

2015

WEST VIRGINIA GOVERNOR'S
HIGHWAY SAFETY PROGRAM

ANNUAL REPORT



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STATE OF WEST VIRGINIA

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WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM

Annual Report For Fiscal Year 2015

Table of Contents

Governor's Highway Safety Program.....	1
Cost Summary (HS Form 217, OMB NO. 2127-003).....	3
Occupant Protection.....	4
Child Passenger Safety.....	6
Target Red.....	8
Motorcycle Safety Program.....	9
ATV Safety Program.....	12
Impaired Driving.....	14
Distracted Driving.....	18
Traffic Records.....	19
2014 West Virginia Driver Attitudes and Awareness Survey.....	20
Regional Traffic Safety Programs.....	21
Pedestrian and Bicycle Safety.....	22
Speed Enforcement.....	23
Media Breakdown.....	25
Performance Goals.....	28
Grants Status Report.....	32



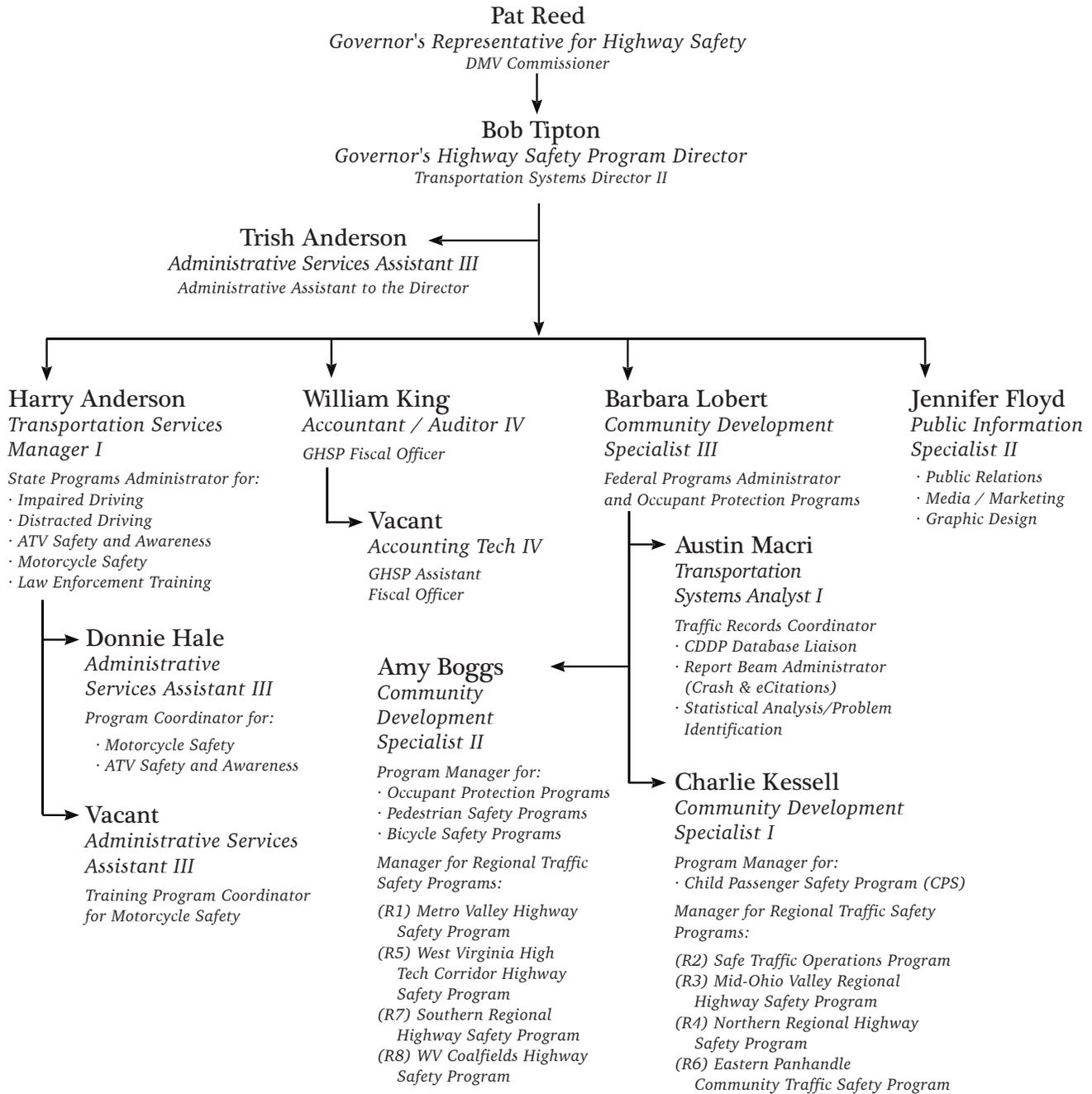
WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM

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Governor's Highway Safety Program

On behalf of the Commissioner of the Division of Motor Vehicles (DMV) and the Governor's Representative for Highway Safety, Pat Reed, the West Virginia Governor's Highway Safety Program (GHSP) is pleased to present the FY15 West Virginia Governor's Highway Safety Program Annual Report. We look back on the accomplishments and challenges of the past year and look forward to continued improvements to our program and making West Virginia's roads safer to travel.

In West Virginia, the GHSP encourages the development of local traffic safety initiatives. Approximately 57% of the Section 402 funds received by the GHSP this year were awarded to eight regional traffic safety programs formed by local governments to address highway safety issues in their region. Using this approach, the entire state's population and all fifty-five (55) counties are covered by a regional traffic safety program.

The GHSP provides technical assistance to these regional traffic safety programs in developing highway safety campaigns that are geared to the local geographic area and can be easily adapted for use statewide.

FY15 Training Provided by the Governor's Highway Safety Program

Type of Training Provided	Total Classes	Hours of Instruction	Number of Students	Man Hours
Impaired Driving	27	198	399	2,552
Occupant Protection	18	244	159	458
Motorcycle Issues	14	72	73	1,568
Pursuit Policy	15	60	178	712
Speed Radar / Lidar	41	356	459	3,400
Other	9	62	570	1,606
Total	124	992	1,838	10,296

Accomplishments

In 2015, West Virginia's seat belt usage rate was 89%, up from the 2014 rate of 87.8%, and a significant increase from the 2013 rate of 82%. The GHSP attributes this upward trend to more citizens receiving the Click It or Ticket message through a strong media campaign, law enforcements' proactive

stance on enforcing the law, and the fact that West Virginia now has a primary seat belt law.

On July 8, 2013, West Virginia's primary seat belt law went into effect. There was an immediate 298% increase in citations issued from July 1, 2013 to November 1, 2013 compared to the same period in 2012. In calendar year 2014, there were 272 fatalities in West Virginia, which is the lowest number ever recorded in the state, and an 18% decrease from the 2013 fatalities of 332. The previous low recorded in the state was 315 fatalities in 2010. In 2015, we are on track to have less than 300 fatalities, as well.

Our sustained DUI enforcement efforts appear to have had an impact on alcohol-related fatalities showing a continuing downward trend. In 2013, West Virginia had 91 alcohol-related fatalities, and state-collected data shows there were 73 in 2014. Through October 1, 2015, there have been 44 alcohol-related fatalities recorded (state-collected data).

Distracted driving citations continue to increase, going from 5,367 cell phone and texting citations issued in FY14, to 7,537 citations issued in FY15, a 40% increase.

Since being recognized by the International Association of Chiefs of Police (IACP) as a Drug Recognition Evaluation (DRE) state in October 2013, West Virginia has selected, trained and graduated two DRE classes. The first class completed training in December 2014 and the second class completed training in September 2015. These officers continue to make significant gains in the identification of drug-impaired drivers. We currently have 26 DRE Certified Officers across the state. The percentage of drugged driving arrests compared to all impaired driving arrests continues to increase, rising from 9.6% in 2013 to nearly 17% in 2014. Through October 31, 2015, drugged driving arrests comprise slightly more than 25% of all impaired driving arrests.

Challenges

In the coming year we will continue our efforts to keep the percentage of alcohol-related injuries and fatalities to less than 30% of all fatalities and injuries. Drugged driving continues to be a problem, especially in southern West Virginia, where more than 50% of impaired driving arrests in several counties are identified as drug-related.

While impaired driving will remain our first priority, the challenge we face with occupant protection will be increasing or maintaining our seat belt usage rate of 89%. At the current rate,

we are facing the toughest percentage of people to “win over”: those that are high-risk drivers, males, and drivers aged 16 to 35. We feel strongly that the upgrade from secondary enforcement to primary enforcement status will help us meet this challenge.

The GHSP values our partners who have joined our staff’s committed effort in carrying out our mission and who work diligently to make a difference in saving lives. Our valued partners include National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA), who provide invaluable leadership and technical assistance. Other state agencies, such as the West Virginia State Police, the West Virginia Department of Transportation, the West Virginia Office of Emergency Services, the West Virginia Prosecuting Attorneys Institute, Alcohol Beverage Control Administration (ABCA), West Virginia University, and Marshall University, support our mission and provide a variety of resources to our program.

Other supporting groups include the WV Chiefs of Police Association, the WV Sheriffs' Association, WV Fraternal Order of Police (FOP), WV Deputy Sheriffs' Association, local law enforcement agencies statewide, health departments, hospitals, schools, the religious/faith community, civic and non-profit groups (i.e. MADD and SADD), and other private sector businesses and organizations. In FY16, we will work to improve communication with our law enforcement agencies and highway safety stakeholders.

2015 Highway 2 Enforcement Conference

The GHSP held its third annual DUI Conference May 20-23, 2015 at the Glade Springs Resort near Beckley, WV. This conference was branded the “Highway 2 Enforcement” Conference with the motto “Recognize-Act-Enforce”. During this conference the state’s top law enforcement



Conference Awards Banquet Group Picture, with MADD National President, Colleen Sheehey-Church

agencies, as well as the top individual officers from county sheriff departments, municipal police departments and State Police detachments, were officially recognized for their DUI enforcement efforts. Several keynote speakers with highway safety advocacy backgrounds presented heartfelt and meaningful speeches culminating with Colleen Sheehey-Church, President of the National Mothers Against Drunk Drivers and current WV State Senator Mike Green (Raleigh-9th District). More than 250 officers and administrative staff attended the conference, which also included a two-day training curriculum that offered several core and special subject areas that earned in-service training



Attendees of one of the many sessions available for Law Enforcement Continuing Education Credits (CEUs)

credit. The 2015 conference also provided ample drugged-driving themed sessions that received positive feedback by officers and law enforcement agency leaders. "H2E", as it has come to be known, is a successful annual event that has become a venue to honor the efforts of the best DUI enforcement officers in the State of West Virginia. This conference was the vision of the late JD Meadows, former Highway Safety Program Law Enforcement Liaison (LEL). His public service efforts were recognized by NHTSA and other groups during his tenure as LEL. His vision, presence, and common sense approach to improving highway safety is greatly missed.

Topics Covered

- Drunk and Drugged Driving
- Ignition Interlock
- Testifying at DMV Hearings
- Magistrate Hearings
- Funding for DUI Programs
- Data on Crashes and Consequences
- Checkpoints

Cost Summary for West Virginia GHSP FY15

HS FORM 217, OMB NO. 2127-0003

Program Area	Approved Program Costs	State/Local Funds	Current Balance	Federal Share to Local
402				
402 Planning and Administrative (SAFETEALU)	\$157,425.22	\$157,425.22	\$86,247.18	N/A
402 Alcohol (SAFETEALU)	\$50,518.89	\$13,000.00	\$274,481.11	N/A
402 Police Traffic Services (SAFETEALU)	\$235,046.98	\$60,000.00	\$558,953.02	\$235,046.98
402 Safe Communities (SAFETEALU)	\$679,062.40	\$101,202.99	\$1,468,576.08	\$511,570.39
402 Speed Enforcement (SAFETEALU)	\$184,927.60	\$50,000.00	\$290,072/40	\$105,487.57
402 Paid Media/Advertising (SAFETEALU)	\$333,578.64	\$100,000.00	\$866,421.36	\$333,578.64
406 Performance Incentives (SAFETEALU)	\$86,459.40	\$0	\$220,371.79	N/A
408 Data Program Incentive	\$93,239.02	\$25,000.00	\$1,929,952.30	N/A
410 Alcohol (SAFETEALU)	\$426,724.34	\$1,300,000.00	\$273,275.66	N/A
410 AL Paid Media (SAFETEALU)	\$191,865.00	\$600,000.00	\$250,221.49	N/A
410 High Fatality Roads (SAFETEALU)	\$414,200.38	\$1,250,000.00	\$540,641.06	N/A
410 High Visibility	\$154,226.64	\$475,000.00	\$446,048.75	N/A
2010 Motorcycle Safety Incentive (SAFETEALU)	\$42,931.11	N/A	\$87,106.11	N/A
2011 Child Seat Incentive (SAFETEALU)	\$21,030.56	\$25,000.00	\$58,453.86	N/A
154 Alcohol Transfer	\$1,450,099.36	N/A	\$1,636,142.75	\$1,215,386.87
154 AL Transfer Paid Media	\$554,504.73	N/A	\$885, 630.19	\$554,504.73
154 Hazard Elimination	\$6,197,515.90	N/A	\$10,273,596.73	N/A
MAP21 405b Low Occupant Protection	\$341,319.31	\$100,000.00	\$670,051.42	\$281,090.57
MAP21 405c Traffic Safety Information System	\$0	\$0	\$798,712.98	\$0
MAP21 405d Impaired Driving Mid HVE	\$0	\$0	\$3,299,151.09	\$0
MAP21 405e Distracted Driving	\$0	\$0	\$249,513.77	\$0
MAP21 405f Motorcycle Safety	\$0	\$0	\$103,794.33	\$0
NHTSA TOTALS	\$11,614,675.48	\$4,256,628.21	\$25,267,415.43	\$3,236,665.75
Additional Funding Sources				
DOH Memo of Understanding-Distracted Driving	\$565,025.36	N/A	\$934,974.64	N/A
DOH Memo of Understanding-Construction Zones	\$82,845.10	N/A	\$379,538.28	N/A
ADDITIONAL FUNDING SOURCES TOTAL	\$647,870.46	N/A	\$1,314,512.92	N/A
GRAND TOTAL FOR ALL SOURCES	\$647,870.46	\$4,256,628.21	\$26,581,928.35	\$3,236,665.75

Occupant Protection

Detailing Click It Or Ticket (CIOT) & WV LifeSavers Activities

CIOT Campaign Results FY15

ACTIVITY	TOTALS
Seat Belt Citations	4,647
DUI Arrests	395
Child Safety Seat Violations	67
Felony Arrests	35
Fugitives Apprehended	4

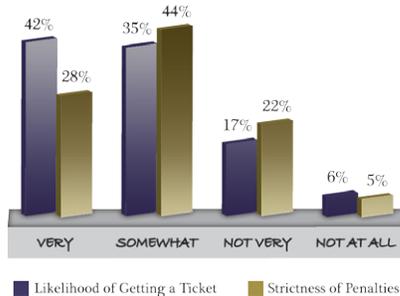
These results were accomplished through seat belt patrols and checkpoints conducted by over 130 law enforcement agencies.

How Often are People Using Seat Belts?

HOW OFTEN	PERCENTAGES
Always	76.8%
Mostly	11.7%
Sometimes	6.1%
Rarely	3.3%
Never	2.2%

Reported from the 2014 Biannual Driver Attitudes and Awareness Survey

Driver Perceptions on Seat Belt Tickets & Penalties



Reported from the 2014 Biannual Driver Attitudes and Awareness Survey

The Governor's Highway Safety Program (GHSP) continues to be the lead agency for occupant protection in West Virginia. Special education and enforcement programs, through continued cooperation of local and state law enforcement agencies, provide a strong foundation to help increase West Virginia's seat belt use rate, which was 89% in FY15. While our seat belt rate has increased significantly since a 49.5% rate in 2000, West Virginia experienced a decline in the seat belt use rate in more recent years. In 2008, our highest rate ever was recorded at 89.5%, but the use rate fell to 85% or below between 2010 and 2013. This trend called to our attention the need to re-evaluate our efforts to increase seat belt use. In February 2013, GHSP staff met with representatives of the Region 3 NHTSA office to review and discuss the state's Occupant Protection program, and this resulted in the development of a Strategic Occupant Protection Plan for West Virginia.

The GHSP has developed a comprehensive *FY16 Strategic Occupant Protection Plan* to reduce injuries and fatalities by increasing seat belt use. This is a continual, multi-year plan that will be evaluated on an annual basis, with changes made as needed. This comprehensive approach utilizes city, county, and state law enforcement agencies, eight regional coordinators, community partners, and the media, and will be coordinated statewide by GHSP's Occupant Protection Coordinator (Amy Boggs) and the State Law Enforcement Liaison (Dean Capehart).

An Occupant Protection Assessment was conducted in West Virginia April 12-17, 2015, and the recommendations are currently being reviewed for possible inclusion in the Strategic Occupant Protection Plan. The plan will cover the entire state in a comprehensive, sustained, and strategic manner using the following categories:

- High Visibility Enforcement Activities
- Public Education and Information Activities
- Media Activities
- Training Activities
- Age Group Activities
- Child Passenger Safety
- Occupant Protection Committee
- Legislation
- Evaluation

Also, West Virginia passed a Primary Seat Belt Law which went into effect July 8, 2013 (after the annual seat belt survey), and we are of the opinion this contributed to the state's increased seat belt use rate of 82.2% in 2013 to 87.8% in 2014, which

was significant. Combined with recommendations from the Occupant Protection Assessment and our Strategic Occupant Protection Plan, this should put us on the path to achieving, and exceeding, our short-term goal of 92% by December 31, 2016.

The GHSP has also reactivated the Occupant Protection Committee. This committee was formed in 2010 as part of the Safety Management Task Force, which is a cooperative effort between various government safety agencies to formulate a Strategic Highway Safety Plan for the state of West Virginia. The committee had faded out for a time, but an introductory meeting was held in July 2015. The committee hopes to connect various occupant protection stakeholders throughout the state to discuss each stakeholder's perspective on occupant protection and to create ways in which we can share data and work together to solve any identified occupant protection problems. Attending the introductory meeting were GHSP staff, the state LEL, trauma and injury prevention staff from Charleston Area Medical Center, the state EMS for Children Program Coordinator, and a DOH Occupational Safety Specialist. The GHSP hopes to expand the committee prior to the next meeting to include a representative from the WV Board of Risk and Insurance Management (BRIM).

Annual Seat Belt Survey

The GHSP conducts an Annual Seat Belt Survey (per NHTSA-approved design) and submits the certification prior to March 1st of the following year. The current survey shows a usage rate of 89% and certification has been submitted.

West Virginia LifeSavers

The WV LifeSavers program was developed in FY05 to provide recognition to individual law enforcement officers who were involved in the GHSP's occupant protection efforts. In 2010, the Coordinator of the program was approached with a request to develop and incorporate an alcohol recognition program for officers. Subsequently, a program was formulated and merged under the WV LifeSavers umbrella. The alcohol program immediately created enthusiasm among the law enforcement community and increased officer participation in WV LifeSavers. Ten years later, the program was in need of revitalization. The new WV LifeSavers program launched July 17, 2015. The program is now a credit-based system in which officers earn credits for enforcing occupant protection and DUI laws and attending highway safety-related training. These credits can then be redeemed for a wide variety of

updated and expanded duty-based items and law enforcement training from the LifeSavers online catalog.

Participation in this program requires officers to individually register in the program in order to be eligible for credits. As of December 29, 2015, 750 officers across the state are registered to participate.

The GHSP will continue to support this program, and efforts to increase individual participation are ongoing by the coordinator of this program. Additional recognition will be provided for participating officers during the CIOT mobilization and the three additional enforcement waves.

Click It or Ticket

The eight regional coordinators and their task forces continue to use the local media markets and education systems to get the message out to West Virginians to buckle up.

The GHSP launched the Click It or Ticket (CIOT) campaign to demonstrate law enforcement's commitment to saving lives by enforcing the current seat belt law, which states that all persons must be buckled up; however, adults 18 years of age and older are not required to buckle up in the back seat. CIOT, a program that encourages law enforcement to make seat belts a priority during routine traffic stops, has made an impact. Thanks to several years of combining efforts from law enforcement and a strong media message, our usage rate has risen significantly.

During May of each year, an intensive CIOT campaign is launched statewide with a month-long enforcement and media blitz. The 2015 campaign resulted in 4,647 seat belt citations, 395 DUI arrests, 67 Child Safety Seat violations, 35 felony arrests, and 4 fugitives apprehended. This was accomplished through seat belt patrols and checkpoints by 78 municipal, county and university law enforcement agencies and 52 WV State Police detachments. There was participating law enforcement in 52 of 55 counties, resulting in 99% of the state's population being served during this campaign.

The CIOT media campaign was comprised of 124 billboards, 53 television spots, 5,906 radio spots, and 68 streaming web video advertisements statewide. The GHSP spent approximately \$126,538 on this paid advertising and received \$58,344 in earned media through 2,545 radio spots and 17 streaming web video ads along with the earned local efforts of the eight regional traffic safety coordinators wherein TV, radio, and newspaper stories were aired and/or printed covering CIOT campaign activities.

Child Passenger Safety

Detailing GHSP's Child Passenger Safety Program Activities



Child Passenger Safety Totals

FY13- FY15

	FY13	FY14	FY15
Child Safety Seats Checked	2,100	2,200	2,313
Technicians Trained	66	54	63
Technicians Renewed	7	2	8
Technicians Recertified	-	-	77
Check-Ups Conducted	75	96	83



Metro Valley Regional Highway Safety Program CPS Check-Up Event, Conducted by the Charleston Police Department



Wheeling CPS Certification Class- Seat Clinic Certification Event

The GHSP continues to be a primary advocacy group for the safety of children on West Virginia's roadways with the Child Passenger Safety (CPS) Program. West Virginia's child passenger safety law states that all children up to the age of eight must be properly secured in a federally approved and safely maintained child safety seat. However, if the child reaches the height of four feet, nine inches tall before their eighth birthday, a seat belt becomes legally sufficient. This law went into effect in July 2005.

Proper use of child safety seats reduce the likelihood of an infant under the age of one being killed in a vehicle crash by 71% and toddlers by 54%. Motor vehicle crashes are the leading cause of death for children ages 3 to 14.

In FY16, we look forward to training more technicians across the state, holding more renewal classes, and establishing more fitting stations. There are currently five certified instructors that teach in West Virginia and 244 certified technicians. We hope to work with the Kanawha County Emergency Ambulance Authority and local hospitals to certify nurses that work with women and children. In addition, we are working toward recruiting interested participants, agencies, and groups such as Emergency Medical Services for Children, WIC, DHHR, first responders, and day care centers to increase our certified technicians. Additionally, the statewide Child Passenger Safety Coordinator hopes to continue building on the relationships formed this year with other entities that are passionate about child passenger safety.

To date, more than 23,000 Emergency Identification Decals have been distributed throughout the State. These decals are free of charge and ensure rapid identification of young children in car seats or booster seats in the event a crash or an emergency should occur and the parent or caregiver is unconscious or fatally injured. This information is crucial to first responders. The parent or caregiver is encouraged to fill out the information on the decal and place it on the right front corner (child's right) under the cushion or center back of the child's safety seat.

Additional information regarding the Emergency Identification Decals has been made available on the CPS website at <http://www.transportation.wv.gov/DMV/Safety/CPS> under "Parent and Caregiver Resources." The website for CPS is updated on a regular basis.

CPS programs in FY15 were primarily funded with Section 405b (MAP 21 Occupant Protection) funds, although a small amount of old Section 2011 funds (SAFETEA-LU) was used. Approximately \$45,000 was used to purchase 900 child safety seats, and nearly \$32,000 was spent on media during CPS Week and other events. An additional \$28,000 was used to fund regional fitting stations, CPS certification training classes, Kidz in Motion classes and recertification classes, check-up events, overtime enforcement, and public educational materials.

CPS Classes and Installations

In FY15, six Child Passenger Safety Technician Certification classes were held. The six locations were: Beckley, Huntington, Parkersburg, Princeton, Wheeling, and Martinsburg. A total of 63 people were trained throughout the year. Additionally, one Renewal Class was offered in Charleston, in which eight former technicians regained their certification.

Five 8-hour Kidz in Motion (KIM) courses were also held. A total of 77 technicians attended these courses. A KIM class is only for current Certified CPS Technicians to maintain certification. Instructors provide the latest in car seat technology and hands-on demonstrations. Upon successful completion of the course, technicians receive a verification of attendance certificate and obtain all six CEUs required in order to re-certify with Safe Kids. WV's recertification rate was 64.2% in FY15, above the national average of 58.4%.

In total, over 2,300 child restraints were checked and nearly 900 children were provided with child safety seats between the GHSP office, the eight regional traffic safety programs, and the 83 check-up events that were held.

In FY15 our goal was to establish more fitting stations. We exceeded our own expectations by establishing eight new fitting stations, bringing the total to 32 statewide.

National CPS Week

During National CPS Week, September 13 - 19, 2015, regional coordinators offered 15 free car seat check-up events throughout the state. In total, 186 seats were checked and 24 new seats were provided by the 70 certified technicians that participated.

On September 10, 2015, a "Celebrity Car Seat Challenge" was held at the Shops at Kanawha in Kanawha City. This was a fun and challenging way

to kick off CPS Week in West Virginia and to prove that installing child safety devices is not easy. Those participating were: Coach Kidd from Electric 102.7, Jeff Jeffries from 97.5 WQBE, WOWK-TV's Chelsea Spears, and Governor Tomblin's representative Brian Aluise.

Chelsea Spears from WOWK-TV was crowned champion, upsetting the returning champion Coach Kidd. The winner was chosen based on a scoring system consisting of various points for correct installation.

Bert Wolfe Toyota graciously donated the use of vehicles for this event. A special thanks to the GHSP Staff and others who worked diligently along with the CPS coordinator in making this event possible!



Celebrity Car Seat Challenge (from left to right): CPS Program Manager, Charlie Kessell; Jeff Jeffries, 97.5 WQBE; Brian Aluise, Governor's Representative; Chelsea Spears, WOWK-13; and Coach Kidd, Electric 102.7.



TOP: Proclamation presented by Brian Aluise, Governor's Representative, at the Celebrity Car Seat Challenge.



RIGHT: Chelsea Spears of WOWK-13 holding her winner's certificate.

Target Red

Detailing GHSP's Target Red Special Enforcement Program Activities



Target Red Billboard Costs

FY10 - FY15

2015	\$ 59,663
2014	\$ 53,313
2013	\$ 52,547
2012	\$ 51,000
2011	\$ 36,156
2010	\$ 36,156

Target Red Campaign Citations Issued & Total Man Hours

FY10 - FY15

YEAR	CITATIONS ISSUED	MAN HOURS
2015	1,103	1,485
2014	1,226	1,567
2013	1,091	4,963
2012	956	4,557
2011	1,393	4,981
2010	1,170	2,483

Target Red was launched in June 2008 by the Southern Regional Highway Safety Program after some community members in the city of Beckley expressed concern over an ever-growing problem of crashes occurring as a result of red light running. An enforcement and awareness campaign was implemented, and in a one month period, there was a 68% reduction in red light violations.

Based on the outstanding results from the Beckley campaign, the GHSP designated funding for each regional traffic safety coordinator to conduct a Target Red Campaign in their respective areas. This year the campaign ran from August 1-16, 2015.

The GHSP, in addition to providing funding for enforcement, also provided funds for the purchase of public information and education materials. Each coordinator distributed these items in their region. The coordinators also conducted various media events with radio and television stations. Target Red billboards were placed statewide in more than 120 locations at a cost of \$59,663.

A total of 44 law enforcement agencies participated statewide in the Target Red campaign, working 1,387 hours, and issuing 1,103 citations and 353 warnings for running red lights and stop signs.

Motorcycle Safety

Detailing GHSP's Motorcycle Safety Program Activities

To minimize the risk and maximize the fun of motorcycling, the West Virginia Motorcycle Safety and Awareness Program (WVMSP) focuses its efforts on enhancing public motorcycle safety awareness, promoting alcohol and drug effect awareness for motorcyclists, rider improvement, licensing improvement, program promotions, and education.

The Program has a Board of Directors comprised of several individuals from state agencies, law enforcement, and other highway safety programs and advocacy groups.

Additionally, the West Virginia Motorcycle Safety Program has a single vendor, the Motorcycle Safety Foundation (MSF). The MSF provides motorcycle training, technical assistance, and all the required equipment and training materials to each of the seven training sites located throughout the state. The combination of efforts between the WVMSP and the MSF has reduced the cost of individual training to the lowest in the region and is very cost-effective to the program itself. This training is conducted by "RiderCoaches" that are nationally certified by the MSF. Representatives from the MSF wrote the curriculum that is taught in West Virginia. The motorcycle training contract was due for renewal in FY13. After the purchasing bid process was complete, MSF was awarded the training contract and recently accepted the final option year of the contract that ensured training would run through the FY16 training session.

Motorcycle Safety Foundation

There are currently 61 certified RiderCoaches in West Virginia. Seven of the certified RiderCoaches are site coordinators; one for each of the seven sites around the state. Thirty-one Military RiderCoaches provide the Basic Rider Course (BRC) and Experienced Rider Course (ERC) Training to military personnel.

WVMSP Numbers at a Glance

Motorcycle registrations for FY15 remained steady with just above 70,000 registrations. The Training Program had a 97% pass rate in the BRC and a 100% pass rate in the ERC. RiderCoaches have trained 19,223 students since 2001. There are more than 109,000 drivers in the state that have an "F" (motorcycle) endorsement.

Motorcycle Safety Training

April 1 - October 31, 2015

TYPE OF TRAINING	TOTAL FAILED	TOTAL PASSED	OVERALL TOTALS
Basic Rider Course	21	783	804
Experienced Rider Course	0	40	40
Training Totals	21	823	844

Note: Not reflected in the total number of students contacted were 38 students that withdrew from or were counseled out of the classes. The balance was either no-shows or cancellations

Mobile Training Unit

The total number of motorcyclists enrolled using the mobile training unit was 32. There were 26 individuals who passed mobile training, one who withdrew from the training, one who failed, and four who cancelled. Five classes were taught out of the Program's mobile unit this year in the Romney location. Additionally, the 3 Wheel Basic Rider Course (3WBRC) was offered on a rider demand basis for the first time in West Virginia. This course was offered twice and a total of 12 students passed the 3WBRC.

If not for the mobile unit, these riders would have needed to travel to a permanent training site causing them to incur the cost of at least two nights in hotel, food, and other travel expenses. The mobile unit allowed these riders, who may not have been able to incur the cost, to become properly trained.

FY15 Highlights

The WVMSP participated in a number of motorcycle-related events and rallies this past year. The McKee's Sky Ranch Vintage Motorcycle Rally in Terra Alta, WV provided an opportunity to project the motorcycle safety message to a unique group of riders who may not have been aware of the WVMSP mission. The event runs concurrently with the annual Mountain Fest Bike Rally, and its



McKee's Sky Ranch sport cycle race

close proximity caught many spillover attendees. The McKee's Sky Ranch event included a 70-mile dual sport motorcycle

ride that drew more than 50 riders culminating in a safety skills competition that was judged by one of the program's RiderCoaches. Top finishers in these events were awarded a specially designed WVMSP/McKee Sky Ranch challenge coin. The Program also sponsored other regional automotive and motorcycle-themed events such as "River Fest," "Rod Run and Doo Wop," "Dagger's Toy Run," Capitol City FOP, and the Donel C. Kinnard Memorial Run. In FY16, the WVMSP will continue its sponsorship of these events, as well as other regional events across the state to improve its exposure and safety influence on the riding community.

More than \$80,000 of state motorcycle safety funds were spent on radio media packages aired during a variety of the most popular sports programs and news slots heard on up to 20 local stations, throughout the riding season. Additionally, special messages were aired during the non-riding



periods of the winter months that reminded riders to focus on bike maintenance so when warmer weather suddenly appears their motorcycles will be "road ready". The FY15 billboard campaign focused on the "Ride Straight" and "Ride with Us First" messages aimed towards motorcyclists, and "Look Once, Look Twice for Motorcycles" aimed towards vehicle motorists. The primary focus of the motorcyclist messages was the enforcement elements of helmet use and impaired-free riding, as well as efforts to encourage potential and future riders to obtain their motorcycle endorsement by taking the BRC prior to experiencing riding on our public roads. The WVMSP actively promotes program goals on the "Cycle Talk" radio program that is aired during the most active 20 weeks of motorcycle riding. This program uses local radio personalities, WVMSP Staff, and select motorcycle safety and technical experts to inform the public on a wide scope of motorcycle-related subjects.

During the month of May, Governor Earl Ray Tomblin issued a proclamation declaring the month of May as Motorcycle Safety and Awareness Month.

Program Budget

The WVMSP is primarily funded as prescribed in WV Code §17B-1D-7, which creates a special designated fund, the "Motorcycle Safety Fund." The fund was established in 2001 and receives all monies from motorcycle endorsement fees, except for \$5.50 from instruction permit fees. It is a special revolving fund that is exempted as part of the state's general revenue fund. Additionally, the WVMSP utilizes residual federal funding from Section 2010 and federal 405(f) funds to operate its programs.

SMARTrainer Program

During FY10, the WVMSP purchased 10 Honda/MSF SMARTrainers ("SMART" Safe Motorcyclist Awareness & Recognition Trainer) through federal funding provided by the National Highway Traffic Safety Administration (NHTSA). Although not a true simulator, a SMARTrainer does create a virtual environment allowing the operator to negotiate road hazards in a safe manner while helping them learn valuable crash avoidance skills. A replay is provided of their riding scenario and gives tips on how they may have avoided hazards.

Novice riders, recent MSF BRC graduates, and experienced riders can all practice in realistic traffic situations that require the operator to evaluate and address traffic hazards in a controlled, risk-free environment using the same motorcycle control functions as on an actual motorcycle. Many users of the SMARTrainer system quickly reevaluate the level of their riding skills and make decisions to seek additional training before attempting some motorcycle riding tasks on their own. Motorists can also benefit from the situational awareness lessons provided by the SMARTrainer.



MSP SMARTrainer in action at the McKee's Sky Ranch, July 25, 2015

Used under the guidance of MSF-certified RiderCoaches, the SMARTrainer becomes a powerful teaching tool. Riders gain valuable feedback for the choices they make on the road, helping them identify areas where they can improve their decision-making abilities. This system was used at a variety of automotive, motorcycle and outdoor-themed events throughout the state, gaining the attention of many. During these events, its use and benefits were featured on many local TV news reports, in newspapers, and in one regional monthly motorcycle magazine.

The Program has put SMARTrainers to use in high school Driver's Education programs, as well as at safety fairs throughout the state. The program will continue throughout FY16.



MSP Focus for FY16

- 1.) Continue to expand training capabilities of the program by helping to recruit, develop, train, and certify additional RiderCoaches.
- 2.) Forge partnerships in rural areas in which additional locations are to be developed, providing additional motorcycle training.
- 3.) Continue to educate both the riding and general public through paid media ads and commercials on radio and television, billboards, handouts, bumper stickers, and sponsored safety events.
- 4.) Educate individual owners of motorcycles that they must have a motorcycle endorsement to legally operate a motorcycle. Additional emphasis will be placed on the motorcycle rider to "ride straight," free of all intoxicants. The goal is to reduce the number of crashes and fatalities related to alcohol, illicit drugs, prescription, or over-the-counter medications.

- 5.) Be proactive with motorcycle clubs and organizations in developing alcohol-free venues and events.
- 6.) Evaluate and adopt, as required, new MSF Basic RiderCourse standards.
- 7.) Target motorcyclist awareness, certified helmet enforcement, and enforcement of unendorsed riders.
- 8.) Train and certify two additional RiderCoaches in the 3 Wheel Basic RiderCourse (3WBRC) and conduct at least three 3WBRC classes across the state based on rider demand.
- 9.) Produce a new Request for Proposal (RFP) for Motorcycle Training that includes 3WBRC training and keeps course out-of-pocket costs to the West Virginia resident at the \$100 level.



ATV Safety and Awareness

Detailing GHSP's ATV Safety and Awareness Program Activities

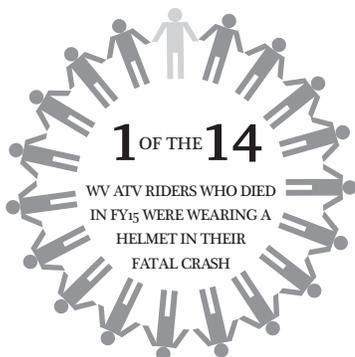
ATV Fatalities FY15

Listed by Age and Gender

AGE	MALES	FEMALES	TOTALS
13 - 18	1	0	1
19 - 25	1	0	1
26 - 35	1	1	2
36 - 44	1	1	2
45 - 64	6	0	6
65 +	1	1	2
Total	11	3	14

Helmet Use Reported

In ATV Fatality Cases



ATV Fatalities

FY10 - FY15

YEAR	FATALITIES
2015	14
2014	19
2013	19
2012	35
2011	40
2010	32

All-terrain vehicles, or ATVs, were developed for use as a small work/utility vehicle in the rural and farming regions of Japan. These vehicles should have been a perfect fit in West Virginia. However, as the “motorized mules” reached the United States, the vehicles were transformed into recreational vehicles as well. Sadly, with the absence of stringent laws forbidding highway use, the ATV has evolved into an alternative means of transportation once the operator has lost his or her driver’s license. The rugged and rural nature of West Virginia provides a catalyst for the citizens of the state to continue to purchase the vehicles at a rate of over 17,000 vehicles per year. When compared to the state’s populace, this averages to more than two all-terrain vehicles per household. When referring to ATVs, this report considers and includes the Utility Type Vehicles (UTVs) more commonly called “Side-by-Sides” in the same statistics and are considered as one and the same. A recent poll with a sampling of the state’s ATV/UTV dealerships reveals that more UTVs are now being sold than ATVs.

West Virginia has been thrust into the forefront of ATV safety. In 2004, the state legislature, in response to West Virginia’s third consecutive record-breaking year in fatalities, crafted new laws requiring an ATV Safety Awareness Program for those riders under 18 years old. Statistics indicate this has helped curb injuries in this age group, but for riders older than 18 years old, injuries and fatalities have proven frustrating to control with education.

ATV Fatalities and Injuries

Even though the law went into effect in 2004, the number of fatalities continued to increase by 69% from 2004 through 2006. West Virginia led the nation in per capita based ATV-related fatalities from 2000 to 2006.

In recent years, public awareness and outreach efforts have appeared to slow the trend of increasing injuries and fatalities in West Virginia. In FY15, West Virginia had 14 ATV fatalities. Still, this number ranks high when considering the number of ATV fatalities per 100,000 people. With this in mind, GHSP will continue to improve public awareness and reinforce outreach efforts to reduce ATV fatalities and injuries.

Since 2012, the ATV Safety Program has used state personalities to promote ATV Safety, such as the former Mrs. Mountaineer and ATV Safety Institute (ASI) Licensed ATV Instructor, Tanya Jackson. Mrs. Jackson has volunteered to assist the program during safety outreach events as well as recording several ATV Safety Public Service Announcements that play throughout the state during the peak ATV riding season.

The fatality and injury data going into 2007 indicated an increase in the occurrence of these catastrophic events on the state's roadways. This trend in the data reinforces the Governor's Representative for Highway Safety repositioning of the ATV Safety Program to the GHSP. In 2008, West Virginia saw a dramatic decrease in roadway fatalities on ATVs. Only 40% of the fatalities in 2008 occurred on the state's roadways. Previous data reflected a majority of fatal crashes occurred on paved roads. Since state law allows for highway ATV use in situations as when moving from trail to trail, road surface data can range widely from year to year.

Data collected since 2003 indicates that more than 60% of those killed in ATV crashes were not wearing helmets. In 2009 the number spiked to 95%, however these figures have slowly decreased since 2009. In 2013, the number of all unhelmeted fatalities was 89%.

Data continues to support that helmet use remains the most productive deterrent in preventing injuries and reducing fatalities. With this in mind, the program will focus on the age groups that require mandatory safety training. The goal is that riders will develop good safety habits that will continue as they progress in age and advance to the use of larger, more powerful ATVs. To promote this measure, the ATV Safety and Awareness Program has made an effort to take part in more youth events around the state, such as "Hooked on Fishing Not on Drugs" (HOFNOD). During these events, the program promotes and provides ATV safety training and raffles off ATV Safety gear for youth riders. In many cases, no gear was previously worn by these youthful riders.

ATV Outreach and Education

The Program provides for minimal safety awareness training in each of the 23 regional offices of the WV DMV by its employees. Since this training is very informal, the GHSP promotes an expanded version of the awareness training at various venues throughout the state during school hours or non-business hours. The ATV Safety Program has partnered with a number of state agencies including West Virginia University Extension Service, the Department of Natural Resources, the West Virginia National Guard, the Department of Education, the Division of Forestry, and numerous local groups to organize safety demonstrations and presentations throughout the year.

The West Virginia University Extension Service has become a leader in ATV safety training for the 15-18 year old age group. A pilot program has been established in 17 counties that makes ATV safety training available in select high schools. This training is conducted by Extension Agents who are ATV Safety Institute (ASI) certified instructors, providing classroom and hands-on ATV operation. Additionally, extension agents have provided a variety of other

ATV Fatality Details

<i>TYPE OF ROAD SURFACE</i>	<i>TOTALs</i>
Occurred on Paved Road Surface	12 of 14
Occurred on an Unpaved Road Surface	2 of 14
Occurred on an "Unknown" Surface Type	0 of 14

<i>REPORTED USE OF DRUGS OR ALCOHOL</i>	<i>TOTALs</i>
Had NO Reported Drug or Alcohol Use	6 of 14
Had Reported Drug or Alcohol Use	6 of 14
Had not been Reported and is Unknown	2 of 14

types of ATV Safety instruction to youth involved in 4-H activities throughout the state. This agency has proven instrumental in providing above the minimum standard training required by state code to include training, upon request, to middle schools, community fairs, and other public events. This agency does not stand alone in these efforts. The Safety and Health Services Extension of West Virginia University at the Shirley M. Kimble Training Center also provides an ASI-certified instructor. This instructor took part in numerous youth events around the state, providing ATV Safety training to groups that may not have had the opportunity to receive the training. Their safety efforts also focused on training to large groups of high school age students at the state's Mountaineer ChalleNGe Academy at Camp Dawson.

In September 2015, the West Virginia ATV Safety Program provided funding for the training and recertification of six ASI ATV coaches in the Mid-Ohio Valley Region. These coaches will provide training to ATV riders who want to ride on a new ATV trail system recently built in the Parkersburg area of Wood County. This approach is intended to provide ATV riders the opportunity of riding on a dedicated course off public roads and reducing ATV fatalities. Additionally, the Rahall Transportation Institute (RTI) is doing research on a seven county region in central West Virginia on the feasibility of another ATV trail system. If this project materializes, the West Virginia ATV Safety Program will support, within its resources, the training of additional ATV coaches.

For FY16, the program will continue to promote the ASI 2.5 hour online ATV safety course as an optional training resource. The primary goal is to influence riders over the age of 18 to take safety training. The program will also work closely with the Hatfield and McCoy trail system to make the ASI online course reciprocal with the statutory training requirements for riders under 18 years old. No federal funding is received for the ATV Safety Program.

Impaired Driving

Detailing GHSP's Enforcement Activities Encompassing Impaired Driving Initiatives

Underage Alcohol Successful Buy Rate		Alcohol-Related Fatalities Per 100 Million Vehicle Miles Travelled	
2014	24.03%	2014	.36
2013	28.58%	2013	.47
2012	24.24%	2012	.49
2011	16.86%	2011	.49
2010	20.26%	2010	.45
2009	19.46%	2009	.57

How Likely Are You To Get Caught While Driving Impaired?

Based on Results of Surveyed Drivers from the 2014 Biannual Driver Attitudes and Awareness Survey

58%	Think they are very likely
31.6%	Think they are somewhat likely
8.6%	Think they are not very likely
1.8%	Think they are not likely at all

Drive Sober or Get Pulled Over

Campaign Results FY14

Total Agencies Participating	140
DUI Arrests	304
Checkpoints Conducted	32
Felony Arrests	54
Other Citations Issued	2,603

The GHSP participates in “Checkpoint Strikeforce”, NHTSA Region 3’s Impaired Driving initiative. This initiative calls for a sustained DUI enforcement effort for six months: from the Fourth of July weekend through the New Year’s holiday. In West Virginia, the GHSP expanded this concept to a year-long effort running through the entire grant cycle from October 1 through September 30. Each of the eight regional traffic safety programs committed to a Comprehensive Sustained DUI Enforcement Project. The West Virginia State Police’s seven troop areas also committed to this effort, with each troop making the same commitment as the regional traffic safety programs. The federal funding sources for impaired driving include Sections 410, 410 HVE, 410 HFR, 154 AL Transfer, 402 AL, and 405(d). West Virginia participates in the National DUI Blitz ending on Labor Day. Additionally, the GHSP, through the State’s Impaired Driving plan, also designated the following periods as State Mandated Blitz Periods: Thanksgiving, Christmas, New Year’s Day, and West Virginia Day through the Fourth of July weekend.

Sustained DUI Enforcement Plan

In order to bring West Virginia’s alcohol-related fatality rate down to the national average alcohol-related fatality rate of .45 (.01 BAC and above) and .39 (.08 BAC and above) fatalities per 100 million vehicle miles traveled, the GHSP has developed a statewide plan to reduce DUI-related crashes, injuries, and fatalities by using a sustained enforcement effort. This plan takes a comprehensive approach by using city, county, and state law enforcement agencies, regional traffic safety coordinators, the enforcement agents of the West Virginia Alcohol Beverage Control Administration (ABCA), community agencies, schools, and colleges. The GHSP’s Alcohol coordinator and the Law Enforcement Liaison have taken the lead in statewide planning and coordination of the Sustained DUI Enforcement Plan. The eight regional traffic safety coordinators and the seven WV State Police coordinators coordinate their regions of the state to ensure compliance with this plan. The plan covers the entire state in a comprehensive and sustained manner using the following categories:

- Public Information & Education Activities
- Media Activities
- Training Activities
- Age Group Activities
- Underage Enforcement Activities

- Sobriety Checkpoints
- Focused Patrols

This plan was thoroughly reviewed by a NHTSA-facilitated Technical Assessment Team when West Virginia completed an Impaired Driving Assessment in February 2015. This was the first Impaired Driving Assessment conducted in West Virginia since 1999. This assessment will assist the GHSP's efforts to enhance the effectiveness of its impaired driving program by equipping the criminal justice community and law enforcement officials with the knowledge and skills to detect, arrest and prosecute alcohol-impaired drivers.

Commission on Drunk Driving Prevention (CDDP)

The West Virginia Legislature created the Commission on Drunk Driving Prevention (CDDP) in 1983 as the state's funding match for the GHSP; it is the state-funded program addressing drunk driving. The CDDP receives its funding from a dedicated state tax on alcoholic beverages. The Commissioner of the DMV is a member of the CDDP as both the Commissioner of the DMV and as the Governor's Representative for Highway Safety. The GHSP Director is a member of the CDDP by statute, ensuring that the CDDP and GHSP work closely together in combating impaired driving in West Virginia. The CDDP provides grant funding to police agencies who apply for that funding in accordance with the rules and regulations set forth by the CDDP. In FY15, the CDDP provided \$98,450.65 to 28 law enforcement agencies, resulting in 3,225 hours of overtime to 168 police officers, and 322 DUI Arrests. Additionally, the CDDP paid for 75 West Virginia State Police checkpoints resulting in 44 DUI arrests. The CDDP provides for three 90-day grant cycles per year and meets three times a year to review agency applications and conduct business.

A 3% tax on liquor sold in West Virginia provides for the CDDP's staff, expenses, and the state grant program. This program provides for the maintenance and purchase of the Intoximeter evidentiary breath testing devices, preliminary portable breath testing devices (PBTs), Mobile Breath Alcohol Test Vehicles (BAT Mobiles), and some expenses incurred by the blood testing lab, in addition to the funding granted to enforcement.

The powers and duties of the CDDP as described under §15-2-41 are as follows:

- Develop and maintain a comprehensive program to prevent drunk driving and to enhance the enforcement of laws defining drunk driving offenses.

- Inquire and determine from state and local law enforcement agencies the availability and need for equipment and additional personnel for the effective enforcement of laws defining drunk driving offenses.
- Subject to appropriations of the Legislature, administer the drunk driving prevention fund created by the provisions of section sixteen, article fifteen, chapter eleven of this code by providing grants to state and local law-enforcement agencies for the purchase of equipment or hiring of additional personnel for the effective enforcement of laws defining drunk driving offenses and such other legislative rule to be reasonable and necessary.
- Promulgate rules to guide and administer said fund and to establish procedures and criteria for grants to state and local law enforcement agencies under this section, in accordance with the provisions of article three, chapter twenty-nine-a of this code.
- Monitor, review and evaluate the expenditure, use and effectiveness of the fund and report to the Legislature annually on the exercise of its powers and duties under this section, including an annual accounting of expenditures and of the grants made under this section.

Additionally, the CDDP and GHSP coordinate a number of programs such as standardizing police equipment statewide. Both the CDDP and the GHSP support only the Intoximeter EC/IR II Evidentiary Breath Testing Machines. This is the only evidentiary breath-testing machine approved for use in West Virginia. The GHSP made the initial purchase of these machines and the CDDP supports them by providing all necessary support and supplies. Local police agencies use these machines, without cost, to prosecute all persons who are arrested in West Virginia for driving under the influence. The CDDP and GHSP have also standardized the PBTs used within the state. The Intoximeter FST is the only supported PBT.

DRE Program

With the passing of HB2513 in the FY13 Legislative session, West Virginia met the minimum requirements to qualify as a Drug Evaluation Classification (DEC) state. The GHSP formed a Technical Advisory Committee (TAC) to discuss the West Virginia approach of becoming a DEC state and developing its Drug Recognition Expert (DRE) Program. The TAC developed and approved a Program Standards document and applied for DEC status with the International Association of Chiefs

of Police (IACP). This application was approved, and the GHSP went forward with its plan to select, train and qualify officers as DREs.

Joey Koher of the Huntington, WV Police Department was selected to be the state DRE coordinator. Officer Koher had already completed DRE training and was instrumental in facilitating many aspects in the development of the DEC Program in West Virginia. From January 2014 through September 2014, Officer Koher trained more than 1,000 officers in SFST and ARIDE training around the state. He has maintained a similar pace throughout FY15 and this process is used to recruit the best officers as possible DRE candidates. The first DRE selection board was held in September 2014 and a total of 13 candidates were selected. This group completed their training at the end of December 2014 and began making statewide drug-related DUI evaluations starting in early 2015. A second class of 10 officers completed DRE training in September 2015 giving the state a total of 26 certified DRE Officers. Additionally, there were a total of four administrative staff members that completed or "audited" these DRE classes. Three of these staff members are associated with the DUI Administrative Hearing process and the other is with the West Virginia State Police Lab.

Visibility Enforcement Activities

Each of the eight regional traffic safety coordinators are required to arrange a minimum of at least one DUI enforcement activity in each of their areas every week on high-risk days and times for DUI crashes. The seven WV State Police coordinators arrange a minimum of one DUI enforcement activity within each of their troop areas each week and during high-risk days and times for DUI crashes. The regional traffic safety coordinators also coordinate and monitor any local earned media and report their efforts to the GHSP.

The GHSP's Law Enforcement Liaison is responsible for coordinating the efforts of the regional traffic safety coordinators and WV State Police coordinators. Each group divides the State of West Virginia into areas covering 100% of the state. Additionally, during the six-month period of enhanced enforcement, the enforcement level doubles to two enforcement events per week in each region. Approved examples of "High Visibility Enforcement Activities" are as follows:

- Saturation Patrols - Officers patrol areas identified as high DUI areas in groups of at least three patrols. Officers stage in the enforcement area to alert motorists to the high visibility saturated patrol.
- Conduct Saturation/Directed Patrols on the "Top

100 Road Segments for Alcohol-Related Fatalities" in accordance with the state's 410 Plan.

- Sobriety Checkpoints - Officers conduct checkpoints according to local department regulations requiring a large number of officers (usually 10-12 officers).
- Low Manpower Sobriety Checkpoints - Officers conduct checkpoints according to local department regulations requiring six or fewer officers.
- Underage Alcohol Sales Stings - Officers work with ABCA investigators or within department regulations in an effort to monitor the sale of alcohol to underage purchasers and make arrests of violators.
- Participate in National and State Mobilizations (six total, including the four law enforcement events during the National Mobilization and as mandated for the State Mobilizations.)
- Participate in the enhanced enforcement program as mandated by the GHSP.
- Conduct enforcement activities during peak alcohol-related crash times including holidays, special events, and at high alcohol-related crash locations. (DOH provides those locations from crash reports).
- Ensure that the road segments identified by the WV DOH as the "Top 100" alcohol-related crash locations are actively patrolled for DUIs by the local police agency having jurisdiction over these areas.

Other Activities

SADD

The GHSP recognizes that underage drinking is a problem with teenage drivers. To this end, we continue to promote "Students Against Destructive Decisions" (SADD) Chapters as a viable organization within West Virginia. The GHSP will continue to support the activities within this organization that are highway safety-related. The WV SADD Organization is comprised of two groups - the State Advisory Board made up of state agencies and a Student Leadership Council (SLC) modeled on the National SADD organization.

The State Advisory Board sets organizational policies, makes fiscal decisions, and acts on behalf of the SLC to ensure continuity of the program. Member agencies include the GHSP, the Bureau of Behavioral Health, the ABCA, and Community Connections, a not-for-profit group working on drug and alcohol issues.

The SLC agreed that a SADD student

leadership conference would promote SADD as a statewide organization. As a result, the first SADD student leadership conference occurred in Charleston in the fall of 2006. Conference attendance is limited to six SADD Chapter members and two advisors from each SADD Chapter. The SLC repeated this process annually with the most recent conference occurring November 13-15, 2015, with over 200 participants.

There are a total of 178 registered SADD chapters throughout the state from elementary school to college level. Community and faith-based chapters also became more prevalent throughout the state this past year. The Wyoming County SADD Chapter received the national award for SADD Chapter of the Year.

Alcohol Advisory Board

The GHSP maintains an Alcohol Advisory Board to establish and modify the alcohol enforcement program for the GHSP.

The Alcohol Advisory Board meets quarterly and helps establish the expectations and standards for the law enforcement officers who work under the highway safety grants. They also aid in determining the type of training, as well as the content of the training, for the law enforcement officers who work the alcohol grants. The Alcohol Advisory Board assists in the preparation of the GHSP's Alcohol Enforcement Plan as well as the state's Section 410 grant application and the state's federal grant application.

This existing 2013 plan has been effective but will be updated in early 2016 to comply with federal funding requirements. Since West Virginia has been recognized as a Drug Evaluation Classification (DEC) state, and with sufficient DREs in select parts of the state, the use of DREs will be integrated into the existing plan and utilized as determined by the board.

FY15 Board Members

The current board members include: Bob Tipton, Director, GHSP; Harry Anderson, Impaired Driving Coordinator, GHSP; First Sgt. Chris Zerkle, Executive Director, CDDP and Traffic Records Director, WVSP; Meg Gobrecht-Miller, Program Manager, NHTSA Region 3; Dean Capehart, WV Law Enforcement Liaison, GHSP; Jonathan Sweeney, Traffic Safety Resource Prosecutor, WV Prosecuting Attorneys Institute; Dave Bolyard, Director of Driver Services, WVDMV; Charles Sadler, Training Coordinator, Division of Criminal Justice Services; Charlotte Blankenship, Enforcement Agent, WV ABCA; Angela Saunders, Staff, West Virginia Supreme Court; Charles Zerkle, Chief, Milton Police Department; Cpl. Brian Jones, GHSP Region

1 Coordinator, Charleston Police Department; Peggy Runyon, Police Officer, WVU Police Department; and Joseph Koher, State DRE Coordinator, Huntington Police Department.

Traffic Safety Resource Prosecutor

The GHSP provides funding for a Traffic Safety Resource Prosecutor (TSRP). This position is located within the West Virginia Prosecuting Attorneys Institute and is tasked with training and providing technical assistance to the state's prosecutors and assistant prosecutors on a variety of issues, as well as coordination of traffic safety efforts between prosecutors, magistrates and law enforcement. Prior to the TSRP program, no consistent statewide training on traffic-related issues existed between prosecutors and law enforcement.

This position is also responsible for producing a newsletter, which will be distributed to prosecutors and assistant prosecutors, as well as select law enforcement, magistrates, legislative leadership and highway safety advocates throughout the state. The newsletter, as well as the website and topical memos, will provide updates on traffic safety issues, other necessary or appropriate subjects and various topics requested by prosecutors.

The TSRP is also a member of many committees and task forces related to traffic safety, including the WV Safety Management Task Force, the GHSP Alcohol Advisory Board, and the Commission on Drunk Driving Prevention.

In FY15, the TSRP provided training to magistrates, law enforcement officers and prosecutors through a variety of opportunities, including the annual Follow Through Tour, the annual Magistrate conference, and trainings at the WV State Police Academy. Training topics included Following Through with DUI Cases, WV DRE Program, Common Defense Misconceptions, Preparing DUI Cases for Trial, DUI Direct and Cross Examinations, and updates to DUI and Traffic Safety laws within the last year. During the Follow Through Tour, more than 500 law enforcement officers and prosecutors were trained at eight locations across the state.

Activities during FY15 were somewhat limited due to the military service commitment of the current TSRP. A long-term active duty post took the TSRP away from his duties for more than half of the fiscal year. This commitment will continue to affect TSRP activities well into FY16, but plans are in place to continue statewide traffic safety trainings upon his return from active duty.

Distracted Driving

Detailing GHSP's Part in Distracted Driving Initiatives

How Many People Use Cell Phones and Texting Devices While Driving?

FY10, FY12, and FY14

<i>HOW OFTEN</i>	<i>2010</i>	<i>2012</i>	<i>2014</i>
Never Text	63%	62.3%	58.4%
Never Talk	20.6%	19.7%	29.7%
Rarely Text	17.9%	18.7%	23.4%
Rarely Talk	27.3%	28.7%	29.1%

Reported from the 2014 Biannual Driver Attitudes and Awareness Survey

West Virginia's current cell phone/texting law went into effect July 1, 2012, and bans texting or using a cell phone without the use of hands-free technology while operating a motor vehicle. It is a primary offense, and violation can result in a \$100 fine for the first offense, \$200 for the second offense, and \$300 for a third offense, with no court or other fees assessed. Points are not charged to the individual's driving record until the third or subsequent offense (three points).

Despite this law, distracted driving is still a problem in West Virginia. While detailed distracted driving crash data are currently not available, the GHSP has survey and citation data which support the need to address distracted driving. In the 2014 West Virginia Driver Attitudes and Awareness Survey, respondents were asked to report how often they talk and text on a cell phone when driving their vehicles. The majority reported that they "never" and "rarely" talk or text when driving. However, talking on a cell phone was much more frequent when compared to texting. Only 2.1% of survey respondents reported having received a ticket for texting while driving. In FY15, citation data reported under grant-funded activities include 6,924 cell phone citations and 1,426 warnings and 613 texting citations and 108 warnings.

No 405e funds were received in FY15 because one of the criteria for funding required that the state statute require driver license testing questions on cell phones/texting. While West Virginia driver licensing test questions do include these kinds of questions, it is not required by statute. No federal 405e funds were spent in FY15, however, the WV Division of Highways provided \$1.5 million to the GHSP in FY15 to provide awareness, education, and enforcement programs addressing distracted driving. Over \$565,000 was spent by the regional traffic safety programs and the State Police for enforcement and paid media. An additional \$33,388 was spent by the GHSP on distracted driving commercials through the advertising agency on contract with the West Virginia Department of Transportation.

While enforcement funds were spent throughout FY15, there was a major focus during Distracted Driving Awareness Month in April 2015. Between April 4 - 13, 2015, 1,953 radio spots aired on 62 stations as well as 44 streaming web video ads for a total of \$24,989. This radio buy also provided 488 earned radio spots and 11 additional streaming web video ads valued at \$6,247.

Traffic Records

Detailing GHSP's Traffic Safety Information System Improvements

The GHSP, along with its safety partners, has continued projects within the Section 405(c) State Traffic Safety Information System Improvements grant criteria set forth in MAP-21 (this program replaced the Section 408 grant authorized under SAFETEA-LU). Other funding sources for Traffic Records include Section 402.

Traffic Records Assessment

A Traffic Records Assessment was conducted in West Virginia in April 2012 in accordance with NHTSA guidelines. The Assessment identified recommendations for improvement along with commendations of our current program. We will work toward the completion of recommendations on the assessment list. The Traffic Records coordinator and regular TRCC meetings will help facilitate this ongoing effort. The development of a new Traffic Records Strategic Plan has also helped the TRCC to identify ongoing projects and outline appropriate future actions. Some major recommendations outlined in the Traffic Records Assessment include:

- **Data Uses and Program Management:** Develop user-oriented online query tools and public access databases for crash, roadway, and injury surveillance data (at a minimum).
- **Crash Records:** Implement the planned web-based data analysis system.
- **Driver Records:** Record the adverse driver histories from previous states of record on non-commercial drivers as required for commercial driver records.
- **Citation and Adjudication Records:** Develop a citation tracking system that tracks a citation from the time of its distribution from a law enforcement officer, or its creation on the E-Citation system, through its issuance to the offender, its disposition, and entry into the database.
- **Statewide Injury Surveillance System (SWISS):** Continue to explore a data collection system for emergency department records. A significant proportion of motor vehicle crash victims are treated in emergency departments and do not require admission to a hospital or trauma center, so capture of those records would enhance data analyses.

Electronic Traffic Citation (E-Citation)

The Uniform Traffic Citation, which has a unique identifying citation number, was the springboard for e-citation implementation. The citation number is used to track citations in the state court system and the DMV.

An E-Citation allows for a seamless, paperless flow of the citation from roadside issuance to the magistrate courts, onto its final disposition by the DMV against the driver's history.

This expedited handling of citation data will allow the DMV to meet many requirements dealing with commercial vehicle driver licensing regulations. In early 2011, the West Virginia State Police took the lead on all E-Citation issues. The West Virginia State Police have piloted projects and anticipate full implementation from state, county, and larger municipal enforcement agencies.

In August 2015 the GHSP was given permission to begin the statewide rollout for West Virginia. A comprehensive survey of all enforcement agencies is currently underway to learn what needs there are regarding printers and computers to begin this project, as well as a way to plan a timeline for the launch.

Other Developments

The majority of the goals of the Traffic Records Program are ongoing and multi-year. GHSP will continue to implement projects to reach those goals and milestones.

Traffic Record Data

FY10 - FY14

	2010	2011	2012	2013	2014
Total Crashes Reported	4,732	4,099	39,713	38,095	37,951
Total Injuries Reported	17,987	17,313	16,964	15,404	14,523
Average Total of Vehicle Miles Travelled (In Millions)	18,836	18,585	18,747	18,987	18,975

wvOASIS (Our Advanced Solution with Integrated Systems)

An Enterprise Resource Planning (ERP) system is currently being designed for the State of West Virginia as a multi-agency effort. It will provide end-to-end support for statewide administrative functions, such as Financial Management, Procurement, Asset Management, and many other functions. It will also eventually encompass crash, roadway, driver, vehicle, and medical data into a combined data system that will support highway safety analyses.

Crash Data

Through a partnership with the Marshall University Rahall Transportation Institute (RTI) and a contractor working for the RTI, the WV Division of Highways (DOH) will be improving access to crash data via a web-based system.

Unified Judicial Application (UJA) System

The Administrative Office of the Supreme Court of Appeals is currently developing a unified judicial application case management data system that will have the ability to electronically communicate with other state agencies (DMV, CDRs, etc.) and unite family, circuit, and magistrate courts. This should help to improve the courts' ability to determine prior convictions and outstanding charges on a statewide level. The system has been implemented in several counties and a statewide rollout has been ongoing and is scheduled to be completed in February 2016.

West Virginia Electronic Insurance Verification Program (WVOLV)

The Electronic Insurance Verification Program is now in full force on letters to West Virginia's residents that have not had insurance identified. We are receiving 76 percent of the insurance companies data monthly through voluntary submissions. The data received is then ran against the 1.4 million registered vehicles in the program to flag our citizens as insured and the remaining unmatched vehicle owners would be candidates, which is approximately 60,000. We have also identified a nine percent Vehicle Identification Number (VIN) error rate. Unfortunately, most of the contact the citizens receive pertaining to the program and any insurance issues are through USPS mail. Our efforts will continue as we reach out to all companies trying to attain a 100 percent monthly submission to the WVOLV program; this will then allow us to add law enforcement to the program for roadside real-time insurance verification.

2014 West Virginia Driver Attitudes and Awareness Survey

Beginning in 2010, NHTSA required all State Highway Safety Offices to conduct a survey to track the knowledge, attitudes, and behavior of the driving public in relation to safety issues, such as seat belt use, impaired driving, speeding, and cell phone use. The survey is conducted every other year, with the last one being conducted in 2014. The next survey is scheduled for June/July 2016.

In West Virginia, a two (2) page voluntary survey was developed, and administered to persons of driving age that came in to the DMV regional offices for various services in nine locations throughout the state.

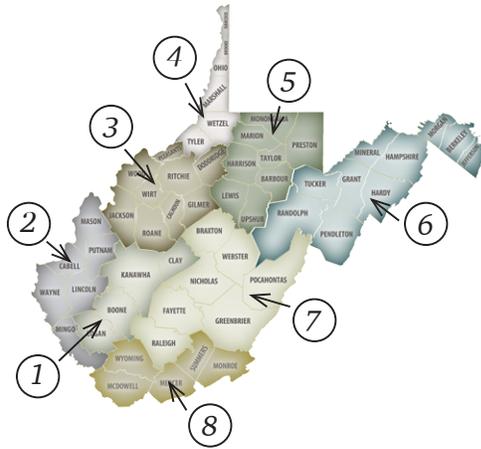
A total of 1,004 surveys were completed, and the participants ranged in age from under 21 to more than 60 years old. Approximately 58% of the participants were female and 42% were male. Following is a sample of some of the published results:

- *53% had read, seen, or heard a message about speed enforcement in the past 30 days.*
- *68% had read, seen, or heard a message about alcohol impaired driving in the past 30 days.*
- *87% had read, seen, or heard the "Click It or Ticket" service announcements, in the past 60 days, making it the most widely read, seen, or heard message.*
- *72% reported that they wore their seat belt "all the time".*
- *90% believed the chances of getting a ticket for speeding was "likely" or "somewhat likely"*
- *90% felt the chance of getting arrested and receiving a citation for impaired driving was "likely" or "somewhat likely".*

To see the full report, prepared by Stephen M. Haas, Ph.D., Mountain State Criminal Justice Research Services, LLC, visit: www.dmv.wv.gov/ghsp.

Regional Traffic Safety Programs

Detailing GHSP's Regional Approach to Traffic Safety



REGION 1

Metro Valley HS Program

Coordinator:
Cpl. Brian Jones
Counties: Boone, Clay,
Kanawha, and Logan

REGION 2

Safe Traffic Operations Program

Coordinator:
Beau Evans
Counties: Cabell,
Lincoln, Mason,
Mingo, Putnam,
and Wayne

REGION 3

Mid-Ohio Valley Regional HS Program

Coordinator:
Toni Tiano
Counties: Calhoun,
Doddridge, Gilmer,
Jackson, Pleasants,
Ritchie, Roane, Wirt,
and Wood

REGION 4

Northern Regional HS Office

Coordinator:
Melissa Taylor
Counties: Brooke,
Hancock, Marshall,
Ohio, Taylor, and
Wetzel

REGION 5

High-Tech Corridor Region HS Program

Coordinator:
Lisa Hall
Counties: Barbour,
Harrison, Lewis, Marion,
Monongalia, Preston,
Taylor, and Upshur

REGION 6

Eastern Panhandle Community Traffic Safety Program

Coordinator:
Margaret Walker
Counties: Berkeley,
Grant, Hampshire, Hardy,
Jefferson, Mineral,
Morgan, Pendleton,
Randolph, and Tucker

REGION 7

Southern Regional HS Program

Coordinator:
Cpt. Paul Blume
Counties: Braxton,
Fayette, Greenbrier,
Nicholas, Pocahontas,
Raleigh, and Webster

REGION 8

WV Coalfields HS Program

Coordinator:
Dean Capehart
Counties: Mercer,
Monroe, McDowell,
Summers, and Wyoming

The GHSP is the lead agency for traffic safety in WV. West Virginia operates its highway safety program differently than most other states. While many, if not all, other states enter into grant contracts with individual agencies and community organizations, WV contracts with eight counties/municipalities to create eight regional programs that cover all 55 counties in the state. The regions are divided up based on geography and demographics, with the programs located in Beckley, Bluefield, Charleston, Huntington, Parkersburg, Clarksburg, Wheeling, and Martinsburg. Each region employs a full-time coordinator, maintains a fixed office site, and coordinates a broad-based community task force.

Coordinators are responsible for the implementation of evidence-based highway safety projects throughout their program area. The coordinator focuses on traffic safety issues on a local or regional basis. They act as an extension of the GHSP by facilitating training, media, PI&E, law enforcement activities, and legislative initiatives. While the GHSP is recognized as the authority on highway safety issues on a statewide level, the regional programs have the same recognition on the local level. Although they maintain a local and regional emphasis, the coordinators must also support state and national highway safety initiatives in their respective regions.

The programs are approved for funding after each program reviews the GHSP Performance Plan and submits an application that includes problem identification and plans to address those problems. Incorporated into each grant are specific activities or tasks they are expected to complete throughout the year. The tasks directly relate to occupant protection, impaired driving, program coordination, media/PI&E, and other initiatives that help to reduce motor vehicle crashes, injuries, and fatalities.

Additionally, the regional coordinators have created broad-based community task forces. The programs draw heavily upon traditional traffic safety partners such as law enforcement, local governments, and the court system, but this concept is also expanded to include media, medical professionals, EMS, rehabilitation specialists, private businesses, schools and the general public. We strive to be citizen-focused, not agency-focused, and to educate the public as to the magnitude and consequences of traffic injuries.

Participation by law enforcement agencies in GHSP-sponsored initiatives such as CIOT, Drive Sober or Get Pulled Over, Child Passenger Safety, and law enforcement training has never been higher. Fatality rates due to alcohol are trending downward, and we are also seeing a decline in the overall fatality rate. Media coverage has increased significantly over the last several years, especially with the advent of paid media efforts to support enforcement activities, while coordinators have increased their efforts to incorporate earned media into their activities.

Federal funding for regional programs comes from: Sections 402, 406, 408, 410, 154 AL, 2010, MAP 21 405 funds, and WV Department of Highways HSIP funds for Distracted Driving and Work Zone Safety.

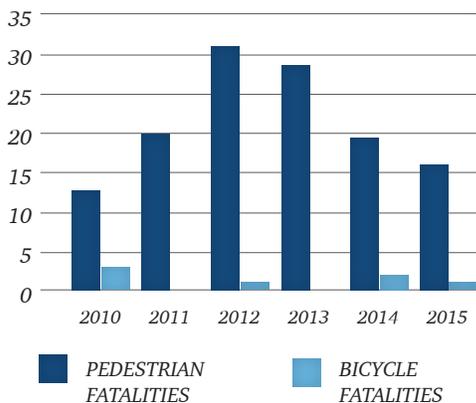
Pedestrian and Bicycle Safety

Detailing GHSP's Pedestrian and Bicycle Safety Initiatives

Fatalities by Type
FY10 - FY15

	PEDESTRIAN FATALITIES	BICYCLE FATALITIES
2015	16	1
2014	19	2
2013	28	0
2012	31	1
2011	20	0
2010	13	3

Pedestrian and Bicycle Fatalities
FY10 - FY15



Fortunately in West Virginia, pedestrian and bicycle fatalities remain low, although there were some small spikes in pedestrian fatalities in 2012 and 2013. From 2007 to 2014, pedestrian fatalities decreased by 37%. Bicycle fatalities remain relatively non-existent.

Even though the number of pedestrian and bicycle fatalities are low (less than 10% of total fatalities), the GHSP wants that trend to continue, and still feels that some education on pedestrian/bicycle safety is warranted. This is accomplished through the eight regional traffic safety programs. Throughout the year, safety presentations are given to various age groups, including youth and senior drivers, addressing a variety of traffic safety topics including pedestrian and bicycle safety. Depending on the audience, presentations incorporate both aspects of pedestrian and bicycle safety: that of being the pedestrian or bicyclist and that of being safe while driving alongside pedestrians and bicyclists. During Back to School initiatives, presentations are given to educate students on safely walking to and from school and the bus stop and crossing the street when walking to and from the bus. Some regional coordinators also host and/or participate in local bicycle rodeos or other youth fairs in which youth are taught the safety aspects of riding a bicycle. In many cases, bicycle helmets are distributed to those participants in need of one, and a variety of materials related to bicycle safety are handed out. In addition to bicycle safety, youth fair presentations also include pedestrian safety.

An innovative initiative occurs in Region 1. Safety City is a mock city created in 1985 to teach children about traffic safety. Third-grade students are Safety City's target demographic, but occasionally other youth groups tour the city. Students are taught about a wide variety of topics, including but not limited to seat belt use, pedestrian safety, and bicycle safety and helmets. The materials are covered using videos, lectures and question-and-answer sessions. The highway safety office in this region provides safety-related supplies for this project.

Coordinators also work to gain earned media for both pedestrian and bicycle safety, whether due to participation in an upcoming event or a recent crash. When there is a crash involving bicycles or pedestrians, media often reach out to the regional program offices to discuss the issues as well as applicable state laws.

Speed Enforcement

Detailing GHSP's Part in Speed Enforcement Initiatives

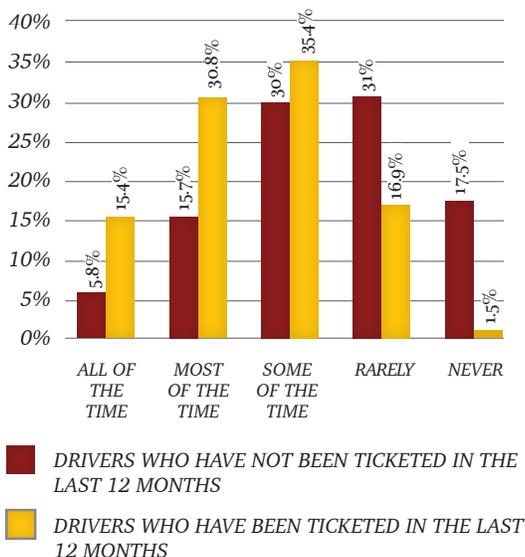
All Grant-Funded Activity Results FY15

Citations & Arrests Breakdown

ACTIVITY	TOTAL
Vehicles Recovered	58
Fugitive Arrests	65
Felonies	466
Child Restraints	285
Underage Alcohol	702
Drug Arrests	1,512
Driver's Licenses Revoked	933
Driver's Licenses Suspended	2,742
Misdemeanors	2,586
DUI Arrests	3,518
Insurance	6,286
Red Light Citations	1,080
Seat Belt Citations	15,002
Speeding Citations	11,279
Cell Phone/Texting Citations	7,537
Other Citations	12,882

These totals are for all grant-funded activity, not just activity during speed enforcement.

Which type of drivers are most likely to violate the 70 mph speed limit?



In West Virginia, speed continues to play a significant role in motor vehicle fatalities. Although speed-related fatalities declined in 2014 to 66, and have continued to decline since 2012 (144 in 2012; 130 in 2013), speed contributed to one-fourth of all motor vehicle fatalities.

In FY15, approximately \$178,000 in highway safety funds was spent by law enforcement agencies throughout the state specifically on speed enforcement overtime. Approximately half of those funds were available through the eight regional traffic safety programs and the other half was spent by the West Virginia State Police. County and municipal law enforcement agencies focused on city, county, and state routes, while State Police focused primarily on Interstates.

Enforcement locations are determined primarily by crash frequency, fatalities, and traffic volume. In some cases, particularly within city limits, a location may be selected based on the volume of citizen complaints, and law enforcement will “spot check” those locations to determine if there is a problem and hopefully reduce the incidence of speeding simply due to their increased presence. School zones and highway construction work zones are often areas of focus for speed enforcement. In FY15, funding was made available to the GHSP by the West Virginia Division of Highways to focus enforcement efforts on work zone safety. Nearly \$83,000 was spent by law enforcement at work zones throughout the state.

While law enforcement is on the lookout for speeders at all times, many agencies have focused their enforcement emphasis during weekday work time “rush-hours” of 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m., and Saturday and Sunday afternoons when traffic is at its heaviest. Agencies also target holiday weekends for speed enforcement crackdowns.

Sixty speed detection devices (radars/lidars) were purchased in FY15 for various law enforcement agencies throughout West Virginia. Forty-one classes were conducted with 65 officers trained and certified to operate radar/lidar. Additionally, 696 man hours were dedicated to speed enforcement training.

Public information and education/media efforts occur on the local level within each regional traffic safety program, primarily through schools, community events, and earned media from television and newspapers.

Following is a breakdown by county of fatalities and fatalities per 100,000 population in crashes involving speeding (2009-2013):

Fatalities in Crashes Involving Speeding
FY10 - FY14, FATALITIES/FATALITIES PER 100,000 POPULATION

	2010	2011	2012	2013	2014		2010	2011	2012	2013	2014
Barbour	0/0.00	0/0.00	1/5.94	2/11.93	0/0.00	Mineral	1/3.54	0/0.00	1/3.58	2/7.22	1/3.63
Berkeley	4/3.82	8/7.57	5/4.67	6/5.52	4/3.62	Mingo	3/11.21	1/3.76	6/23.00	1/3.86	1/3.89
Boone	1/4.06	2/8.17	2/8.17	3/12.38	3/12.65	Monongalia	3/3.10	7/7.09	4/3.98	5/4.89	0/0.00
Braxton	5/34.42	3/20.59	2/13.78	5/34.48	0/0.00	Monroe	3/22.23	2/14.77	2/14.82	1/7.42	0/0.00
Brooke	2/8.34	1/4.18	1/4.19	0/0.00	0/0.00	Morgan	1/5.71	0/0.00	0/0/00	1/5.71	1/5.73
Cabell	3/3.11	5/5.18	7/7.22	2/2.06	1/1.03	Nicholas	2/7.63	1/3.82	3/11.43	1/7.70	0/0.00
Calhoun	1/13.09	0/0.00	0/0.00	0/0.00	1/13.31	Ohio	2/4.50	0/0.00	1/2.27	3/6.86	0/0.00
Clay	1/10.69	0/0.00	1/10.77	0/0.00	2/22.37	Pendleton	0/0.00	2/26.34	3/39.72	5/66.93	1/13.57
Doddridge	0/0.00	0/0.00	0/0.00	2/23.97	0/0.00	Pleasants	1/13.20	0/0.00	0/0.00	1/13.20	0/0.00
Fayette	5/10.87	0/0.00	2/4.36	8/17.54	0/0.00	Pocahontas	1/11.49	0/0.00	0/0.00	1/11.54	0/0.00
Gilmer	1/11.48	0/0.00	1/11.44	0/0.00	0/0.00	Preston	4/11.92	3/8.92	5/14.73	0/0.00	2/5.92
Grant	3/25.21	0/0.00	0/0.00	0/0.00	1/8.56	Putnam	1/1.80	2/3.56	3/5.30	2/3.53	3/5.28
Greenbrier	4/11.26	3/8.41	6/16.79	4/11.22	0/0.00	Raleigh	4/5.07	2/2.52	3/3.79	6/7.61	2/2.56
Hampshire	1/4.17	2/8.40	7/29.52	3/12.80	4/17.03	Randolph	3/10.21	0/0.00	1/3.40	4/13.60	1/3.40
Hancock	0/0.00	2/6.55	3/9.88	1/3.30	3/9.96	Ritchie	2/19.23	1/9.69	1/9.76	0/0.00	1/9.99
Hardy	4/28.52	0/0.00	1/7.23	3/21.55	1/7.18	Roane	1/6.72	0/0.00	5/34.03	2/13.65	0/0.00
Harrison	6/8.67	3/4.33	3/4.34	7/10.15	2/2.91	Summers	0/0.00	0/0.00	0/0.00	0/0.00	0/0.00
Jackson	4/13.68	4/13.65	3/10.25	6/20.56	5/17.17	Taylor	1/5.93	0/0.00	0/0.00	2/11.78	1/5.86
Jefferson	5/9.32	6/11.04	2/3.67	2/3.63	1/1.79	Tucker	1/14.06	3/42.36	4/57.36	1/14.35	0/0.00
Kanawha	15/7.77	7/3.65	11/5.73	13/6.80	7/3.68	Tyler	0/0.00	0/0.00	2/22.10	1/11.12	0/0.00
Lewis	4/24.41	4/24.43	2/12.18	3/18.23	0/0.00	Upshur	1/4.12	1/4.12	1/4.08	0/0.00	0/0.00
Lincoln	3/13.85	7/32.38	4/18.47	2/9.28	1/4.64	Wayne	2/4.71	4/9.55	4/9.61	0/0.00	1/2.43
Logan	3/8.17	2/5.48	8/22.00	3/8.34	2/5.66	Webster	2/21.87	0/0.00	0/0.00	0/0.00	0/0.00
Marion	1/1.77	1/1.76	0/0.00	1/1.76	2/3.52	Wetzel	1/6.04	1/6.10	0/0.00	1/6.17	0/0.00
Marshall	0/0/00	1/3.04	2/6.12	1/3.08	0/0.00	Wirt	0/0.00	0/0.00	1/17.13	0/0.00	0/0.00
Mason	1/3.66	4/14.63	4/14.68	0/0.00	1/3.70	Wood	6/6.90	7/8.06	3/3.46	4/4.62	5/5.80
Mcdowell	1/4.53	6/27.64	3/14.06	2/9.58	2/9.78	Wyoming	5/21.07	3/12.77	4/17.20	1/4.34	1/4.43
Mercer	4/6.42	4/6.41	6/9.62	5/8.07	2/3.24						

Targeted Speed Enforcement Roadways

REGIONS AND ROADWAYS

1	Corridor G (US 119), U.S. Route 60, & Interstates 64, 77, 79
2	US Route 35, WV Route 2, & Interstate 64
3	US Route 50, WV Route 2, Grand Central Avenue, & Interstate 77
4	WV Route 2, US Route 40, & Interstates 70 and 470
5	US Route 50 & Interstate 79
6	Interstate 81
7	US Route 19, WV Route 3, WV Route 16, & Interstates 64 and 77
8	US Route 52 & Interstate 77

Speed-Related Fatalities and Citations

FY09 - FY14

SPEED RELATED FATALITIES

	2010	2011	2012	2013	2014
	133	114	144	130	66

SPEEDING CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES ONLY

	2010	2011	2012	2013	2014
	N/A	8,832	10,789	14,628	10,731

Media Breakdown

Detailing GHSP's Media Initiatives for Enforcement Campaigns

The GHSP works closely with local and statewide media to reach the goal of saving lives and reducing injuries in West Virginia as part of its comprehensive safety program. In FY15, media was purchased using the following federal funds: Sections 402, 405b, 410, 2010, 2011, and 154.

Earned media is encouraged with all regional traffic safety coordinators, as well as through the statewide office with all highway safety campaigns and events.

The WV Department of Transportation contracts a full service advertising agency each year to facilitate and complete media buys on behalf of the GHSP. Due to a six month lapse between contracts, there was less spent on large media buys statewide than traditionally spent for media campaigns.



Click It or Ticket Campaign

The GHSP used federal dollars to purchase media for the Click It or Ticket (CIOT) campaign in May 2015. Funds were also used to purchase various forms of

media statewide for the three “mini-blitzes” that were conducted in FY15. The CIOT breakdown for paid and earned media, is outlined

Media Breakdown

For Click It Or Ticket FY15

PAID MEDIA	TOTAL SPENT
Radio Spots (10,809)	\$113,088
TV Spots (53)	\$1,200
Digital Video Spots (156)	\$8,872
Movie Theater Spots (2)	\$1,051
Billboards (126)	\$69,669
TOTAL	\$193,880
EARNED MEDIA	TOTAL VALUE
Radio Spots (2,693)	\$47,159
Billboards (49)	\$50,508
TOTAL	\$97,667

THESE TABLES GIVE THE TOTALS FOR ALL STATEWIDE & REGIONAL MEDIA

below:

Target Red Campaign

Target Red took place from August 1-16, 2015, and a corresponding media campaign took place statewide.



Billboards and radio ads were utilized to spread the Target Red message

"Running that Red light Could be the Last Thing You Do".

Many billboards

remained several months beyond the FY14 campaign dates to fill un-rented billboard spaces prior to the FY15 campaign. These "ride-over" billboards provided earned media for the program that exceeded the dollar amount spent on the campaign by 78 percent. The GHSP also funded 991 30-second radio spots for the campaign and received 1,597 spots at no additional cost.

Media Breakdown

For Target Red FY15

PAID MEDIA	TOTAL SPENT
Radio Spots (991)	\$11,950
Billboards (129)	\$59,663
TOTAL	\$71,613
EARNED MEDIA	TOTAL VALUE
Radio Spots (1,597)	\$7,576
Billboards (165)	\$106,303
TOTAL	\$113,879

THESE TABLES GIVE THE TOTALS FOR ALL STATEWIDE & REGIONAL MEDIA

Impaired Driving Campaigns

Various forms of media were utilized to spread the “Drive Sober or Get Pulled Over” message through FY15. The media campaigns were launched to coincide with West Virginia Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Year’s.

In addition to these holidays, sports advertising was purchased for basketball and football sporting events for Marshall University in Huntington for \$39,250 and West Virginia University

Media Breakdown

For Drive Sober or Get Pulled Over FY15

PAID MEDIA	TOTAL SPENT
Radio Spots (19,344)	\$194,619
TV Spots (3,770)	\$149,395
Video Commercial Spot Production (2)	\$51,629
Digital Video Spots (204)	\$12,760
Billboards (12)	\$4,276
Movie Theater Spots (4)	\$6,709
Sponsorships (2)	\$600
TOTAL	\$419,988
EARNED MEDIA	TOTAL VALUE
Radio Spots (4,671)	\$53,814
TV Spots (21)	\$597
TOTAL	\$54,411

THESE TABLES GIVE THE TOTALS FOR ALL STATEWIDE & REGIONAL MEDIA



in Morgantown for \$69,500 which ran from fall 2014 to spring 2015.

A new impaired driving 30-second spot was produced through the contracted advertising agency in July 2015 for release over the Labor Day campaign. The spot featured a sobriety checkpoint to spread the enforcement message "Drive Sober or Get Pulled Over".

Media Planning

Time Frame:

- The Impaired Driving National Enforcement Crackdown - dates determined by the National Highway Traffic Safety Administration
- State Mandated Blitzez - Thanksgiving, Christmas through New Year's, West Virginia Day through the Fourth of July weekend are the periods established for the State Mandated Blitzez. During these periods, the GHSP shall conduct a media campaign to coordinate with

the enforcement efforts. The media campaign shall include an enforcement message.

- Advertising Period - These campaigns will coincide with the National and State Blitzez. The advertising campaign shall begin one week before the blitz and run through the Blitz period.

Target Profiles & Demographics in WV

The primary target audience is broken out into at-risk segments:

1. Socially Accountable Drinkers
2. Responsible Drinkers
3. Inexperienced Social Drinkers
4. Middle-Class Risk Takers
5. Discontented Blue Collars
6. Mid-life Motorcyclists
7. Underage Drinkers

Relative degrees of "at risk" Include:

- Discontented Blue Collars
- Underage Drinkers
- Middle-Class Risk Takers
- Inexperienced Social Drinkers
- Responsible Drinkers

Lowest Socially-Accountable Drinkers

In addition to the primary audiences described above, we will also target the following secondary audiences:

- College Youths
- Unemployed Youths
- Unemployed Men

Target Demographic Profiles

1. Discontented Blue Collars: Men 21-34 yrs old
2. Underage Drinkers: Youths 16-20 yrs old
3. Middle-Class Risk Takers: Men 25-54 yrs old
4. Inexperienced Social Drinkers: Men 21-24 yrs old
5. Responsible Drinkers: Adults 25-44 yrs old
6. Socially-Accountable Drinkers: Adults 25-34 yrs old

This plan will target the four highest "at risk" groups: Discontented Blue Collars, Underage Drinkers, Middle-Class Risk Takers, and Inexperienced Social Drinkers.

Media Purchasing Demographics

- Primary - Men 18 – 34, and Youths 16-20
- Secondary - Middle Class Risk Takers 25-54

Child Passenger Safety

National CPS Week was September 13 – 19, 2015, and media was purchased statewide throughout the month in support of child passenger safety. A

total of 2,429 30-second spots were aired statewide at a cost of \$27,204. Online news website banner ads were also purchased to advertise Seat Check Saturday locations statewide, at a total cost of \$5,670. The earned media generated for CPS week were 511 radio spots for a value of \$6,336.

Annual Radio Buy

The GHSP also participated in the “Annual Buy”, which is paid with federal funds received by the Division of Highways’ Traffic Engineering Division. There is a Memorandum of Understanding between the Department of Transportation (DOT)/ Division of Highways (DOH)/Division of Motor Vehicles(DMV) (the parent agency of the GHSP) to ensure that highway safety messages on a variety of safety topics are broadcast year-round throughout the state. The DMV/GHSP administers the statewide radio highway safety campaign and is reimbursed by the DOH. Approximately \$324,804 was spent by GHSP on radio for 2015, and the different messages included motorcycle safety, ATV safety, child safety seats, seat belts, impaired driving, and distracted driving, plus a website banner ad on www.wvmetronews.com. We will continue to participate in this joint effort in FY16.

Earned Media

The GHSP generated earned media this year from press events, as well as interviews with local TV, radio stations, and newspapers throughout the year on issues such as seat belts, child safety seats, impaired driving, distracted driving, and highway fatalities. A large amount of earned media/ bonus spots this year came from Metro News Radio Network at a total value of \$81,201.

Statewide, each of our eight regional traffic safety coordinators also generated earned media. Specific examples include checkpoints for our statewide programs “Click It or Ticket” and “Drive Sober or Get Pulled Over”.

Coordinators also received media attention during National Child Passenger Safety Week and at other child safety seat checks, SADD events, educational programs at local schools, and bicycle rodeos, to name a few.

Holidays, including Memorial Day, the Fourth of July, Labor Day, Thanksgiving and Christmas, also gave coordinators and the state office the chance to spread the message about driver safety, especially during the holidays when people are in celebratory spirits.

School functions, including occupant protection programs, also generated media, especially during prom and graduation when students are more likely to be in a party atmosphere.

Social Media

The GHSP also strives to promote our programs and initiatives through social media. The office maintains and updates accounts on both Twitter and Facebook. We keep the public and media apprised of our activities as well as our statistical data. The accounts are also used to support and promote related agencies and organizations by re-posting relevant information to our accounts. Such agencies include NHTSA, GHSA, media outlets and other states’ Highway Safety offices, as well as posts on our regional traffic safety programs social media pages.

Driver Awareness on GHSP's Campaigns and Messages

Based on Results of the FY14 Attitudes and Awareness Survey

THIS TABLE GIVES THE TOTAL PERCENTAGE OF DRIVERS SURVEYED WHO HAD BEEN EXPOSED TO THE CAMPAIGN-SPECIFIC MESSAGE WITHIN 60 DAYS PRIOR TO TAKING THE 2014 DRIVER ATTITUDES AND AWARENESS SURVEY

CAMPAIGN	PERCENTAGE
<u>OCCUPANT PROTECTION</u>	
"Click It or Ticket"	87.1%
<u>IMPAIRED DRIVING</u>	
"Over the Limit, Under Arrest"	48.4%
"Buzzed Driving is Drunk Driving"	43.8%
"Drive Sober or Get Pulled Over"	26.7%
<u>DISTRACTED DRIVING</u>	
"Turn it Off. Put it Down. Just Drive."	42.1%

Overview of Driver Awareness of General Service Messages

Based on Results of the Driver Attitudes and Awareness Surveys FY10, FY12, & FY14

THIS TABLE GIVES THE TOTAL PERCENTAGE OF DRIVERS SURVEYED WHO HAD BEEN EXPOSED TO A GENERAL MESSAGE WITHIN 60 DAYS PRIOR TO TAKING THE 2014 DRIVER ATTITUDES AND AWARENESS SURVEY

MESSAGE	FY10	FY12	FY14
Safety Belts	72.7%	77.7%	72.3%
Speed Limits	57.3%	57.8%	53.2%
Impaired Driving	81.5%	79.2%	67.9%

Performance Goals

The GHSP works with the Safety Management Task Force to ensure that the data and goals set are coordinated with the State's Strategic Highway Safety Plan.

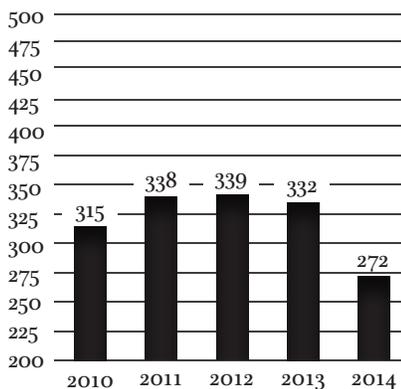
Total Traffic Fatalities

Reduce the five-year rolling average of traffic fatalities by 6.7 percent from the 2009 - 2013 five-year average of 336 to the 2011 - 2015 calendar year average of 314 by December 31, 2015.

Calendar Year 2014: 272

Single vehicle roadway departure is the leading type of fatal crash. The GHSP will continue with programs in place, and there will be a renewed effort to examine and evaluate each fatal crash to further develop problem identification.

Total Number of All Fatalities on Public Highways



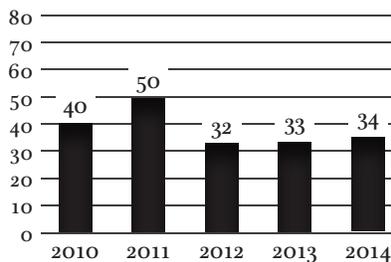
Drivers Under 20 Yrs Old Involved in Fatal Crashes

Reduce drivers age 20 or younger involved in fatal crashes 10.9 percent from the 2008 - 2012 calendar base-year average of 44 to 39 by December 31, 2015.

Calendar Year 2014: 34

We are currently exceeding our goal and drivers under 20 years old involved in fatal crashes have declined nearly 23 percent from the five-year calendar average of 44.

Total Drivers Under 20 Yrs Involved in Traffic Fatalities



Fatality Rate Per Million Vehicle Miles Traveled (VMT)

Reduce fatalities/VMT from the 2009 - 2013 five-year calendar average of 1.78 percent to the 2011- 2015 five-year calendar average of 1.64 percent by December 31, 2015.

Calendar Year 2014: 1.43

Reduce rural fatalities/VMT from the 2008 -2012 five-year calendar average of 2.20 to 1.96 by December 31, 2015*.

Calendar Year 2014: 1.72

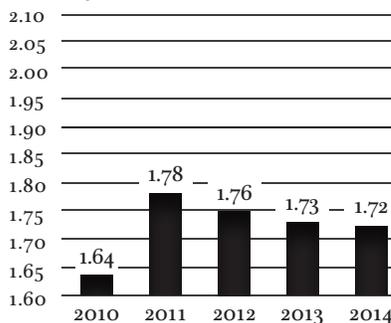
Reduce urban fatalities/VMT from the 2008 - 2012 five-year calendar average of 1.16 to 1.04 by December 31, 2015**.

Calendar Year 2014: .35

* Rural and Urban fatalities by VMT unavailable for 2013.

** Ibid

Fatality Rate Per 100M VMT



Total Alcohol-Related Fatalities

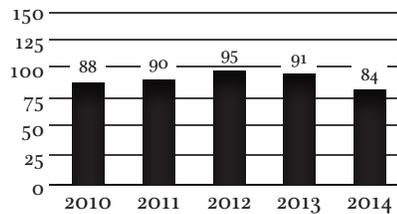
With a Blood Alcohol Content (BAC) of .08 or More

Reduce alcohol-impaired driving fatalities 10 percent from the 2008 to 2012 five-year calendar average of 103 to 91 by December 31, 2015.

Calendar Year 2014: 84

There were 84 alcohol-related fatalities in 2014, a decrease of 18 percent from the previous five-year average of 103. We feel that the development of the Impaired Driving Program has reinvigorated DUI enforcement and public awareness of drunk driving issues. We have dramatically increased our paid media efforts over the last year.

Total Alcohol-Related Fatalities



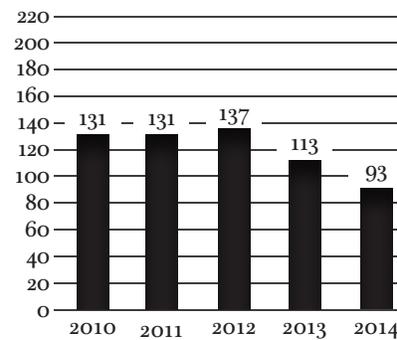
Unrestrained Passenger Vehicle Occupant Fatalities

Reduce unrestrained passenger vehicle occupant fatalities in all seating positions 10.9 percent from the 2008 - 2012 five-year calendar average of 142 to the five-year calendar average of 126 by December 31, 2015.

Calendar Year 2014: 93

There were 93 unrestrained passenger vehicle occupant protection fatalities in 2014. This was a near 35 percent reduction from the previous five-year calendar average of 142. We are currently exceeding our goal of 126 by 26 percent.

Total Unrestrained Passenger Occupant Fatalities (All Seating Positions)



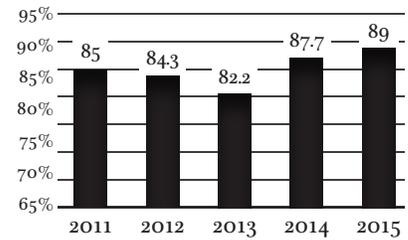
Occupant Protection Usage Rate

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 92 percent by September 30, 2016.

Calendar Year 2014: 89 percent

We peaked at our highest seat belt use rate ever in 2008 with 89.5 percent. We believe that the recent implementation of the Primary Seat Belt law affected the usage rate in 2014.

Occupant Protection Usage Rate



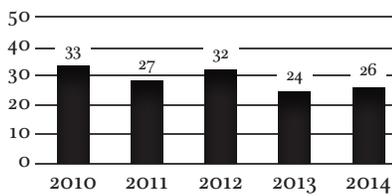
Total Motorcycle Fatalities

Reduce motorcycle fatalities 10.9 percent from the 2008 - 2012 calendar base-year average of 34 to 30 by December 31, 2015.

Calendar Year 2014: 26

There were 26 motorcycle fatalities in 2014, which is a 23 percent decrease in motorcycle fatalities from the previous five-year average of 34. We are currently exceeding our goal of 30 by December 31, 2015.

Total Motorcycle Fatalities



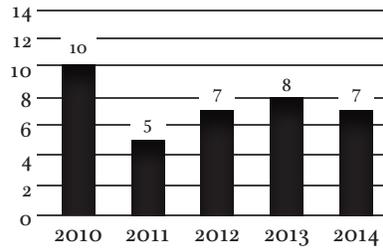
Un-helmeted Motorcycle Fatalities

Reduce un-helmeted motorcyclist fatalities 10.9 percent from the 2008 - 2012 calendar base-year average of 9 to 8 by December 31, 2015.

Calendar Year 2014: 7

There were seven un-helmeted motorcycle fatalities in 2014, a 22 percent decrease from the previous 5-year average of nine. We believe the majority of our problems continue to be reporting issues, which will be addressed with training.

Total Crashes Resulting in Serious Injury



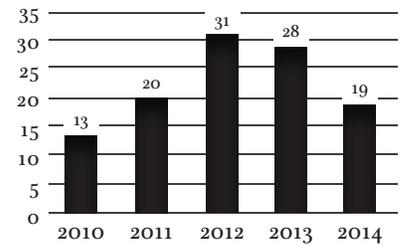
Total Pedestrian Fatalities

Reduce pedestrian fatalities 10.9 percent from the 2008 to 2012 calendar base-year average of 20 to 18 by December 31, 2015.

Calendar Year 2014: 19

In 2014 there were 19 pedestrian fatalities, which is a 32 percent decrease since 2013. Most pedestrian fatalities were drug/alcohol-related.

Total Pedestrian Fatalities



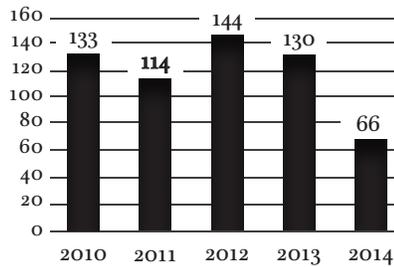
Speed-Related Fatalities

Reduce speed-related fatalities 10.9% from the 2008 - 2012 calendar base-year average of 122 to 109 by December 31, 2015.

Calendar Year 2014: 66

The 66 speed-related fatalities in 2014 reflects a 49% decrease from 2013. Through GHSP grantees, we have always emphasized the enforcement of speed limits in all enforcement activities, but we do not have a designated campaign for speed alone.

Total Speed-Related Fatalities

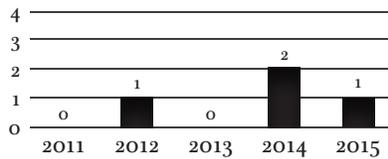


Total Bicyclist Fatalities

Reduce bicyclist fatalities 100 percent from the 2008 to 2012 calendar base-year average of 1 to 0 by December 31, 2015.

Calendar Year 2014: 1

Total Bicyclist Fatalities



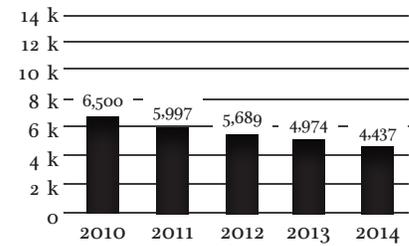
Serious Traffic Injuries

Reduce serious injuries by 7.4 percent from the 2009 - 2013 five-year calendar average of 1,962 to the 2011 - 2015 five-year calendar average of 1,817 by December 31, 2015*.

Calendar Year 2014: 4,437

*Core outcome targets reflect a shift in serious injuries being defined as "A" injuries only.

Total Crashes Resulting in Serious Injury



Grant Status Report

FY15 HSP Authorized Spending \$17,832,668 (DMV Other \$3,642,000)													FINAL			
PROG	GRANT #	ACCOUNT #	SUBGRANTEE	GRANT PERIOD	ORIG. AWARD	SUPP/ DEOB	AMENDED AWARD	EXPENDED TO DATE	GRANT BALANCE 9/30/15	P O #	CFDA #	Vendor #	MGR	FY15		
402	F15- HS-01-402	PA 15-01-01	WV DMV/Planning & Admin	10-1-14/9-30-15	\$170,000.00	\$0.00	\$170,000.00	\$157,425.22	\$12,574.78	15-01	20.600	N/A	Barb			
402	F15- HS-01-402	AL 15-02-01	WV DMV/GHSP-Coor 100% AL	10-1-14/9-30-15	\$60,000.00	\$0.00	\$60,000.00	\$50,518.89	\$9,481.11	15-01	20.600	N/A	Barb			
402	F15- HS-01-402	TR 15-08-01	WV DMV/Traffic Records	10-1-14/9-30-15	\$2,000.00	\$0.00	\$2,000.00	\$0.00	\$2,000.00	15-01	20.600	N/A	Barb			
402	F15- HS-01-402	SA 15-18-01	WV DMV/Coordination	10-1-14/9-30-15	\$318,000.00	\$0.00	\$318,000.00	\$167,492.01	\$150,507.99	15-01	20.600	N/A	Barb			
402	F15- HS-01-402	PM 15-26-01	WV DMV/GHSP	10-1-14/9-30-15	\$380,000.00	\$0.00	\$380,000.00	\$134,124.03	\$245,875.97	15-01	20.600	N/A	Barb			
402	F15- HS-02-402	PS 15-06-02	Huntington	10-1-14/9-30-15	\$2,000.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00	15-02	20.600	*211572	Charlie			
402	F15- HS-02-402	PT 15-07-02	Huntington	10-1-14/9-30-15	\$21,000.00	\$0.00	\$21,000.00	\$13,813.86	\$7,186.14	15-02	20.600	*211572	Charlie			
402	F15- HS-02-402	SA 15-18-02	Huntington	10-1-14/9-30-15	\$72,000.00	\$0.00	\$72,000.00	\$63,380.21	\$8,619.79	15-02	20.600	*211572	Charlie			
402	F15- HS-02-402	SB 15-19-02	Huntington	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$3,430.52	\$2,569.48	15-02	20.600	*211572	Charlie			
402	F15- HS-02-402	SE 15-21-02	Huntington	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$16,286.94	\$3,713.06	15-02	20.600	*211572	Charlie			
402	F15- HS-02-402	PM 15-26-02	Huntington	10-1-14/9-30-15	\$142,000.00	\$0.00	\$142,000.00	\$140,484.82	\$1,515.18	15-02	20.600	*211572	Charlie			
402	F15- HS-03-402	PS 15-06-03	Wood County Comm	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$1,968.00	\$8,032.00	15-03	20.600	*212365	Charlie			
402	F15- HS-03-402	PT 15-07-03	Wood County Comm	10-1-14/9-30-15	\$17,000.00	\$0.00	\$17,000.00	\$13,314.06	\$3,685.94	15-03	20.600	*212365	Charlie			
402	F15- HS-03-402	SA 15-18-03	Wood County Comm	10-1-14/9-30-15	\$49,850.00	\$0.00	\$49,850.00	\$47,385.44	\$2,464.56	15-03	20.600	*212365	Charlie			
402	F15- HS-03-402	SB 15-19-03	Wood County Comm	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$103.80	\$2,896.20	15-03	20.600	*212365	Charlie			
402	F15- HS-03-402	SE 15-21-03	Wood County Comm	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$15,830.20	\$4,169.80	15-03	20.600	*212365	Charlie			
402	F15- HS-03-402	PM 15-26-03	Wood County Comm	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$4,950.00	\$50.00	15-03	20.600	*212365	Charlie			
402	F15- HS-04-402	PT 15-07-04	Wheeling	10-1-14/9-30-15	\$26,000.00	\$0.00	\$26,000.00	\$3,401.77	\$22,598.23	15-04	20.600	*211709	Charlie			
402	F15- HS-04-402	SA 15-18-04	Wheeling	10-1-14/9-30-15	\$60,500.00	(\$3,000.00)	\$57,500.00	\$41,763.81	\$15,736.19	15-04	20.600	*211709	Charlie			
402	F15- HS-04-402	SB 15-19-04	Wheeling	10-1-14/9-30-15	\$5,500.00	\$0.00	\$5,500.00	\$519.75	\$4,980.25	15-04	20.600	*211709	Charlie			
402	F15- HS-04-402	SE 15-21-04	Wheeling	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$17,313.84	\$2,686.16	15-04	20.600	*211709	Charlie			
402	F15- HS-04-402	PM 15-26-04	Wheeling	10-1-14/9-30-15	\$1,500.00	\$3,000.00	\$4,500.00	\$3,439.80	\$1,060.40	15-04	20.600	*211709	Charlie			
402	F15- HS-05-402	OP 15-05-04	Clarksburg	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$0.00	\$3,000.00	15-04	20.600	*211538	Amy			
402	F15- HS-05-402	PT 15-07-05	Clarksburg	10-1-14/9-30-15	\$18,000.00	\$0.00	\$18,000.00	\$9,061.06	\$8,938.94	15-05	20.600	*211538	Amy			
402	F15- HS-05-402	SA 15-18-05	Clarksburg	10-1-14/9-30-15	\$67,900.00	\$0.00	\$67,900.00	\$55,135.68	\$12,764.32	15-05	20.600	*211538	Amy			
402	F15- HS-05-402	SB 15-19-05	Clarksburg	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$999.95	\$4,000.05	15-05	20.600	*211538	Amy			
402	F15- HS-05-402	SE 15-21-05	Clarksburg	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$6,650.62	\$13,349.38	15-05	20.600	*211538	Amy			
402	F15- HS-05-402	CR 15-21-05	Clarksburg	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$5,962.40	\$37.60	15-05	20.600	*211538	Amy			
402	F15- HS-05-402	PM 15-26-05	Clarksburg	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$2,352.83	\$2,647.17	15-05	20.600	*211538	Amy			
402	F15- HS-06-402	PS 15-06-06	Martinsburg	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$790.26	\$2,209.74	15-06	20.600	*211597	Charlie			
402	F15- HS-06-402	PT 15-07-06	Martinsburg	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$3,438.72	\$6,561.28	15-06	20.600	*211597	Charlie			
402	F15- HS-06-402	SA 15-18-06	Martinsburg	10-1-14/9-30-15	\$85,000.00	\$0.00	\$85,000.00	\$66,879.35	\$18,120.65	15-06	20.600	*211597	Charlie			
402	F15- HS-06-402	SB 15-19-06	Martinsburg	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$1,932.28	\$4,067.72	15-06	20.600	*211597	Charlie			
402	F15- HS-06-402	SE 15-21-06	Martinsburg	10-1-14/9-30-15	\$11,000.00	\$0.00	\$11,000.00	\$8,465.74	\$2,534.26	15-06	20.600	*211597	Charlie			
402	F15- HS-06-402	PM 15-26-06	Martinsburg	10-1-14/9-30-15	\$15,000.00	\$0.00	\$15,000.00	\$10,844.36	\$4,155.64	15-06	20.600	*211597	Charlie			
402	F15- HS-07-402	PT 15-07-07	Beckley (P Blume)	10-1-14/9-30-15	\$14,500.00	\$0.00	\$14,500.00	\$8,354.91	\$6,145.09	15-07	20.600	*211498	Amy			
402	F15- HS-07-402	SA 15-18-07	Beckley (P Blume)	10-1-14/9-30-15	\$73,500.00	\$0.00	\$73,500.00	\$68,546.38	\$4,953.62	15-07	20.600	*211498	Amy			
402	F15- HS-07-402	SB 15-19-07	Beckley (P Blume)	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$1,917.24	\$4,082.76	15-07	20.600	*211498	Amy			
402	F15- HS-07-402	SE 15-21-07	Beckley (P Blume)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$17,757.43	\$2,242.57	15-07	20.600	*211498	Amy			
402	F15- HS-07-402	CR 15-25-07	Beckley (P Blume)	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$5,969.60	\$30.40	15-07	20.600	*211498	Amy			
402	F15- HS-07-402	PM 15-26-07	Beckley (P Blume)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$19,808.00	\$192.00	15-07	20.600	*211498	Amy			
402	F15- HS-08-402	PT 15-07-08	Charleston	10-1-14/9-30-15	\$24,500.00	\$0.00	\$24,500.00	\$23,415.74	\$1,084.26	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	SA 15-18-08	Charleston	10-1-14/9-30-15	\$67,000.00	\$35,000.00	\$102,000.00	\$85,360.98	\$16,639.02	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	SB 15-19-08	Charleston	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$5,835.57	\$164.43	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	SE 15-21-08	Charleston	10-1-14/9-30-15	\$20,000.00	\$10,000.00	\$30,000.00	\$4,011.37	\$25,988.63	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	CR 15-25-08	Charleston	10-1-14/9-30-15	\$0.00	\$6,000.00	\$6,000.00	\$5,953.62	\$46.38	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	PM 15-26-08	Charleston	10-1-14/9-30-15	\$15,000.00	\$0.00	\$15,000.00	\$11,765.00	\$3,235.00	15-08	20.600	*211529	Amy			
402	F15- HS-08-402	TS 15-31-08	Charleston	10-1-14/9-30-15	\$10,000.00	(\$1,000.00)	\$9,000.00	\$3,236.93	\$5,763.07	15-08	20.600	*211529	Amy			
402	F15- HS-09-402	OP 15-05-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$40,000.00	\$0.00	\$40,000.00	\$28,715.52	\$11,284.48	15-09	20.600	*211498	Harry			
402	F15- HS-09-402	PT 15-07-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$96,860.00	\$0.00	\$96,860.00	\$74,221.97	\$22,638.03	15-09	20.600	*211498	Harry			
402	F15- HS-10-402	SE 15-21-10	WV State Police	10-1-14/9-30-15	\$85,000.00	\$0.00	\$85,000.00	\$79,440.03	\$5,559.97	15-10	20.600	IET	Harry			
402	F15- HS-14-402	MC 15-04-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$516.28	\$4,483.72	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	PS 15-06-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$500.00	\$0.00	\$500.00	\$339.00	\$161.00	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	PT 15-07-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$2,737.38	\$3,262.62	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	SA 15-18-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$50,130.00	\$0.00	\$50,130.00	\$48,916.53	\$1,213.47	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	SB 15-19-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$7,000.00	\$0.00	\$7,000.00	\$4,783.05	\$2,216.95	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	SE 15-21-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$19,171.43	\$828.57	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	CR 15-25-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$4,000.00	\$0.00	\$4,000.00	\$4,000.00	\$0.00	15-14	20.600	*211498	Amy			
402	F15- HS-14-402	PM 15-26-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$8,810.00	\$1,190.00	15-14	20.600	*211498	Amy			
402	F15- HS-15-402	OP 15-05-15	Beckley (Lifesavers)	10-1-14/9-30-15	\$30,000.00	\$0.00	\$30,000.00	\$4,313.74	\$25,686.26	15-15	20.600	*211498	Amy			
402	F15- HS-15-402	SA 15-18-15	Beckley (Lifesavers)	10-1-14/9-30-15	\$56,228.00	\$0.00	\$56,228.00	\$29,945.45	\$26,282.55	15-15	20.600	*211498	Amy			
402	F15- HS-17-402	SA 15-18-17	Monongalia County Comm	10-1-14/9-30-15	\$750.00	\$0.00	\$750.00	\$506.56	\$243.44	15-17	20.600	*212116	Charlie			
40																

FY15 HSP Authorized Spending \$17,832,688 (DMV Other \$3,642,000)										FINAL			FY15		
PROG	GRANT #	ACCOUNT #	SUBGRANTEE	GRANT PERIOD	ORIG. AWARD	SUPP/ DEOB	AMENDED AWARD	EXPENDED TO DATE	GRANT BALANCE 9/30/15	P O #	CFDA #	Vendor #	MGR		
405b	F15- HS-07-405b	HV 15-01-07	Beckley (P Blume)	10-1-14/9-30-15	\$35,000.00	\$0.00	\$35,000.00	\$25,057.26	\$9,942.74	15-07	20-616	*211498	Amy		
405b	F15- HS-07-405b	PE 15-03-07	Beckley (P Blume)	10-1-14/9-30-15	\$7,500.00	\$0.00	\$7,500.00	\$7,469.96	\$30.04	15-07	20-616	*211498	Amy		
405b	F15- HS-07-405b	CPS 15-04-07	Beckley (P Blume)	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$2,450.36	\$2,549.64	15-07	20-616	*211498	Amy		
405b	F15- HS-07-405b	CSS 15-05-07	Beckley (P Blume)	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$0.00	\$6,000.00	15-07	20-616	*211498	Amy		
405b	F15- HS-08-405b	HV 15-01-08	Charleston	10-1-14/9-30-15	\$30,000.00	\$0.00	\$30,000.00	\$25,620.08	\$4,379.92	15-08	20-616	*211529	Amy		
405b	F15- HS-08-405b	PE 15-03-08	Charleston	10-1-14/9-30-15	\$4,500.00	\$0.00	\$4,500.00	\$4,500.00	\$0.00	15-08	20-616	*211529	Amy		
405b	F15- HS-08-405b	CPS 15-04-08	Charleston	10-1-14/9-30-15	\$7,000.00	\$0.00	\$7,000.00	\$1,571.77	\$5,428.23	15-08	20-616	*211529	Amy		
405b	F15- HS-08-405b	CSS 15-05-08	Charleston	10-1-14/9-30-15	\$6,000.00	\$0.00	\$6,000.00	\$0.00	\$6,000.00	15-08	20-616	*211529	Amy		
405b	F15- HS-09-405b	TR 15-02-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$4,619.83	\$5,380.17	15-09	20-616	*211498	Harry		
405b	F15- HS-10-405b	HV 15-01-10	WV State Police	10-1-14/9-30-15	\$65,000.00	\$0.00	\$65,000.00	\$60,228.74	\$4,771.26	15-10	20-616	IET	Harry		
405b	F15- HS-14-405b	HV 15-01-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$27,000.00	\$0.00	\$27,000.00	\$19,878.35	\$7,121.65	15-14	20-616	*211498	Amy		
405b	F15- HS-14-405b	PE 15-03-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$1,982.25	\$1,017.75	15-14	20-616	*211498	Amy		
405b	F15- HS-14-405b	CPS 15-04-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$1,781.30	\$1,218.70	15-14	20-616	*211498	Amy		
405b	F15- HS-17-405b	HV 15-01-17	Monongalia County Comm	10-1-14/9-30-15	\$15,200.00	\$0.00	\$15,200.00	\$3,705.57	\$11,494.43	15-17	20-616	*212116	Charlie		
405b	F15- HS-18-405b	HV 15-01-18	City of Morgantown	10-1-14/9-30-15	\$8,250.00	\$0.00	\$8,250.00	\$7,687.34	\$562.66	15-18	20-616	*211608	Charlie		
405b	M2	OCUPANT PROTECTION TOTAL AWARDED FUNDS			\$476,400.00	\$0.00	\$476,400.00	\$341,319.31	\$135,080.69						
405b	M2	OCUPANT PROTECTION UNAWARDED FUNDS (Tot FY15 \$443,883.18)			\$91,087.55	\$443,883.18	\$534,970.73	\$0.00	\$534,970.73						
405b	M2	OCUPANT PROTECTION TOTALS			\$567,487.55	\$443,883.18	\$1,011,370.73	\$341,319.31	\$670,051.42						
405c	M3	TRAFFIC RECORDS-UNAWARDED FUNDS			\$798,712.98	\$0.00	\$798,712.98	\$0.00	\$798,712.98		20-616				
405d	M5	IMPAIRED DRIVING-UNAWARDED FUNDS (Total FY15 \$1,091,376.86)			\$2,207,774.23	\$1,091,376.86	\$3,299,151.09	\$0.00	\$3,299,151.09		20-616				
405e	F15- HS-09-405e	PE 15-01-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$4,000.00	\$0.00	\$4,000.00	\$0.00	\$4,000.00	15-09	20-616	*211498	Harry		
405e	F15- HS-09-405e	PM 15-29-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$40,082.20	\$0.00	\$40,082.20	\$0.00	\$40,082.20	15-09	20-616	*211498	Harry		
405e	M8	DISTRACTED DRIVING TOTAL AWARDED FUNDS			\$44,082.20	\$0.00	\$44,082.20	\$0.00	\$44,082.20						
405e	M8	DISTRACTED DRIVING UNAWARDED FUNDS			\$205,431.57	\$0.00	\$205,431.57	\$0.00	\$205,431.57						
405e	M8	DISTRACTED DRIVING TOTALS			\$249,513.77	\$0.00	\$249,513.77	\$0.00	\$249,513.77						
405f	M9	MOTORCYCLE SAFETY-UNAWARDED FUNDS (Total FY15 \$34,389.44)			\$69,404.89	\$34,389.44	\$103,794.33	\$0.00	\$103,794.33		20-616				
406	F15- HS-01-406	PM 15-02-01	WV DMV/GHSP	10-1-14/9-30-15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	15-01	20-609	N/A	Barb		
406	F15- HS-02-406	OP 15-06-02	Huntington	10-1-14/9-30-15	\$6,500.00	\$0.00	\$6,500.00	\$5,164.28	\$1,335.72	15-02	20-609	*211572	Charlie		
406	F15- HS-03-406	OP 15-06-03	Wood County Comm	10-1-14/9-30-15	\$600.00	\$0.00	\$600.00	\$16.95	\$583.05	15-03	20-609	*212365	Charlie		
406	F15- HS-04-406	OP 15-06-04	Wheeling	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$96.52	\$1,403.48	15-04	20-609	*211709	Charlie		
406	F15- HS-04-406	CR 15-23-04	Wheeling	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$3,924.45	\$1,075.55	15-04	20-609	*211709	Charlie		
406	F15- HS-05-406	OP 15-06-05	Clarksburg	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$1,500.00	15-05	20-609	*211538	Amy		
406	F15- HS-06-406	OP 15-06-06	Martinsburg	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$1,500.00	15-06	20-609	*211597	Charlie		
406	F15- HS-06-406	CR 15-23-06	Martinsburg	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$4,890.80	\$109.20	15-06	20-609	*211597	Charlie		
406	F15- HS-07-406	OP 15-06-07	Beckley (P Blume)	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$24.95	\$1,475.05	15-07	20-609	*211498	Amy		
406	F15- HS-08-406	OP 15-06-08	Charleston	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$1,500.00	15-08	20-609	*211529	Amy		
406	F15- HS-09-406	MC 15-05-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$7,000.00	\$0.00	\$7,000.00	\$100.00	\$6,900.00	15-09	20-609	*211498	Harry		
406	F15- HS-09-406	PT 15-08-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00	15-09	20-609	*211498	Harry		
406	F15- HS-09-406	SA 15-17-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$58,750.00	\$0.00	\$58,750.00	\$46,778.82	\$11,971.18	15-09	20-609	*211498	Harry		
406	F15- HS-14-406	OP 15-06-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$1,500.00	15-14	20-609	*211498	Amy		
406	F15- HS-14-406	CR 15-23-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$5,500.00	\$0.00	\$5,500.00	\$5,462.53	\$37.47	15-14	20-609	*211498	Amy		
406	K4	SEATBELT PERF INCENTIVE TOTAL AWARDED FUNDS			\$117,350.00	\$0.00	\$117,350.00	\$86,459.40	\$30,890.60						
406	K4	SEATBELT PERF INCENTIVE UNAWARDED FUNDS			\$189,481.19	\$0.00	\$189,481.19	\$0.00	\$189,481.19						
406	K4	SEATBELT PERF INCENTIVE TOTALS			\$306,831.19	\$0.00	\$306,831.19	\$86,459.40	\$220,371.79						
(Austin Macri changed here)															
408	F15- HS-01-408	K9 15-01-01	WV DMV/GHSP	10-1-14/9-30-15	\$60,000.00	\$0.00	\$60,000.00	\$45,622.20	\$14,377.80	15-01	20-610	N/A	Barb		
408	F15- HS-02-408	K9 15-01-02	Huntington	10-1-14/9-30-15	\$120,000.00	\$0.00	\$120,000.00	\$23,689.40	\$96,310.60	15-02	20-610	*211572	Charlie		
408	F15- HS-03-408	K9 15-01-03	Wood County Comm	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$2,933.00	\$97,067.00	15-03	20-610	*212365	Charlie		
408	F15- HS-04-408	K9 15-01-04	Wheeling	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	15-04	20-610	*211709	Charlie		
408	F15- HS-05-408	K9 15-01-05	Clarksburg	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	15-05	20-610	*211538	Amy		
408	F15- HS-06-408	K9 15-01-06	Martinsburg	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$1,699.93	\$98,300.07	15-06	20-610	*211597	Charlie		
408	F15- HS-07-408	K9 15-01-07	Beckley (P Blume)	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$44,941.48	\$55,058.52	15-07	20-610	*211498	Amy		
408	F15- HS-08-408	K9 15-01-08	Charleston	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$899.00	\$99,101.00	15-08	20-610	*211529	Amy		
408	F15- HS-09-408	K9 15-01-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$10,324.73	\$89,675.27	15-09	20-610	*211498	Harry		
408	F15- HS-10-408	K9 15-01-10	WV State Police	10-1-14/9-30-15	\$300,000.00	\$0.00	\$300,000.00	\$3,129.28	\$296,870.72	15-10	20-610	IET	Harry		
408	F15- HS-14-408	K9 15-01-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	15-14	20-610	*211498	Amy		
408	F15- HS-17-408	K9 15-01-17	Monongalia County Commission	10-1-14/9-30-15	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$30,000.00	15-17	20-610	*211498	Charlie		
408	F15- HS-18-408	K9 15-01-18	City of Morgantown	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-18	20-610	*211498	Charlie		
408	K9	TRAFFIC SAFETY INFO SYSTEM TOTAL AWARDED FUNDS			\$1,330,000.00	\$0.00	\$1,330,000.00	\$93,239.02	\$1,236,760.98						
408	K9	TRAFFIC SAFETY INFO SYSTEM UNAWARDED FUNDS			\$693,191.32	\$0.00	\$693,191.32	\$0.00	\$693,191.32						
408	K9	TRAFFIC SAFETY INFO SYSTEM TOTALS			\$2,023,191.32	\$0.00	\$2,023,191.32	\$93,239.02	\$1,929,952.30						
410PM	F15- HS-01-410	K8 15-03-01	WV DMV/GHSP	10-1-14/9-30-15	\$305,000.00	\$0.00	\$305,000.00	\$191,865.00	\$113,135.00	15-01	20-601	N/A	Barb		
410	F15- HS-02-410	K8 15-01-02	Huntington	10-1-14/9-30-15	\$281,500.00	\$43,500.00	\$325,000.00	\$265,019.66	\$59,980.34	15-02	20-601	*211572	Charlie		
410HFR	F15- HS-02-410	K8 15-04-02	Huntington HFR	10-1-14/9-30-15	\$30,000.00	\$0.00	\$30,000.00	\$2,935.00	\$27,065.00	15-02	20-601	*211572	Charlie		
410HV	F15- HS-02-410	K8 15-05-02	Huntington HV	10-1-14/9-30-15	\$40,000.00	\$0.00	\$40,000.00	\$38,972.38	\$1,027.62	15-02	20-601	*211572	Charlie		
410	F15- HS-03-410	K8 15-01-03	Wood County Comm	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$1,157.23	\$18,842.77	15-03	20-601	*212365	Charlie		
410HFR	F15- HS-03-410	K8 15-04-02	Wood County Comm HFR	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$5,769.03	\$4,230.97	15-03	20-601	*212365	Charlie		
410HV	F15- HS-03-410	K8 15-05-02	Wood County Comm HV	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	15-03	20-601	*212365	Charlie		
4															

PROG	GRANT #	ACCOUNT #	SUBGRANTEE	GRANT PERIOD	ORIG. AWARD	SUPP/ DEOB	AMENDED AWARD	EXPENDED TO DATE	FINAL GRANT BALANCE 9/30/15	P O #	CFDA #	Vendor #	FY15 MGR
410HV	F15- HS-07-410	K8 15-05-07	Beckley (PB) HV	10-1-14/9-30-15	\$30,000.00	\$0.00	\$30,000.00	\$13,207.57	\$16,792.43	15-07	20.601	*211498	Amy
410	F15- HS-08-410	K8 15-01-08	Charleston	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$9,364.56	\$10,635.44	15-08	20.601	*211529	Amy
410HFR	F15- HS-08-410	K8 15-04-08	Charleston HFR	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$14,673.53	\$5,326.47	15-08	20.601	*211529	Amy
410HV	F15- HS-08-410	K8 15-05-08	Charleston HV	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$289.12	\$19,710.88	15-08	20.601	*211529	Amy
410	F15- HS-09-410	K8 15-01-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$77,360.00	\$0.00	\$77,360.00	\$70,653.27	\$6,706.73	15-09	20.601	*211498	Harry
410	F15- HS-10-410	K8 15-01-10	WV State Police	10-1-14/9-30-15	\$75,000.00	\$0.00	\$75,000.00	\$25,178.91	\$49,821.09	15-10	20.601	IET	Harry
410HFR	F15- HS-10-410	K8 15-04-10	WV State Police HFR	10-1-14/9-30-15	\$375,000.00	\$0.00	\$375,000.00	\$268,321.16	\$106,678.84	15-10	20.601	IET	Harry
410	F15- HS-11-410	K8 15-01-11	WV Pros Attorneys Institute	10-1-14/9-30-15	\$30,000.00	\$15,000.00	\$45,000.00	\$30,000.00	\$15,000.00	15-11	20.601	IET	Amy
410	F15- HS-14-410	K8 15-01-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$13,000.00	\$0.00	\$13,000.00	\$8,779.79	\$4,220.21	15-14	20.601	*211498	Amy
410HFR	F15- HS-14-410	K8 15-04-14	Beckley (Dean Capehart) HFR	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$2,413.55	\$17,586.45	15-14	20.601	*211498	Amy
410HV	F15- HS-14-410	K8 15-05-14	Beckley (Dean Capehart) HV	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00	15-14	20.601	*211498	Amy
410	F15- HS-17-410	K8 15-01-17	Monongalia Co Comm	10-1-14/9-30-15	\$7,000.00	\$0.00	\$7,000.00	\$74.08	\$6,925.92	15-17	20.601	*212116	Charlie
410HFR	F15- HS-17-410	K8 15-04-17	Monongalia Co Comm HFR	10-1-14/9-30-15	\$30,000.00	\$962.09	\$30,962.09	\$30,962.09	\$0.00	15-17	20.601	*212116	Charlie
410HV	F15- HS-17-410	K8 15-05-17	Monongalia Co Comm HV	10-1-14/9-30-15	\$100,000.00	(\$962.09)	\$99,037.91	\$33,806.66	\$65,231.25	15-17	20.601	*212116	Charlie
410	F15- HS-18-410	K8 15-01-18	City of Morgantown	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$748.56	\$4,251.44	15-18	20.601	*211608	Charlie
410HFR	F15- HS-18-410	K8 15-04-18	City of Morgantown HFR	10-1-14/9-30-15	\$45,000.00	\$0.00	\$45,000.00	\$3,999.71	\$41,000.29	15-18	20.601	*211608	Charlie
410HV	F15- HS-18-410	K8 15-05-18	City of Morgantown HV	10-1-14/9-30-15	\$45,000.00	\$0.00	\$45,000.00	\$0.00	\$45,000.00	15-18	20.601	*211608	Charlie
410	K8 ALCOHOL	TOTAL AWARDED FUNDS			\$1,927,360.00	\$58,500.00	\$1,985,860.00	\$1,187,016.36	\$798,843.64				
410	K8 ALCOHOL	UNAWARDED FUNDS			\$239,726.49	(\$8,500.00)	\$181,226.49	\$0.00	\$181,226.49				
410	K8 HIGH FATALITY RATE	UNAWARDED FUNDS			\$314,841.44	(3,462.07)	\$311,379.37	\$0.00	\$311,379.37				
410	K8 HIGH VISIBILITY	UNAWARDED FUNDS			\$215,275.39	3,462.07	\$218,737.46	\$0.00	\$218,737.46				
410	K8 ALCOHOL	TOTALS			\$2,697,203.32	\$0.00	\$2,697,203.32	\$1,187,016.36	\$1,510,186.96				
2010	F15- HS-01-2010	K6 15-01-01	WV DMV/GHSP	PM 10-1-14/9-30-15	\$45,000.00	\$0.00	\$45,000.00	\$36,459.57	\$8,540.43	15-01	20.612	N/A	Barb
2010	F15- HS-02-2010	K6 15-01-02	Huntington	10-1-14/9-30-15	\$2,500.00	\$0.00	\$2,500.00	\$2,345.00	\$155.00	15-02	20.612	*211572	Charlie
2010	F15- HS-04-2010	K6 15-01-04	Wheeling	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$1,077.20	\$3,922.80	15-04	20.612	*211709	Charlie
2010	F15- HS-05-2010	K6 15-01-05	Clarksburg	10-1-14/9-30-15	\$1,000.00	\$0.00	\$1,000.00	\$0.00	\$1,000.00	15-05	20.612	*211538	Amy
2010	F15- HS-06-2010	K6 15-01-06	Martinsburg	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$1,233.97	\$1,766.03	15-06	20.612	*211597	Charlie
2010	F15- HS-07-2010	K6 15-01-07	Beckley (P Blume)	10-1-14/9-30-15	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$1,500.00	15-07	20.612	*211498	Amy
2010	F15- HS-09-2010	K6 15-01-09	Beckley (Dave)	10-1-14/9-30-15	\$16,000.00	\$0.00	\$16,000.00	\$1,815.37	\$14,184.63	15-09	20.612	*211498	Harry
2010	F15- HS-14-2010	K6 15-01-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$500.00	\$0.00	\$500.00	\$0.00	\$500.00	15-14	20.612	*211498	Amy
2010	K6 MOTORCYCLE SAFETY	TOTAL AWARDED FUNDS			\$74,500.00	\$0.00	\$74,500.00	\$42,931.11	\$31,568.89				
2010	K6 MOTORCYCLE SAFETY	UNAWARDED FUNDS			\$55,537.22	\$0.00	\$55,537.22	\$0.00	\$55,537.22				
2010	K6 MOTORCYCLE SAFETY	TOTALS			\$130,037.22	\$0.00	\$130,037.22	\$42,931.11	\$87,106.11				
2011	F15- HS-01-2011	K3 15-01-01	WV DMV/GHSP	10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00	15-01	20.613	N/A	Barb
2011	F15- HS-01-2011	K3 15-01-01	WV DMV/GHSP	CSS 10-1-14/9-30-15	\$5,000.00	\$0.00	\$5,000.00	\$4,976.50	\$23.50	15-01	20.613	N/A	Barb
2011	F15- HS-09-2011	K3 15-01-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$14,500.00	\$0.00	\$14,500.00	\$14,500.00	\$0.00	15-09	20.613	*211498	Harry
2011	F15- HS-09-2011	K3 15-01-09	Beckley (Dave Cook)	CSS 10-1-14/9-30-15	\$2,000.00	\$0.00	\$2,000.00	\$1,554.06	\$445.94	15-09	20.613	*211498	Harry
2011	K3 CHILD PASSENGER SAFETY	TOTAL AWARDED FUNDS			\$26,500.00	\$0.00	\$26,500.00	\$21,030.56	\$5,469.44				
2011	K3 CHILD PASSENGER SAFETY	UNAWARDED FUNDS			\$52,984.42	\$0.00	\$52,984.42	\$0.00	\$52,984.42				
2011	K3 CHILD PASSENGER SAFETY	UNAWARDED FUNDS			\$52,984.42	\$0.00	\$52,984.42	\$0.00	\$52,984.42				
2011	K3 CHILD PASSENGER SAFETY	TOTALS			\$79,484.42	\$0.00	\$79,484.42	\$21,030.56	\$58,453.86				
154HE	F15- F06-HE-154-03	HE02-C	WV Division of Highways	10-1-05/OPEN	\$16,471,112.63	\$0.00	\$16,471,112.63	\$6,197,515.90	\$10,273,596.73	06-103	20.607	IGT OUT	Barb
154HE	HAZARD ELIMINATION TRANSFER FUNDS	UNAWARDED FUNDS			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
154HE	HAZARD ELIMINATION TRANSFER FUNDS	TOTALS			\$16,471,112.63	\$0.00	\$16,471,112.63	\$6,197,515.90	\$10,273,596.73				
154AL	F15- HS-01-154	PM 15-03-01	WV DMV/GHSP	10-1-14/9-30-15	\$1,250,000.00	\$0.00	\$1,250,000.00	\$496,953.49	\$753,046.51	15-01	20.607	N/A	Barb
154AL	F15- HS-02-154	AL 15-02-02	Huntington	10-1-14/9-30-15	\$178,000.00	\$0.00	\$178,000.00	\$125,825.96	\$52,174.04	15-02	20.607	*211572	Charlie
154AL	F15- HS-03-154	AL 15-02-03	Wood County Comm	10-1-14/9-30-15	\$185,000.00	\$0.00	\$185,000.00	\$101,359.46	\$83,640.54	15-03	20.607	*212365	Charlie
154AL	F15- HS-03-154	PM 15-03-03	Wood County Comm	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$9,700.00	\$300.00	15-03	20.607	*212365	Charlie
154AL	F15- HS-04-154	AL 15-02-04	Wheeling	10-1-14/9-30-15	\$185,000.00	\$0.00	\$185,000.00	\$56,981.23	\$128,018.77	15-04	20.607	*211709	Charlie
154AL	F15- HS-04-154	PM 15-03-04	Wheeling	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$8,135.00	\$1,865.00	15-04	20.607	*211709	Charlie
154AL	F15- HS-05-154	AL 15-02-05	Clarksburg	10-1-14/9-30-15	\$260,000.00	\$0.00	\$260,000.00	\$144,933.41	\$115,066.59	15-05	20.607	*211538	Amy
154AL	F15- HS-05-154	PM 15-03-05	Clarksburg	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$5,500.00	\$4,500.00	15-05	20.607	*211538	Amy
154AL	F15- HS-06-154	AL 15-02-06	Martinsburg	10-1-14/9-30-15	\$187,500.00	\$0.00	\$187,500.00	\$79,415.73	\$108,084.27	15-06	20.607	*211597	Charlie
154AL	F15- HS-06-154	PM 15-03-06	Martinsburg	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$19,326.04	\$673.96	15-06	20.607	*211597	Charlie
154AL	F15- HS-07-154	AL 15-02-07	Beckley (P Blume)	10-1-14/9-30-15	\$238,000.00	\$0.00	\$238,000.00	\$150,595.33	\$87,404.67	15-07	20.607	*211498	Amy
154AL	F15- HS-07-154	PM 15-03-07	Beckley (P Blume)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$10,790.00	\$9,210.00	15-07	20.607	*211498	Amy
154AL	F15- HS-08-154	AL 15-02-08	Charleston	10-1-14/9-30-15	\$329,500.00	(\$50,000.00)	\$279,500.00	\$131,074.71	\$148,425.29	15-08	20.607	*211529	Amy
154AL	F15- HS-08-154	PM 15-03-08	Charleston	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$3,600.00	\$16,400.00	15-08	20.607	*211529	Amy
154AL	F15- HS-09-154	AL 15-02-09	Beckley (Dave Cook)	10-1-14/9-30-15	\$160,000.00	\$0.00	\$160,000.00	\$132,504.28	\$27,495.72	15-09	20.607	*211498	Harry
154AL	F15- HS-10-154	AL 15-02-10	WV State Police	10-1-14/9-30-15	\$120,000.00	\$0.00	\$120,000.00	\$46,884.50	\$73,115.50	15-10	20.607	IET	Harry
154AL	F15- HS-11-154	AL 15-02-11	WV Prosecuting Atty Institute	10-1-14/9-30-15	\$145,100.00	(\$15,000.00)	\$130,100.00	\$107,824.88	\$22,275.12	15-11	20.607	IET	Amy
154AL	F15- HS-12-154	AL 15-02-12	ABCA	10-1-14/9-30-15	\$99,000.00	\$0.00	\$99,000.00	\$80,033.11	\$18,966.89	15-12	20.607	IET	Amy
154AL	F15- HS-14-154	AL 15-02-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$172,000.00	\$0.00	\$172,000.00	\$123,398.57	\$48,601.43	15-14	20.607	*211498	Amy
154AL	F15- HS-14-154	PM 15-03-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$10,000.00	\$0.00	\$10,000.00	\$7,500.20	\$2,499.80	15-14	20.607	*211498	Amy
154AL	F15- HS-15-154	AL 15-02-15	Beckley (DUI Incentive Prog)	10-1-14/9-30-15	\$176,328.00	\$0.00	\$176,328.00	\$94,043.77	\$82,284.23	15-15	20.607	*211498	Amy
154AL	F15- HS-17-154	AL 15-02-17	Monongalia Co Commission	10-1-14/9-30-15	\$83,000.00	\$0.00	\$83,000.00	\$56,215.66	\$26,784.34	15-17	20.607	*211608	Charlie
154AL	F15- HS-18-154	AL 15-02-18	City of Morgantown	10-1-14/9-30-15	\$26,000.00	\$0.00	\$26,000.00	\$19,038.73	\$6,961.27	15-18	20.607	*211608	Charlie

FY15 HSP Authorized Spending \$17,832,668 (DMV Other \$3,642,000)																				
PROG	GRANT #	ACCOUNT #	SUBGRANTEE	GRANT PERIOD	ORIG. AWARD	SUPP/ DEOB	AMENDED AWARD	EXPENDED TO DATE	FINAL GRANT BALANCE 9/30/15	P 0 #	CFDA #	Vendor #	FY15 MGR							
DOHDD	F15- HS-05-DOH	DD 15-05	Clarksburg	10-1-14/9-30-15	\$50,000.00	\$0.00	\$50,000.00	\$20,637.95	\$29,362.05	15-05	20.205	IGT OUT	Amy							
DOHDD	F15- HS-05-DOH	PM 15-05	Clarksburg	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$1,525.00	\$1,475.00	15-05	20.205	IGT OUT	Amy							
DOHDD	F15- HS-06-DOH	DD 15-06	Martinsburg	10-1-14/9-30-15	\$50,000.00	\$0.00	\$50,000.00	\$16,374.36	\$33,625.64	15-06	20.205	IGT OUT	Charlie							
DOHDD	F15- HS-06-DOH	PM 15-06	Martinsburg	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$832.00	\$2,168.00	15-06	20.205	IGT OUT	Charlie							
DOHDD	F15- HS-07-DOH	DD 15-07	Beckley (P Blume)	10-1-14/9-30-15	\$50,000.00	\$0.00	\$50,000.00	\$33,332.92	\$16,667.08	15-07	20.205	IGT OUT	Amy							
DOHDD	F15- HS-07-DOH	PM 15-07	Beckley (P Blume)	10-1-14/9-30-15	\$15,000.00	(\$5,000.00)	\$10,000.00	\$10,000.00	\$0.00	15-07	20.205	IGT OUT	Amy							
DOHDD	F15- HS-08-DOH	DD 15-08	Charleston	10-1-14/9-30-15	\$50,000.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	15-08	20.205	IGT OUT	Amy							
DOHDD	F15- HS-08-DOH	PM 15-08	Charleston	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$1,214.06	\$1,785.94	15-08	20.205	IGT OUT	Amy							
DOHDD	F15- HS-10-DOH	DD 15-10	WV State Police	10-1-14/9-30-15	\$300,000.00	\$0.00	\$300,000.00	\$254,877.36	\$45,122.64	15-10	20.205	IGT OUT	Harry							
DOHDD	F15- HS-14-DOH	DD 15-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$50,000.00	\$0.00	\$50,000.00	\$26,230.46	\$23,769.54	15-14	20.205	IGT OUT	Amy							
DOHDD	F15- HS-14-DOH	PM 15-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$3,000.00	\$0.00	\$3,000.00	\$0.00	\$3,000.00	15-14	20.205	IGT OUT	Amy							
DOHDD	F15- HS-17-DOH	DD 15-17	Monongalia County Commission	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$4,537.50	\$15,462.50	15-17	20.205	IGT OUT	Charlie							
DOHDD	F15- HS-18-DOH	DD 15-18	City of Morgantown	10-1-14/9-30-15	\$15,000.00	\$0.00	\$15,000.00	\$13,576.51	\$1,423.49	15-18	20.205	IGT OUT	Charlie							
DOHDD	DOH DISTRACTED DRIVING FUNDS		TOTAL AWARDED FUNDS		\$1,000,000.00	(\$5,000.00)	\$995,000.00	\$565,025.36	\$429,974.64											
DOHDD	DOH DISTRACTED DRIVING		UNAWARDED FUNDS		\$500,000.00	\$0.00	\$505,000.00	\$0.00	\$505,000.00											
DOHDD	DOHDD DISTRACTED DRIVING		TOTAL		\$1,500,000.00	\$0.00	\$1,500,000.00	\$565,025.36	\$934,974.64											
DOHWZ	F15- HS-01-DOH	PM 15-01	WV DMV/GHSP	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00	15-01	20.205	IGT OUT	Barb							
DOHWZ	F15- HS-02-DOH	WZ 15-02	Huntington	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-02	20.205	IGT OUT	Charlie							
DOHWZ	F15- HS-03-DOH	WZ 15-03	Wood County Comm	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$282.70	\$19,717.30	15-03	20.205	IGT OUT	Charlie							
DOHWZ	F15- HS-04-DOH	WZ 15-04	Wheeling	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-04	20.205	IGT OUT	Charlie							
DOHWZ	F15- HS-05-DOH	WZ 15-05	Clarksburg	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-05	20.205	IGT OUT	Amy							
DOHWZ	F15- HS-06-DOH	WZ 15-06	Martinsburg	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$671.65	\$19,328.35	15-06	20.205	IGT OUT	Charlie							
DOHWZ	F15- HS-07-DOH	WZ 15-07	Beckley (P Blume)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-07	20.205	IGT OUT	Amy							
DOHWZ	F15- HS-08-DOH	WZ 15-08	Charleston	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$19,919.50	\$80.50	15-08	20.205	IGT OUT	Amy							
DOHWZ	F15- HS-10-DOH	WZ 15-10	WV State Police	10-1-14/9-30-15	\$100,000.00	\$0.00	\$100,000.00	\$61,971.25	\$38,028.75	15-10	20.205	IGT OUT	Harry							
DOHWZ	F15- HS-14-DOH	WZ 15-14	Beckley (Dean Capehart)	10-1-14/9-30-15	\$20,000.00	\$0.00	\$20,000.00	\$0.00	\$20,000.00	15-14	20.205	IGT OUT	Amy							
DOHWZ	DOH DIST DRIVING/WORK ZONE SAFETY		TOTAL AWARDED FUNDS		\$360,000.00	\$0.00	\$360,000.00	\$82,845.10	\$277,154.90											
DOHWZ	DOH DIST DRIVING/WORK ZONE SAFETY		UNAWARDED FUNDS		\$102,383.38	\$0.00	\$102,383.38	\$0.00	\$102,383.38											
DOHWZ	DOHWZ WORK ZONE SAFETY		TOTALS		\$462,383.38	\$0.00	\$462,383.38	\$82,845.10	\$379,538.28											
TOTAL HS PROGRAM TOTAL AWARDED FUNDS NOT INCLUDING HAZARD ELIM					11,611,588.20	38,500.00	11,650,088.20	6,065,030.01	5,585,058.19											
T/HS PROGRAM TOTAL AWARDED FUNDS (Total FY15 \$4,334,270.46)					28,082,700.83	38,500.00	28,121,200.83	12,262,545.91	15,858,654.92											
TOTAL HS PROGRAM UNAWARDED FUNDS NOT INCLUDING HAZARD ELIM TRANSFER FUNDS					6,377,503.00	4,345,770.46	10,723,273.46	0.00	10,723,273.46											
TOTAL HS PROGRAM TOTAL UNAWARDED FUNDS					\$6,377,503.00	\$4,345,770.46	\$10,723,273.46	\$0.00	\$10,723,273.46											
TOTAL HIGHWAY SAFETY NOT INCLUDING HE TRANSFER FUNDS					\$17,989,091.20	\$4,384,270.46	\$22,373,361.66	\$6,065,030.01	\$16,308,331.65											
TOTAL HIGHWAY SAFETY PROGRAM					\$34,460,203.83	\$4,384,270.46	\$38,844,474.29	\$12,262,545.91	\$26,581,928.38											
TOTAL PAID MEDIA EXPENDED TO DATE								\$1,198,367.54												



GHSP



WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM

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