**
		TOTAL 154	**9,449,180.00**
Virginia Dept of Motor Vehicles	BAL-2023-53366-23366	Crash Investigation & Reconstruction Program - AL	44,450.00
Commission on VASAP	BCP-2023-53337-23337	Commission on VASAP Training Conference	116,700.00
Supreme Court of Va	BCP-2023-53294-23294	Judicial Outreach Liaison-402	16,650.00
Virginia Dept of Motor Vehicles	BCP-2023-53135-23135	Highway Safety Program Recruiter	98,000.00
Virginia Dept of Motor Vehicles	BCP-2023-53417-23417	TZDVA.org Video Project	230,000.00
Virginia Dept of Motor Vehicles	BCP-2023-53224-23224	DMV/VAHSO Travel and Training	70,000.00
Prince William County	BDE-2023-53077-23077	DMV Highway Safety Grant	64,215.00

Drive Smart of Virginia	BDE-2023-53043-23043	Community & Workplace Traffic Safety Education & Outreach	263,534.00
Virginia Dept of Education	BDE-2023-53387-23387	Driver Education	262,500.00
Dept for Aging and Rehabilitative Services	BDE-2023-53352-23352	Virginia GrandDriver: Maintaining Independence for the Open Road	655,293.00
VADETS	BDE-2023-53019-23019	Choose Your Vibe - Arrive Alive!	270,666.00
Virginia Dept of Motor Vehicles	BDE-2023-53423-23423	Highway Safety Translation Services	5,000.00
Buchanan County	BOP-2023-53323-23323	Selective Enforcement - Occupant Protection	10,500.00
Dickenson County	BOP-2023-53169-23169	Selective Enforcement - Occupant Protection	3,000.00
New Kent County	BOP-2023-53056-23056	Selective Enforcement - Occupant Protection	9,000.00
Prince George County	BOP-2023-53128-23128	Selective Enforcement - Occupant Protection	6,560.00
Prince William County	BOP-2023-53081-23081	Selective Enforcement - Occupant Protection	38,500.00
Tazewell County	BOP-2023-53315-23315	Selective Enforcement - Occupant Protection	13,750.00
Chatham Town	BOP-2023-53217-23217	Selective Enforcement - Occupant Protection	6,000.00
Exmore Town	BOP-2023-53054-23054	Selective Enforcement - Occupant Protection	1,800.00
Onancock Town	BOP-2023-53048-23048	Selective Enforcement - Occupant Protection	8,360.00
South Boston Town	BOP-2023-53017-23017	Selective Enforcement - Occupant Protection	7,721.00
Buena Vista City	BOP-2023-53256-23256	Selective Enforcement - Occupant Protection	3,500.00
Lexington City	BOP-2023-53191-23191	Selective Enforcement - Occupant Protection	3,500.00
Norfolk City	BOP-2023-53117-23117	Selective Enforcement - Occupant Protection	9,000.00
Virginia Beach City	BOP-2023-53057-23057	Selective Enforcement - Occupant Protection	29,400.00
Carilion Health Systems	BOP-2023-53328-23328	The Child Passenger Safety Program at Carilion Children's Hospital	25,200.00

Drive Safe Hampton Roads	BOP-2023-53249-23249	Occupant Protection	57,729.00
ODU Research Foundation	BOP-2023-53321-23321	Occupant Protection in Virginia: Pressing Evaluation Results	138,286.00
Virginia Dept of Health	BOP-2023-53347-23347	Virginia Department of Health Child Passenger Safety Program	301,610.00
Virginia Dept of State Police	BOP-2023-53065-23065	Youth of Virginia Speak Out (YOVASO) Peer-to-Peer Education Program - OP	311,667.00
Virginia Dept of Motor Vehicles	BOP-2023-53010-23010	Local Heroes Campaign	516,000.00
Virginia Dept of Motor Vehicles	BOP-2023-53403-23403	Occupant Protection Paid Media	1,976,000.00
Virginia Dept of Motor Vehicles	BOP-2023-53422-23422	2023 Occupant Protection Assessment	33,000.00
Accomack County	BPT-2023-53296-23296	Selective Enforcement - Police Traffic Services	25,364.00
Alleghany County	BPT-2023-53121-23121	Selective Enforcement - Police Traffic Services	7,230.00
Amherst County	BPT-2023-53380-23380	Selective Enforcement - Police Traffic Services	30,550.00
Arlington County	BPT-2023-53201-23201	Selective Enforcement - Police Traffic Services	25,724.00
Augusta County	BPT-2023-53268-23268	Selective Enforcement - Police Traffic Services	21,000.00
Bedford County	BPT-2023-53179-23179	Selective Enforcement - Police Traffic Services	18,900.00
Botetourt County	BPT-2023-53100-23100	Selective Enforcement - Police Traffic Services	21,984.00
Buckingham County	BPT-2023-53376-23376	Selective Enforcement - Police Traffic Services	33,237.00
Campbell County	BPT-2023-53238-23238	Selective Enforcement - Police Traffic Services	36,720.00
Caroline County	BPT-2023-53013-23013	Selective Enforcement - Police Traffic Services	23,051.00
Charlotte County	BPT-2023-53395-23395	Selective Enforcement - Police Traffic Services	11,300.00
Chesterfield County	BPT-2023-53230-23230	Selective Enforcement - Police Traffic Services	177,540.00
Clarke County	BPT-2023-53134-23134	Selective Enforcement - Police Traffic Services	8,550.00

Culpeper County	BPT-2023-53385-23385	Selective Enforcement - Police Traffic Services	22,744.00
Fairfax County	BPT-2023-53290-23290	Selective Enforcement - Police Traffic Services	56,700.00
Fauquier County	BPT-2023-53174-23174	Selective Enforcement - Police Traffic Services	30,870.00
Floyd County	BPT-2023-53259-23259	Selective Enforcement - Police Traffic Services	15,794.00
Franklin County	BPT-2023-53212-23212	Selective Enforcement - Police Traffic Services	32,790.00
Frederick County	BPT-2023-53166-23166	Selective Enforcement - Police Traffic Services	22,890.00
Giles County	BPT-2023-53390-23390	Selective Enforcement - Police Traffic Services	8,250.00
Gloucester County	BPT-2023-53304-23304	Selective Enforcement - Police Traffic Services	12,480.00
Goochland County	BPT-2023-53221-23221	Selective Enforcement - Police Traffic Services	22,864.00
Hanover County	BPT-2023-53101-23101	Selective Enforcement - Police Traffic Services	35,871.00
Henrico County	BPT-2023-53087-23087	Selective Enforcement - Police Traffic Services	111,650.00
Henry County	BPT-2023-53345-23345	Selective Enforcement - Police Traffic Services	19,550.00
King and Queen County	BPT-2023-53313-23313	Selective Enforcement - Police Traffic Services	27,749.00
King George County	BPT-2023-53408-23408	Selective Enforcement - Police Traffic Services	9,680.00
Lancaster County	BPT-2023-53241-23241	Selective Enforcement - Police Traffic Services	6,650.00
Loudoun County	BPT-2023-53285-23285	Selective Enforcement - Police Traffic Services	36,750.00
Lunenburg County	BPT-2023-53389-23389	Selective Enforcement - Police Traffic Services	16,000.00
Montgomery County	BPT-2023-53189-23189	Selective Enforcement - Police Traffic Services	24,705.00
Nelson County	BPT-2023-53143-23143	Selective Enforcement - Police Traffic Services	10,122.00
Nottoway County	BPT-2023-53172-23172	Selective Enforcement - Police Traffic Services	16,456.00
Page County	BPT-2023-53132-23132	Selective Enforcement - Police Traffic Services	8,750.00

Patrick County	BPT-2023-53186-23186	Selective Enforcement - Police Traffic Services	18,760.00
Pittsylvania County	BPT-2023-53318-23318	Selective Enforcement - Police Traffic Services	28,600.00
Powhatan County	BPT-2023-53332-23332	Selective Enforcement - Police Traffic Services	43,732.00
Prince Edward County	BPT-2023-53035-23035	Selective Enforcement - Police Traffic Services	18,738.00
Pulaski County	BPT-2023-53271-23271	Selective Enforcement - Police Traffic Services	32,260.00
Richmond County	BPT-2023-53106-23106	Selective Enforcement - Police Traffic Services	19,244.00
Roanoke County	BPT-2023-53330-23330	Selective Enforcement - Police Traffic Services	53,985.00
Rockbridge County	BPT-2023-53071-23071	Selective Enforcement - Police Traffic Services	11,200.00
Rockingham County	BPT-2023-53202-23202	Selective Enforcement - Police Traffic Services	29,430.00
Scott County	BPT-2023-53061-23061	Selective Enforcement - Police Traffic Services	9,426.00
Smyth County	BPT-2023-53137-23137	Selective Enforcement - Police Traffic Services	5,400.00
Spotsylvania County	BPT-2023-53206-23206	Selective Enforcement - Police Traffic Services	73,000.00
Stafford County	BPT-2023-53185-23185	Selective Enforcement - Police Traffic Services	27,500.00
Washington County	BPT-2023-53340-23340	Selective Enforcement - Police Traffic Services	27,200.00
Westmoreland County	BPT-2023-53025-23025	Selective Enforcement - Police Traffic Services	22,300.00
Wythe County	BPT-2023-53161-23161	Selective Enforcement - Police Traffic Services	59,000.00
York County	BPT-2023-53080-23080	Selective Enforcement - Police Traffic Services	32,900.00
Altavista Town	BPT-2023-53228-23228	Selective Enforcement - Police Traffic Services	5,250.00
Blackstone Town	BPT-2023-53138-23138	Selective Enforcement - Police Traffic Services	10,868.00
Boykins Town	BPT-2023-53419-23419	Selective Enforcement - Police Traffic Services	6,000.00
Chase City Town	BPT-2023-53154-23154	Selective Enforcement - Police Traffic Services	11,784.00

Chincoteague Town	BPT-2023-53311-23311	Selective Enforcement - Police Traffic Services	12,800.00
Christiansburg Town	BPT-2023-53357-23357	Selective Enforcement - Police Traffic Services	6,426.00
Dayton Town	BPT-2023-53149-23149	Selective Enforcement - Police Traffic Services	10,800.00
Dublin Town	BPT-2023-53214-23214	Selective Enforcement - Police Traffic Services	15,744.00
Halifax Town	BPT-2023-53007-23007	Selective Enforcement - Police Traffic Services	28,800.00
Herndon Town	BPT-2023-53008-23008	Selective Enforcement - Police Traffic Services	23,994.00
Hillsville Town	BPT-2023-53026-23026	Selective Enforcement - Police Traffic Services	18,800.00
Narrows Town	BPT-2023-53250-23250	Selective Enforcement - Police Traffic Services	14,000.00
Pearisburg Town	BPT-2023-53049-23049	Selective Enforcement - Police Traffic Services	40,352.00
Saint Paul Town	BPT-2023-53293-23293	Selective Enforcement - Police Traffic Services	11,885.00
South Hill Town	BPT-2023-53168-23168	Selective Enforcement - Police Traffic Services	17,425.00
Tappahannock Town	BPT-2023-53170-23170	Selective Enforcement - Police Traffic Services	10,422.00
Tazewell Town	BPT-2023-53014-23014	Selective Enforcement - Police Traffic Services	10,500.00
West Point Town	BPT-2023-53088-23088	Selective Enforcement - Police Traffic Services	11,255.00
Bedford Town	BPT-2023-53037-23037	Selective Enforcement - Police Traffic Services	11,000.00
Alexandria City	BPT-2023-53350-23350	Selective Enforcement - Police Traffic Services	24,976.00
Bristol City	BPT-2023-53400-23400	Selective Enforcement - Police Traffic Services	52,700.00
Chesapeake City	BPT-2023-53034-23034	Selective Enforcement - Police Traffic Services	16,124.00
Galax City	BPT-2023-53275-23275	Selective Enforcement - Police Traffic Services	17,120.00
Lynchburg City	BPT-2023-53145-23145	Selective Enforcement - Police Traffic Services	30,750.00
Manassas Park City	BPT-2023-53246-23246	Selective Enforcement - Police Traffic Services	24,447.00

Portsmouth City	BPT-2023-53090-23090	Selective Enforcement - Police Traffic Services	25,285.00
Richmond City	BPT-2023-53164-23164	Selective Enforcement - Police Traffic Services	90,000.00
Roanoke City	BPT-2023-53266-23266	Selective Enforcement - Police Traffic Services	34,937.00
Suffolk City	BPT-2023-53325-23325	Selective Enforcement - Police Traffic Services	15,870.00
Waynesboro City	BPT-2023-53236-23236	Selective Enforcement - Police Traffic Services	11,900.00
VA Assoc Chiefs of Police and Foundation, Inc	BPT-2023-53342-23342	Virginia Law Enforcement Training and Resources	225,369.00
Virginia Commonwealth University	BPT-2023-53409-23409	Selective Enforcement - Police Traffic Services	13,600.00
Virginia Dept of Motor Vehicles	BPT-2023-53231-23231	FY 2023 Law Enforcement Liaison's Grant	169,425.00
Old Dominion University Police	BPT-2023-53358-23358	Selective Enforcement - Police Traffic Services	24,800.00
Metropolitan Washington Airports Authority	BPT-2023-53336-23336	Selective Enforcement - Police Traffic Services	29,200.00
Virginia Beach City	BRS-2023-53070-23070	Regional Training in Traffic Engineering	20,000.00
Virginia Dept of Motor Vehicles	BRS-2023-53363-23363	Crash Investigation & Reconstruction Program - 402	232,800.00
Amelia County	BSC-2023-53335-23335	Selective Enforcement - Speed	15,800.00
Arlington County	BSC-2023-53244-23244	Selective Enforcement - Speed	6,200.00
Craig County	BSC-2023-53066-23066	Selective Enforcement - Speed	6,800.00
Grayson County	BSC-2023-53064-23064	Selective Enforcement - Speed	7,484.00
Greene County	BSC-2023-53097-23097	Selective Enforcement - Speed	7,400.00
Isle of Wight County	BSC-2023-53405-23405	Selective Enforcement - Speed	14,250.00
James City County	BSC-2023-53364-23364	Selective Enforcement - Speed	25,466.00
Louisa County	BSC-2023-53406-23406	Selective Enforcement - Speed	6,402.00

Mathews County	BSC-2023-53310-23310	Selective Enforcement - Speed	7,400.00
New Kent County	BSC-2023-53062-23062	Selective Enforcement - Speed	18,000.00
Prince George County	BSC-2023-53114-23114	Selective Enforcement - Speed	11,200.00
Prince William County	BSC-2023-53085-23085	Selective Enforcement - Speed	44,000.00
Rappahannock County	BSC-2023-53255-23255	Selective Enforcement - Speed	13,888.00
Surry County	BSC-2023-53112-23112	Selective Enforcement - Speed	12,848.00
Tazewell County	BSC-2023-53317-23317	Selective Enforcement - Speed	20,000.00
Warren County	BSC-2023-53188-23188	Selective Enforcement - Speed	10,364.00
Abingdon Town	BSC-2023-53215-23215	Selective Enforcement - Speed	7,300.00
Berryville Town	BSC-2023-53136-23136	Selective Enforcement - Speed	4,500.00
Big Stone Gap Town	BSC-2023-53383-23383	Selective Enforcement - Speed	9,800.00
Blacksburg Town	BSC-2023-53273-23273	Selective Enforcement - Speed	12,960.00
Bluefield Town	BSC-2023-53051-23051	Selective Enforcement - Speed	7,550.00
Broadway Town	BSC-2023-53381-23381	Selective Enforcement - Speed	4,600.00
Chilhowie Town	BSC-2023-53309-23309	Selective Enforcement - Speed	24,036.00
Clarksville Town	BSC-2023-53368-23368	Selective Enforcement - Speed	6,400.00
Clintwood Town	BSC-2023-53111-23111	Selective Enforcement - Speed	12,000.00
Culpeper Town	BSC-2023-53286-23286	Selective Enforcement - Speed	7,823.00
Dumfries Town	BSC-2023-53261-23261	Selective Enforcement - Speed	22,300.00
Exmore Town	BSC-2023-53052-23052	Selective Enforcement - Speed	14,864.00
Farmville Town	BSC-2023-53355-23355	Selective Enforcement - Speed	24,328.00
Front Royal Town	BSC-2023-53047-23047	Selective Enforcement - Speed	10,086.00
Gate City Town	BSC-2023-53369-23369	Selective Enforcement - Speed	5,300.00

Grundy Town	BSC-2023-53402-23402	Selective Enforcement - Speed	9,269.00
Lebanon Town	BSC-2023-53195-23195	Selective Enforcement - Speed	10,842.00
Marion Town	BSC-2023-53042-23042	Selective Enforcement - Speed	12,800.00
Middletown Town	BSC-2023-53291-23291	Selective Enforcement - Speed	6,400.00
Occoquan Town	BSC-2023-53091-23091	Selective Enforcement - Speed	5,600.00
Onley Town	BSC-2023-53371-23371	Selective Enforcement - Speed	8,000.00
Pembroke Town	BSC-2023-53235-23235	Selective Enforcement - Speed	12,800.00
Pennington Gap Town	BSC-2023-53398-23398	Selective Enforcement - Speed	3,500.00
Pocahontas Town	BSC-2023-53199-23199	Selective Enforcement - Speed	2,485.00
Saltville Town	BSC-2023-53365-23365	Selective Enforcement - Speed	9,725.00
Smithfield Town	BSC-2023-53329-23329	Selective Enforcement - Speed	11,236.00
Stephens City Town	BSC-2023-53384-23384	Selective Enforcement - Speed	6,940.00
Strasburg Town	BSC-2023-53197-23197	Selective Enforcement - Speed	5,425.00
Timberville Town	BSC-2023-53196-23196	Selective Enforcement - Speed	4,300.00
Vienna Town	BSC-2023-53022-23022	Selective Enforcement - Speed	17,700.00
Vinton Town	BSC-2023-53240-23240	Selective Enforcement - Speed	22,844.00
Weber City Town	BSC-2023-53401-23401	Selective Enforcement - Speed	6,200.00
Woodstock Town	BSC-2023-53094-23094	Selective Enforcement - Speed	7,975.00
Fairfax City	BSC-2023-53397-23397	Selective Enforcement - Speed	7,500.00
Falls Church City	BSC-2023-53295-23295	Selective Enforcement - Speed	9,200.00
Falls Church City	BSC-2023-53144-23144	Selective Enforcement - Speed	7,800.00
Fredericksburg City	BSC-2023-53109-23109	Selective Enforcement - Speed	22,200.00
Hampton City	BSC-2023-53233-23233	Selective Enforcement - Speed	37,725.00

Harrisonburg City	BSC-2023-53391-23391	Selective Enforcement - Speed	9,395.00
Hopewell City	BSC-2023-53237-23237	Selective Enforcement - Speed	6,107.00
Manassas City	BSC-2023-53096-23096	Selective Enforcement - Speed	12,300.00
Martinsville City	BSC-2023-53031-23031	Selective Enforcement - Speed	8,222.00
Norfolk City	BSC-2023-53123-23123	Selective Enforcement - Speed	47,824.00
Poquoson City	BSC-2023-53193-23193	Selective Enforcement - Speed	6,325.00
Roanoke City	BSC-2023-53374-23374	City of Roanoke Speeding and Bicycle Safety Campaign	200,000.00
Salem City	BSC-2023-53210-23210	Selective Enforcement - Speed	15,750.00
Staunton City	BSC-2023-53005-23005	Selective Enforcement - Speed	13,200.00
Virginia Beach City	BSC-2023-53297-23297	Selective Enforcement - Speed	90,580.00
Williamsburg City	BSC-2023-53284-23284	Selective Enforcement - Speed	10,000.00
Virginia Dept of State Police	BSC-2023-53125-23125	Selective Enforcement - Speed	945,000.00
Virginia Dept of Motor Vehicles	BSC-2023-53416-23416	Speed Paid Media	100,000.00
Chesapeake Bay Bridge Tunnel	BSC-2023-53243-23243	Selective Enforcement - Speed	4,590.00
		Sum BIL 402	**10,566,747.00**
Bedford County	FAL-2023-53178-23178	Selective Enforcement - Alcohol	25,331.00
Gloucester County	FAL-2023-53300-23300	Selective Enforcement - Alcohol	20,144.00
Powhatan County	FAL-2023-53324-23324	Selective Enforcement - Alcohol	34,400.00
Prince Edward County	FAL-2023-53032-23032	Selective Enforcement - Alcohol	6,410.00
Prince George County	FAL-2023-53107-23107	Selective Enforcement - Alcohol	9,980.00
Dublin Town	FAL-2023-53245-23245	Selective Enforcement - Alcohol	7,600.00
New Market Town	FAL-2023-53205-23205	Selective Enforcement - Alcohol	5,376.00
Occoquan Town	FAL-2023-53092-23092	Selective Enforcement - Alcohol	5,600.00

Petersburg City	FAL-2023-53083-23083	Selective Enforcement - Alcohol	82,720.00
Virginia Dept of Motor Vehicles	FPA-2023-53223-23223	Planning and Administration - 402	276,103.00
Virginia Dept of Motor Vehicles	FTR-2023-53226-23226	State-to-State Verification System (S2S)	90,000.00
Virginia Dept of Motor Vehicles	FTR-2023-53208-23208	VA Tech Analytics and Reporting	273,357.00
Virginia Dept of Motor Vehicles	FTR-2023-53218-23218	VA Tech Crash Location Project	357,904.00
Virginia Dept of State Police	FTR-2023-53181-23181	Community Policing Act Stop Data Collection Repository	156,600.00
		Sum FAST Act 402	**1,367,458.00**
Virginia Dept of Motor Vehicles	SMC-2023-53415-23415	Motorcycle Education Quality Assurance Program	188,200.00
Virginia Dept of Motor Vehicles	SMC-2023-53413-23413	Motorcycle Safety Paid Media	120,000.00
Arlington County	SPS-2023-53200-23200	Selective Enforcement - Pedestrian/Bicycle	10,030.00
Prince William County	SPS-2023-53011-23011	Selective Enforcement - Pedestrian/Bicycle	11,000.00
Richmond City	SPS-2023-53151-23151	Selective Enforcement - Pedestrian/Bicycle	8,450.00
Metro Washington Council of Gov	SPS-2023-53341-23341	Street Smart Pedestrian and Bicycle Safety Program	220,000.00
Fairfax Alliance for Better Bicycling	SPS-2023-53076-23076	Fairfax Biking Safely	40,646.00
		Sum SUPP BIL 402	**598,326.00**
		TOTAL 402	**12,359,998.00**
Lee County	BM2HVE-2023-53346-23346	Selective Enforcement - Occupant Protection	3,000.00
Virginia Dept of State Police	BM2HVE-2023-53124-23124	Selective Enforcement - Occupant Protection	190,000.00
		Sum BIL 405b Low	**193,000.00**

ODU Research Foundation	FM2OP-2023-53326-23326	Virginia Seat Belt and CORE Surveys 2023	248,143.00
Drive Smart of Virginia	FM2PE-2023-53045-23045	Occupant Protection Education & Outreach	207,664.00
Eastern VA Medical School	FM2PE-2023-53102-23102	Car Safety Now: Advancing Child Occupant Protection for Children and Teens	137,921.00
		Sum FAST Act 405b Low	**593,728.00**
Children's Hospital/King's Daughters	SM2CSS-2023-53073-23073	The Child Passenger Safety Program at CHKD	26,130.00
Virginia Dept of Motor Vehicles	SM2TR-2023-53009-23009	Occupant Protection for Children Training Program	43,360.00
		Sum SUPP BIL 405b Low	**69,490.00**
		TOTAL 405b Low	**856,218.00**
Virginia Dept of Motor Vehicles	FM3DA-2023-53225-23225	TREDS Projects	1,195,500.00
Virginia Dept of Motor Vehicles	FM3DA-2023-53219-23219	VA Tech/VSP/DMV Dashboard	142,223.00
		TOTAL FAST Act 405c	**1,337,723.00**
WRAP	FDL*AL-2023-53183-23183	FY 2023 Virginia CheckPoint Strikeforce Campaign	1,129,280.00
Virginia Commonwealth University	FDL*CP-2023-53027-23027	GRACY	95,111.00
Virginia Dept of Motor Vehicles	FDL*CP-2023-53116-23116	2023 Virginia Highway Safety Summit	180,000.00
Virginia Trucking Assoc. Foundation	FDL*DE-2023-53307-23307	Truck Safety Program Coordinator	21,036.00
Virginia Commonwealth University	FDL*DE-2023-53163-23163	Project IMPACT	102,673.00
Virginia Dept of Motor Vehicles	FDL*DE-2023-53404-23404	45 Hour Parent/Teen Guide	47,812.00
Richmond Ambulance Authority	FDL*MC-2023-53322-23322	Rider Alert	17,993.00

Ballad Health	FDL*OP-2023-53028-23028	Child Passenger Safety Program	28,692.00
		Sum FAST Act 405d Low Flex	**1,622,597.00**
Botetourt County	FM6OT-2023-53162-23162	Selective Enforcement - Alcohol	18,470.00
Buchanan County	FM6OT-2023-53148-23148	Selective Enforcement - Alcohol	15,600.00
King George County	FM6OT-2023-53407-23407	Selective Enforcement - Alcohol	7,760.00
Lee County	FM6OT-2023-53370-23370	Selective Enforcement - Alcohol	12,800.00
Mathews County	FM6OT-2023-53314-23314	Selective Enforcement - Alcohol	8,200.00
Montgomery County	FM6OT-2023-53359-23359	Selective Enforcement - Alcohol	9,875.00
Smyth County	FM6OT-2023-53157-23157	Selective Enforcement - Alcohol	7,600.00
Pocahontas Town	FM6OT-2023-53203-23203	Selective Enforcement - Alcohol	2,222.00
Tazewell Town	FM6OT-2023-53004-23004	Selective Enforcement - Alcohol	7,900.00
Bedford Town	FM6OT-2023-53036-23036	Selective Enforcement - Alcohol	8,000.00
Fairfax City	FM6OT-2023-53393-23393	Selective Enforcement - Alcohol	8,300.00
Lexington City	FM6OT-2023-53190-23190	Selective Enforcement - Alcohol	9,550.00
Martinsville City	FM6OT-2023-53029-23029	Selective Enforcement - Alcohol	7,800.00
Radford City	FM6OT-2023-53305-23305	Selective Enforcement - Alcohol	7,640.00
MADD	FM6OT-2023-53021-23021	Awareness and Education to End Drunk Driving	786,023.00
WRAP	FM6OT-2023-53146-23146	FY 2023 Public Information & Education and Youth Outreach Programs	144,870.00
Virginia Dept of Alcohol & Beverage Control Authority	FM6OT-2023-53338-23338	Selective Enforcement - Alcohol	107,484.00
Virginia Dept of State Police	FM6OT-2023-53055-23055	Selective Enforcement - Alcohol	600,000.00
Virginia Commonwealth University	FM6OT-2023-53410-23410	Selective Enforcement - Alcohol	10,780.00

Supreme Court of Va	FM6OT-2023-53024-23024	Virginia Specialty Dockets Training to Reduce Impaired Driving	169,600.00
University of Richmond	FM6OT-2023-53377-23377	Selective Enforcement - Alcohol	7,200.00
Commonwealth Attorney's Services Council	FM6OT-2023-53156-23156	TSRP, Adv. DUI, DUID, DRE, Fatal Crash	268,655.00
Virginia Dept of Motor Vehicles	FM6OT-2023-53411-23411	Alcohol Paid Media	750,000.00
Virginia Dept of Motor Vehicles	FM6OT-2023-53334-23334	Judicial Transportation Safety Conference	90,000.00
Virginia Dept of Motor Vehicles	FM6OT-2023-53222-23222	Office of Chief Medical Examiner Data Collection and Submission	482,023.00
Virginia Department of Forensic Science (DFS)	FM6OT-2023-53353-23353	DFS TREDS Data Project	428,160.00
Virginia Department of Forensic Science (DFS)	FM6OT-2023-53040-23040	Department of Forensic Science (DFS) Breath Alcohol Training Program	267,513.00
SADD Inc	FM6OT-2023-53394-23394	Continuing Mobility Safety in Young Adults: Virginia SADD	156,244.00
Substance Abuse Free Environment, Inc.	FM6OT-2023-53360-23360	It's All Impaired Driving Phase IV	387,477.00
Wise Town	FM6OT-2023-53421-23421	Selective Enforcement – Alcohol	16,600.00
		Sum FAST Act 405d Low	**4,804,346.00**
Commission on VASAP	SM6OT-2023-53167-23167	VASAP Enginuity & Inspire Hosting & Maintenance	109,100.00
Virginia Dept of Motor Vehicles	SM6OT-2023-53277-23277	Drug Recognition Expert Program, Advanced Roadside Impaired Driving Enforcement	155,400.00
Virginia Dept of Motor Vehicles	SM6OT-2023-53274-23274	Impaired Driving Program Coordination: Drugged, Drowsy and Distracted	30,874.00
		Sum SUPP BIL 405d Low	**295,374.00**
		TOTAL 405d Low	**6,722,317.00**
Virginia Dept of Motor Vehicles	FM9MT-2023-53412-23412	Motorists' Awareness of Motorcycles Paid Media	101,465.00

		TOTAL 405f	**101,465.00**
Virginia Dept of Motor Vehicles	FHPE-2023-53414-23414	Pedestrian Safety Media	170,000.00
		Sum FAST Act 405h	**170,000.00**
Chesterfield County	SFHLE-2023-53234-23234	Selective Enforcement - Pedestrian/Bicycle	5,400.00
Fairfax County	SFHLE-2023-53312-23312	Selective Enforcement - Pedestrian/Bicycle	6,000.00
Occoquan Town	SFHLE-2023-53093-23093	Selective Enforcement - Pedestrian/Bicycle	4,450.00
Alexandria City	SFHLE-2023-53349-23349	Selective Enforcement - Pedestrian/Bicycle	7,168.00
Harrisonburg City	SFHLE-2023-53392-23392	Selective Enforcement - Pedestrian/Bicycle	4,000.00
Roanoke City	SFHLE-2023-53269-23269	Selective Enforcement - Pedestrian/Bicycle	4,168.00
Salem City	SFHLE-2023-53209-23209	Selective Enforcement - Pedestrian/Bicycle	2,660.00
Williamsburg City	SFHLE-2023-53289-23289	Selective Enforcement - Pedestrian/Bicycle	5,000.00
		Sum SUPP BIL 405h	**38,846.00**
		TOTAL 405h	**208,846.00**

GRAND TOTAL - All Grants	**31,192,347.00**

Appendices

Appendix A. Certifications and Assurances

Appendix B. Application Requirements for Section 405

Appendix C. Occupant Protection Program Plan

Appendix D. State Traffic Records Safety Information System Improvements

Appendix E. Motorcycle Safety Program

Appendix F. Impaired Driving - Low Range

Appendix G. Non-Motorized – Eligible

Appendix H. 1906 Racial Profiling