



# **WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM ANNUAL REPORT 2023**

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## Executive Summary

Federal Fiscal Year 2023 (FFY2023) saw the somewhat continued return to normalcy following the disruption the COVID-19 pandemic had on highway safety efforts in FFY2021 and FFY2022. National and local mobilizations returned to their pre-pandemic schedules, and overtime enforcement patrols in general appeared to be improving in frequency from the previous two years.

West Virginia's Seat Belt Program took center stage in FFY2023. Section 402 funds were used to create West Virginia Local Heroes, a community-centered multimedia campaign featuring state, county, and municipal law enforcement officers from across West Virginia. The overall goal of the program is to show West Virginia drivers that law enforcement officers would rather write a citation than make a death notification, and that seeing tragic, preventable deaths is an unfortunate part of their job. The aim of the Local Heroes program is to increase seat belt usage in West Virginia by utilizing broadcast television commercials, radio spots, billboards, and social media ads to support the statewide seat belt law enforcement mobilization surrounding the national *Click It or Ticket* initiative.

The annual Observational Seat Belt Survey was conducted in June 2023. The survey conducted revealed a record statewide use rate of 93%, exceeding the previous record of 92.5% in 2022.

Total grant-funded traffic arrests were flat in FFY2023 as compared to FFY2022. There was a marked increase (13%) in impaired driving arrests.

Grant-funded citations increased by a total of 14% in FFY2023 and across all areas (seat belt, child restraint, speeding, red light, stop sign and yield, and distracted/cell phone/texting). Notably, there was a decline in Underage Alcohol citations issued in FFY2023, dropping from 27 in FFY2022 to 24 in FFY2023.

Fatalities in West Virginia decreased from 280 in Calendar Year (CY) 2021 to 266 in CY2022. However, fatalities for the first three quarters of CY2023 are trending upward and stand at 207 as of September 30, 2023.

Motorcycle fatalities increased in CY2022 to 40 from 27 in CY2021. Of major significance is the fact that Unhelmeted Motorcycle Fatalities decreased from 12 in CY2021 to 6 in CY2022.

Pedestrian fatalities are a growing concern in West Virginia. These fatalities decreased from 36 to 21 between CY2021 and CY2022, but the five-year rolling average exceeded the Target.

Unrestrained fatalities had a dramatic increase from 77 in CY2021 to 147 in CY2022.

Despite the disruption and effect the COVID-19 pandemic had on highway safety programs and efforts beginning in FFY2020, the West Virginia Governor's Highway Safety Program (GHSP) has continued its mission to promote safe driving practices to the best of its ability, and we feel we have continued to rebound positively in FFY2023. Through grassroots regional and community-based programs to statewide high visibility enforcement campaigns, the program worked diligently to spread awareness of occupant protection, child passenger safety, motorcycle safety, ATV safety, bicycle safety, and of the dangers of speeding, distracted driving, and impaired driving.

## Traffic Safety Information System Improvements

The Traffic Records Program is located within the GHSP and is overseen by the Traffic Records Coordinator. The coordinator is responsible for oversight of projects that improve the collection of crash, driver, citation, and adjudication data to aid the GHSP's ongoing efforts to reduce crashes, injuries, and fatalities on West Virginia roadways. The coordinator also serves as Chair of the Traffic Records Coordinating Committee (TRCC).

West Virginia's highest priority for highway safety data improvement continues to be the implementation and use of the State's electronic crash and citation reporting system, ReportBeam, which was purchased in 2007.

This program can be used on mobile computers or on desktop hardware. Adoption rates of the software are such that most all crash reports submitted to the State crash repository in the Division of Highways are electronic data transmissions. ReportBeam functionality was eventually expanded to include the Electronic Uniform Citation, and eCitation began its official roll out in 2015 and was established to be an electronic issuance and tracking system for West Virginia citations. The system includes the adjudication information from all participating Municipal and Magistrate Courts. The adjudication information is electronically transmitted into a Division of Motor Vehicles (DMV) queue for examination and entry into the driver's history systems.

As of September 30, 2023, 225 agencies were actively using eCitation in West Virginia. Agencies are counted as using eCitation only when they write their first citation in ReportBeam. Additional agencies have been set up to begin using it, but they have yet to create any citations.

- By the end of FFY2023, 656,058 eCitations have been processed into the Electronic Citation System.
- In FFY2023, 144,373 new eCitations were written; 140,035 were traffic-related and 4,338 were criminal-related.
- Of the 144,373 new citations, 90,065 were non-warning type citations and 54,038 were warnings.
- Of the 144,373 new citations, 60,495 have been adjudicated by a Municipal Court or Magistrate Court.

West Virginia continues to offer eCitation to all law enforcement agencies statewide and offers training, technical support, and financial support to these agencies through the purchase of needed equipment. This project enables the DMV to quickly obtain conviction data and add this information to the driver's record. It also significantly enhances the DMV's ability to meet FMCSA standards of timeliness for reporting commercial driver's license violations to driver records.

In 2023, GHSP purchased two Secure File Transfer Protocols (SFTP) from ReportBeam. These will send over electronic crash and citation data directly to the DMV, allowing the DMV to automate many tasks that had been done manually in the past. The DMV has set up an SQL server to host this data, as well as created an eCrash/eCitation dashboard. The DMV has plans to potentially use this in the future to automatically update the driver's record.

## Training Classes Coordinated Through GHSP

Continuing education is an important aspect of the highway safety program. Law enforcement officers are encouraged to further their education and understanding of highway safety enforcement and issues in order



to provide the best possible performance and results for those participating in High Visibility Enforcement (HVE) activities. Various classes are held throughout the year for law enforcement officers as well as child passenger safety advocates.

In FFY2023, the Traffic Safety Resource Prosecutor (TSRP) position was vacant after December, so no training was conducted during the grant year. When the program is active, training provided includes the NHTSA Impaired Driving programs, such as SFST, ARIDE, and the DRE program; *Rolling Stoned* (a Drug-Impaired Driving Training); Testimony Labs; *Toxicology in DUI Cases*; *Implicit Bias and Traffic Stops*; *Medical Cannabis in WV*; and *Prosecuting the Drugged Driver*. This position provides for many training and educational needs of law enforcement, emergency personnel, and legal professionals in highway safety-related issues. The TSRP attends training events outside of the State and also provides training at out-of-state events in person and virtually, which helps to promote and expand partnerships to improve highway safety, as well as increases the variety of training opportunities that are brought back to law enforcement, prosecutors, magistrates, and other highway safety-related professionals in the state.

The former TSRP moved into a position with the WV Supreme Court and conducted two drug impairment classes with magistrates statewide.

## Statewide Law Enforcement Liaison (LEL) Program

The Law Enforcement Liaison (LEL) serves as a link between the GHSP and the law enforcement community throughout West Virginia. The LEL aids in promoting and enhancing State and National Highway Safety programs, initiatives, and campaigns. The LEL recruits and encourages state and local law enforcement agencies and officers to participate in national and state traffic safety mobilizations. The LEL works to develop a culture of sustained and effective traffic enforcement and safety programs to aid in the reduction of traffic-related fatalities and serious injuries in the state.

**Table ES.1 LEL Program Classes**

<b>Child Passenger Safety</b>	<b>Classes</b>	<b>Students</b>
CPS Technician Certification	6	59
CPS Technician Renewal	1	2
CPST Technical Update	0	0
<b>Law Enforcement Only Training</b>	<b>Classes</b>	<b>Students</b>
Speed Enforcement and Radar/Lidar	4	68
LE Occupant Protection	17	243
Managing Checkpoints	0	0
DUI Refresher (Drugs and/or Alcohol)	32	660
Crash Data and Diagramming	11	73
ARIDE	11	196
Motorcycle/ATV/UTV	0	0
DMV-314 Training	0	0

During FFY2023, the LEL focused on the education of the public and law enforcement community in state and national highway safety programs, initiatives, and campaigns. The LEL Program either provided instruction or funded classes directed toward officer safety and enforcement issues, and programs for public

education concerning children and highway safety. The LEL acted on behalf of the GHSP relating to specific matters concerning law enforcement agencies throughout the state and program issues as needed. The state is divided into two separate regions for LEL purposes. The statewide LEL Program also provides the financial support for an Assistant LEL to cover the northern region; the Lead LEL covers the southern region.

In addition to the LEL duties outlined above, the LEL oversees the Data Tracking and Agency Support Program (DTASP) and the WV Lifesavers Program, which employs a Coordinator. The LEL program assists the GHSP with the collection of pertinent data and research in highway safety matters. One such project was the collection of speed data in high crash areas throughout the state.

### *Occupant Protection*

During FFY2023, the LEL contributed to a limited number of programs relating to occupant protection. Programs included Child Passenger Safety (CPS) Technician Certification and Recertification, and Below 100 presentations. Below 100 is a program geared toward officer safety in several aspects including seat belt usage and distracted driving. The course is structured as a four-hour presentation. Throughout the year the course was presented in its original format and also lengthened to incorporate the Traffic Occupant Protection Strategies curriculum.

### *Data Tracking and Agency Support Program (DTASP) and WV Lifesavers*

The Data Tracking & Agency Support Program (DTASP) collects data from law enforcement agencies across the State of West Virginia relating to highway safety enforcement. The program began in 2017 and continues to evolve as needed to stay up to date with Federal and State needs/ regulations and current trends. The program deals directly with the collection of data not normally submitted to the GHSP from law enforcement agencies. Data collected includes agency arrest and citation information not covered through Highway Safety grant funding. The collection of all traffic-related activity affords a better picture of highway safety-related problem areas to target throughout the state. The program also supports these agencies by providing highway safety-related equipment and training that might normally be unavailable to them.

Data collected is only one factor taken into consideration for justification of aid to these agencies. When aid is requested, the DTASP Coordinator evaluates the request to assure justification. Justification can be found through activity submitted, crash data, site surveys, and other relevant issues. At the end of the FFY2023, 188 agencies were registered with the program, up from 185 in FFY2022 and 180 in FFY2021. There were 237 agencies listed in WV giving DTASP a 79.3% participation rate. However, out of the 237 agencies in WV, some are small and have only part-time officers or currently have no officers. Participation in DTASP is now a prerequisite for receiving grant funding from the GHSP.

West Virginia's eCitation program has been incorporated into the DTASP this year. eCitations are new to many agencies and the process of data collection continues to progress. Agencies now have the discretion of submitting activity directly or having their information retrieved from the eCitation database if the agency is 100% eCitation.

The primary goal of the WV Lifesavers Program is to assist law enforcement officers in the enforcement and education of highway safety laws and programs. The program identifies officers and agencies who have shown an interest in highway safety issues through their efforts in enforcement, training, and public relations. Data collected includes both highway safety grant-funded and non-grant-funded activity.

Again, the collection of all traffic-related activity affords a better picture of highway safety-related problem areas to target. WV Lifesavers assists those identified by providing justified equipment and training, which would not normally be available to them, and will aid in their efforts to keep our highways and communities safe. By the end of the FFY2023, the WV Lifesavers Program had a total of 1,124 registered members, a slight decrease from 1,133 in FFY2022. This decrease was primarily due to law enforcement officers retiring and being removed from the Program.

## Evidence-Based Traffic Safety Enforcement

Traffic safety enforcement makes up a large portion of West Virginia's Highway Safety grant funds awarded each year. These funds are awarded to law enforcement agencies each year through the Regional Traffic Safety Program Coordinators, the West Virginia State Police, and a few smaller law enforcement agencies. The GHSP has developed policies and procedures to ensure enforcement resources are used efficiently and effectively to support the goals of the state's Highway Safety program. West Virginia incorporates an evidence-based approach in its statewide traffic safety enforcement program through the following components:

### *Data-Driven Problem Identification*

In the statewide problem identification process used in the development of the Highway Safety Plan (HSP), data analyses are used to identify who is overinvolved in crashes and when, where, and why crashes are occurring. Key results from the problem identification are presented in the statewide and individual program area sections of the HSP.

All law enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the identified highway safety issue(s) and proven strategies that will be implemented to address the problem must be included in the funding application submitted to the GHSP.

Each Regional Traffic Safety Coordinator (RTSC) assigns enforcement activities based upon measurable data provided to them by the GHSP. The expected enforcement effort will be by written agreement and will be included as part of their grant file; the agency must address the problem detailed in the agreement. The enforcement effort and progress will be monitored by the GHSP Program Managers.

### *Implementation of Evidence-Based Strategies*

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement data-driven, evidence-based strategies. The HSP narrative outlines West Virginia's broad approach to address key problem enforcement areas and guides local jurisdictions to examine local data and develop appropriate countermeasures (using NHTSA's Countermeasures That Work and other proven resources) for their specific problem area(s).

Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime-impaired driving road checks and seat belt enforcement. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required. Several state-mandated enforcement mobilizations also are included. By implementing strategies that research has shown to be effective, more

efficient use is made of the available resources, and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by the GHSP.

**Table ES.2 GHSP Enforcement Citations and Arrests**

<b>GHSP Grant-Funded Enforcement</b>	<b>FFY2022 Citations</b>	<b>FFY2023 Citations</b>	<b>Percent Change</b>
Seat Belt Violations	7,707	8,827	+14.5%
Child Restraint Violations	91	113	+24%
Speeding Violations	13,859	15,378	+11%
Red Light, Stop Sign and Yield Violations	912	995	+9%
Distracted (Cell Phone) Violations	3,411	4,239	+24%

<b>Grant-Funded Arrests</b>	<b>FFY2022 Arrests</b>	<b>FFY2023 Citations</b>	<b>Percent Change</b>
Impaired Driving Arrests	735	831	+13%
Misdemeanor Arrests	1,423	1,427	+ .3%
Felony Arrests	385	357	-7%
Drug Arrests	688	644	-6%
Fugitive Arrests	101	81	-20%

<b>Other Results</b>	<b>FFY2022 Violations</b>	<b>FFY2023 Violations</b>	<b>Percent Change</b>
Underage Alcohol	27	24	-11%

*Continuous Monitoring*

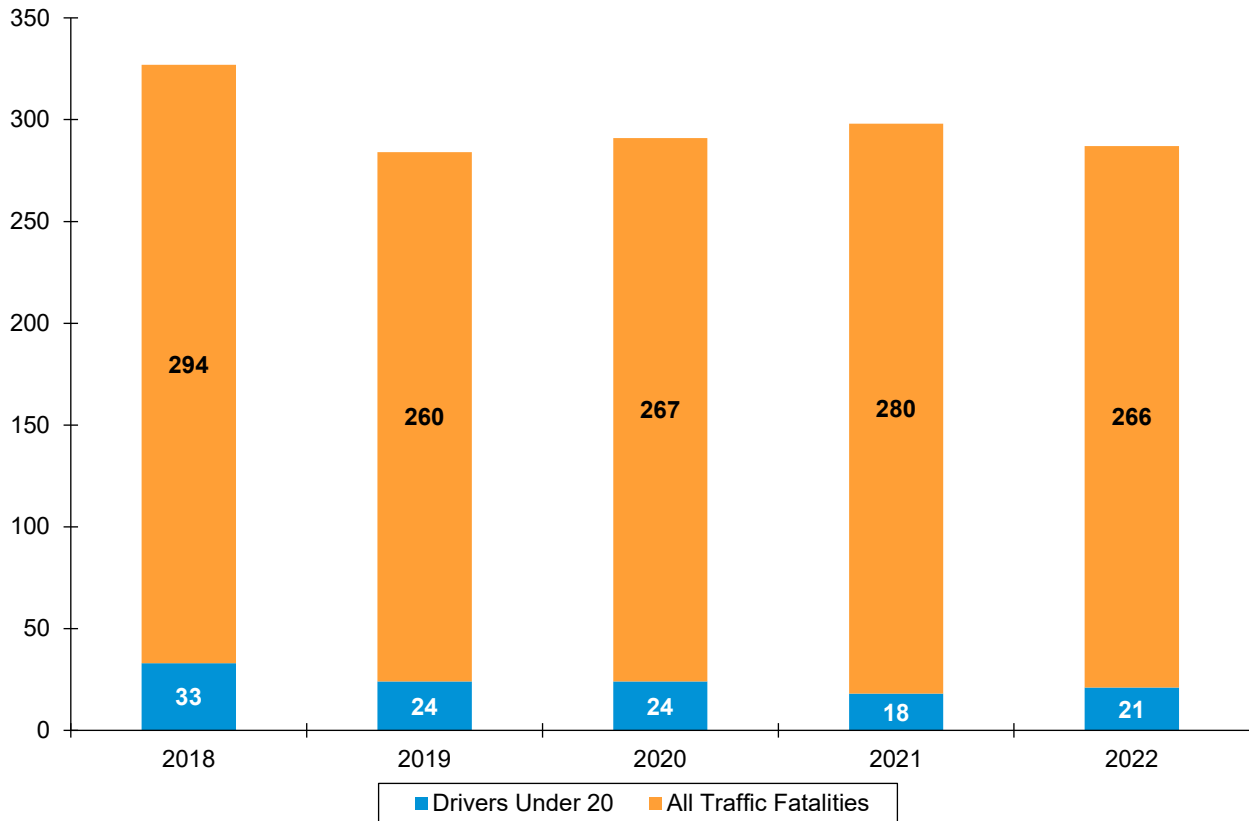
Continuous monitoring of the enforcement grants is another important element of West Virginia’s evidence-based traffic safety enforcement program. Enforcement agencies’ deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow up on programs funded by the GHSP. The agencies receiving grant funding are required to detail program progress in their activity reports which include data on the activities conducted (e.g., areas and times worked, number of citations and arrests issued). Funding decisions for subsequent years are based on the effectiveness and performance of the enforcement project.

Enforcement grants also are monitored throughout the year by the Regional Traffic Safety Program Coordinators for the GHSP. Enforcement activities and efforts are monitored continuously, not only from the GHSP Program Managers and the Regional Coordinators, but also by agency LELs and the State LELs. The GHSP requires each law enforcement agency that is a recipient of highway safety funding to assign an officer to serve as the agency LEL. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact and effectiveness, and modifications are made where warranted. A citation/arrest database is used to track and monitor enforcement efforts. Special projects are implemented as needed.

The GHSP requires all grantees to be monitored three times during the year by program staff. The first two must be on-site or virtual, although on-site is preferred. During FFY2023, a combination of on-site and virtual visits was utilized for both the first and second monitoring visits.



**Figure 1 All Traffic Fatalities versus Fatalities of Drivers <20**



Risk Assessments are completed on all sub-grantee agencies once per year before the end of the grant year. End of the year Monitoring/Risk Assessments for each grantee are completed after the previous year's grants are closed out.

The core performance measures mirror the 11 outcome and 1 behavior performance measures developed by NHTSA in collaboration with the Governors Highway Safety Association (GHSA). The performance measures include the number and rate for fatalities and number for serious injuries and are consistent with the performance measures in the SHSP. While the performance measures are shown in the charts on pages 9 and 10 for both FFY2021 and FFY2022, only the FFY2021 data is complete. FFY2022 data will not be finalized until early 2024.

<b>Vision</b>	Zero Fatalities, Saving One Life at a Time
<b>Goal</b>	To achieve a 50 percent reduction in fatalities by 2030, and a 66 percent reduction in serious injuries.

## Strategic Highway Safety Plan



Providing West Virginia motorists with a safe transportation system is a top priority of the West Virginia Department of Transportation. As such, saving lives and reducing serious injuries occurring on the state's public streets and highways is a central focus.

Beginning in 2007, all states were required to develop a Strategic Highway Safety Plan (SHSP) which is to be updated every 5 years. The SHSP is a statewide coordinated safety plan that provides a data-driven and comprehensive framework for reducing fatalities and serious injuries on all public roads.

West Virginia's current SHSP (2022–2026) was updated in 2022. The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities and ultimately zero serious injuries on our roadways by reducing fatalities and serious injuries 4% annually over the next five years.

Emphasis Areas represent key factors contributing to crashes for which the development of strategies could have the greatest potential to reduce fatalities and serious injuries. Establishment of Emphasis Areas allows West Virginia to prioritize the use of limited funds and resources and ensure that safety efforts are targeted effectively to meet the objective of the SHSP.

The SHSP identified the following Emphasis Areas:

1. Speeding and Aggressive Driving
2. Roadway Departure
3. Occupant Protection
4. Older Driver (65+) Involved
5. Alcohol and Drug Impaired Driving
6. Intersections—Regionally Focused
7. Pedestrians—Regionally Focused
8. Improving Highway Safety Data

The first seven data-driven Emphasis Areas listed above account for 98% of fatalities and 95% of serious injuries in West Virginia.

West Virginia has seen great success through the SHSP process, but there are still many lives to save each year.

## Core Performance Measures and Targets

**Table 3 FFY2022 Core Performance Measures and Targets**

Performance Measure/Data Source		Baseline (2015-2019 Average)	Target (2018-2022 Average)	Actual (2018-2022 Average)	Target Met Yes or No
C-1	Decrease Fatalities/FARS	279	262	273.4	No
C-2	Reduce Serious Traffic Injuries/WV DOH	1,182.8	926	856.2	Yes
C-3	Reduce Fatalities per 100M VMT/FARS	1.438	1.558	1.600	No
C-4	Reduce Unrestrained Passenger Vehicle Occupant Fatalities/FARS	84	74	90	No
C-5	Reduce Alcohol-Impaired Driving Fatalities/FARS	65	59	61	No
C-6	Reduce Speed-Related Fatalities/FARS	77	62	91	No
C-7	Reduce Motorcycle Fatalities/FARS	31	21	34	No
C-8	Reduce Unhelmeted Motorcycle Fatalities/FARS	10	6	12	No
C-9	Reduce Fatalities Drivers Aged 20 and Younger/FARS	30	24	24	Yes
C-10	Decrease Pedestrian Fatalities/FARS	24	18	26	No
C-11	Reduce Bicycle Fatalities/FARS	3	2	2	Yes
B-1	Increase Observed Seat Belt Use Rate from State survey		91% (2022)	92.5% (2022)	Yes

While many of West Virginia's Core Measures appear to be trending in the right direction in CY2022 and the first half of CY2023, several of the goals established using 5-year averages are still not being met. Some of that can be attributed to the increases in the risky driving behaviors experienced across the United States during the COVID-19 pandemic in 2020 and 2021.

In FFY2021, West Virginia met targets established for Serious Traffic Injuries, Unrestrained Passenger Vehicle Occupant Fatalities, Alcohol-Impaired Driving Fatalities, Bicyclist Fatalities, and Driver Fatalities Aged 20 and Under. Targets were not met (from 2015-2019 averages to 2018-2022) for the following Core Performance Measures:

- Fatalities
- Fatality Rate per MVMT
- Unrestrained Passenger Vehicle Occupant Fatalities
- Alcohol-Impaired Driving Fatalities
- Speed-Related Fatalities
- Motorcycle Fatalities
- Unhelmeted Motorcycle Fatalities
- Pedestrian Fatalities

**Table 4 FFY2023 Core Performance Measures and Targets**

Performance Measure/Data Source		Baseline (2016–2020 Average)	Target (2019–2023 Average)	Actual (1/1/23– 9/30/23)	Met Target Yes or No (On Track) <sup>1</sup>
C-1	Decrease Fatalities/FARS	279	262.1	207	Yes
C-2	Reduce Serious Traffic Injuries/WV DOH	992	854.8	N/A	Unknown
C-3	Reduce Fatalities per 100M VMT/FARS <sup>2</sup>	1.5	1.692	N/A	Unknown
C-4	Reduce Unrestrained Passenger Vehicle Occupant Fatalities/FARS	81	75	56	Yes
C-5	Reduce Alcohol-Impaired Driving Fatalities/FARS	66	59	27	Yes
C-6	Reduce Speed-Related Fatalities/FARS	75	65	N/A	Unknown
C-7	Reduce Motorcycle Fatalities/FARS	32	25	32	No
C-8	Reduce Unhelmeted Motorcycle Fatalities/FARS	13	7	6	Yes
C-9	Reduce Fatalities Drivers Aged 20 and Younger/FARS	30	24	19	Yes
C-10	Decrease Pedestrian Fatalities/FARS	24	18	15	Yes
C-11	Reduce Bicycle Fatalities/FARS	3	2	1	Yes
B-1	Increase Observed Seat Belt Use Rate from State survey		90.2%	93%	Yes

<sup>1</sup> Subject to change following the end of CY2023

<sup>2</sup> This goal was determined by the WVDOH. Although this is an increase, the target assumes low VMT with improved fatalities and is consistent with making the 262 Fatality performance measure target. The WVDOH believes strongly that this increase in the Fatality/VMT target was needed due to the anticipated increase in Fatality/VMT that is predicted.

The West Virginia Governor’s Highway Safety Program will continue to fund targeted overtime enforcement/mobilizations, promote highway safety-related public information and education through various programs, and continue its multiple media campaigns through a variety of means (television, radio, social media, billboards, etc.) to improve our results. We will also take a closer look at the goals we have set to determine if they may be over-ambitious.

## Core Performance Measures Review

We will adjust our FFY2025 Highway Safety Plan to better meet performance targets as follows:

### *Fatalities and Fatality Rate per MVMT*

We feel the largest impact on increased fatalities and the fatality rate was the COVID-19 pandemic. As previously mentioned, an increase in risky driving behaviors contributed to a national increase in roadway fatalities due to lower presence of law enforcement because of restricted enforcement policies. Another ongoing issue is the fact that many law enforcement officers can find opportunities to work overtime in less stressful situations and for much more money than their allowed overtime rate. NHTSA does not allow law enforcement officers to be reimbursed more than the standard time and one-half rate of their hourly rate for highway safety grant-funded projects. Officers are not impeded by this rule for opportunities in the private sector. The GHSP will continue to provide overtime enforcement opportunities for law enforcement agencies



statewide, and we will continue our aggressive media campaigns to bring highway safety awareness to the public.

### *Speed-Related Fatalities*

Speed fatalities have not declined in West Virginia over the last ten years (130 in 2013 compared to 131 in 2022). The GHSP will continue to provide enforcement funds to law enforcement agencies throughout the state, particularly in those areas where speed-related fatalities are highest. In FFY2024, select agencies have been awarded funds to address high speed crash and fatality roadways in their area. A paid media campaign will also be included as part of this mobilization. Our plan is to continue this project in FFY2025.

### *Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities*

The number of motorcycle fatalities per year for the past ten years has remained somewhat consistent, although West Virginia experienced a 67% increase from CY2021 to CY2022. Unfortunately, through the first nine months of CY2023, we are projected to exceed the number of motorcycle fatalities in all of CY2022.

The GHSP will continue paid media focusing on both the motorcycle rider and drivers of other vehicles. Using state Motorcycle Safety funds, emphasis will also be placed on the importance of motorcyclists obtaining an "F" Class endorsement on their driver's license by completing a Basic Rider Course. An insert in motorcycle registration renewal notices that an "F" Class endorsement is required by State law to operate a motorcycle will go out in February 2024 and will likely continue in FFY2025 as well.

Motorcycle Safety courses and participants have increased after a significant decline in CY2020 and CY2021 because of COVID-19, and we hope to continue to increase classes and participants in FFY2024.

Unhelmeted Motorcycle Fatalities significantly dropped to 6 in CY2022 from 12 in CY2021. There was evidence that in many cases, the investigating officer was erroneously checking "unhelmeted" on the crash report without being certain (victim already removed from the scene prior to officer completing report). This led to a significant number of motorcycle fatalities being reported as unhelmeted. We will continue to monitor each motorcycle fatality closely to get a more accurate accounting.

### *Pedestrian and Bicycle Fatalities*

There was a 25% decrease in pedestrian fatalities from CY2021 to CY2022 (36 to 21), and bicycle fatalities increased 100% from CY2021 to CY2022 (0 to 1). The Regional Traffic Safety Coordinators will be encouraged to boost local education aimed at pedestrians and bicyclists (emphasis on pedestrians).

**Table 5 West Virginia Traffic Safety Trends**

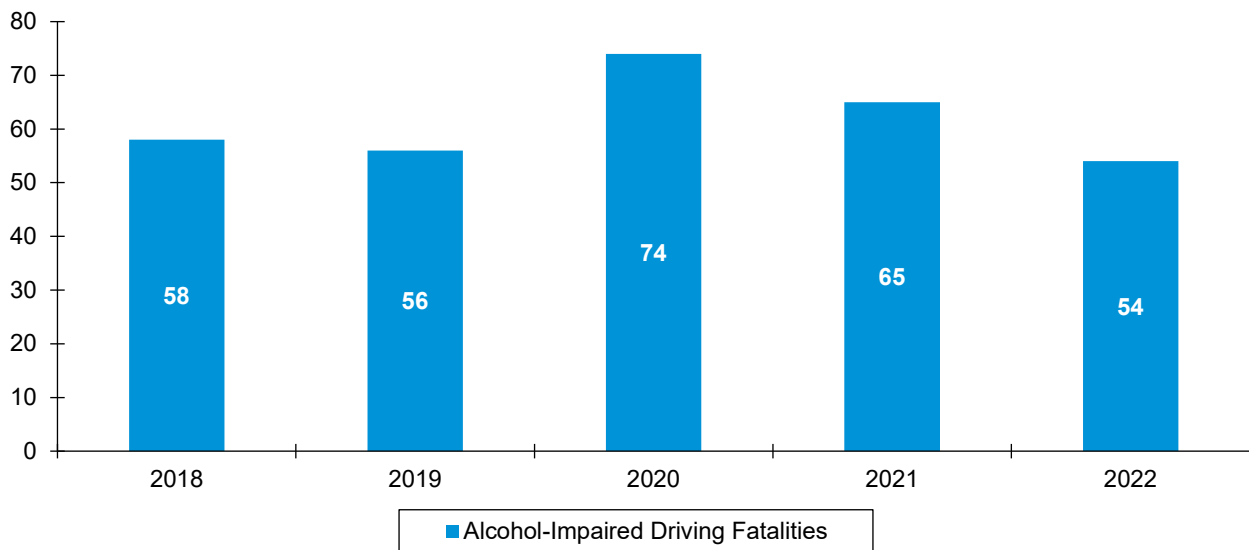
Performance Measure/Data Source		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
C-1	Decrease Fatalities/FARS	332	272	268	269	304	294	260	267	280	266
C-2	Reduce Serious Traffic Injuries/WV DOH	1,465	1,344	1,233	1,180	1,063	993	906	802	766	814
C-3	Reduce Fatalities per 100M VMT/FARS	1.73	1.42	1.35	1.38	1.59	1.51	1.36	1.66	1.74	1.73
C-4	Reduce Unrestrained Passenger Vehicle Occupant Fatalities/FARS	113	93	99	80	98	70	73	84	74	147
C-5	Reduce Alcohol-Impaired Driving Fatalities/FARS	91	84	72	68	72	58	56	74	65	54
C-6	Reduce Speed-Related Fatalities/FARS	130	66	66	60	84	88	85	60	64	159
C-7	Reduce Motorcycle Fatalities/FARS	24	26	32	29	26	39	28	38	27	40
C-8	Reduce Unhelmeted Motorcycle Fatalities/FARS	8	7	7	10	10	14	9	20	12	6
C-9	Reduce Fatalities Drivers Aged 20 and Younger/FARS	33	34	28	32	35	33	24	24	18	21
C-10	Decrease Pedestrian Fatalities/FARS	28	19	19	24	26	22	31	18	36	21
C-11	Reduce Bicycle Fatalities/FARS	0	2	1	1	3	5	3	3	0	1
B-1	Increase Observed Seat Belt Use Rate from State survey	82.2%	87.8%	89.0%	86.8%	89.7%	90.5%	90.2%	90.2%	88.1%	92.5%

Source: NHTSA FARS, NHTSA STSI, West Virginia GHSP, and 2022 West Virginia Observational Survey of Seat Belt Use.

## Impaired Driving Program

West Virginia and the GHSP are perpetually focused on reducing impaired driving, and this focus continued in FFY2023. Impaired driving programs have always been and continue to be a priority program, striving to reduce motor vehicle fatalities, injuries, and crashes resulting from alcohol and drug-impaired driving. Using municipal, county, and state law enforcement agencies, along with collaboration from Regional Traffic Safety Coordinators, community partners, and the media, the Impaired Driving Program directly correlates to the West Virginia Impaired Driving Plan.

**Figure 2 Alcohol-Impaired Fatalities (.08+ BAC)**



West Virginia has had a continued focus on reducing impaired driving over the past two decades. Alcohol-impaired driving fatalities continued to decrease in 2022, down to 54. Impaired driving arrests made using Highway Safety grant funds have been declining for years, but in FFY2023, there was a 13% increase from 735 to 831.

Prior to becoming a Drug Evaluation and Classification (DEC) state in 2013, the drug-related percentage (drug only and drug/alcohol combined) of statewide impaired driving arrests was less than 10 percent. At the end of 2022, the percentage was 32.35 percent. This increase is the result of the use of Drug Recognition Experts (DREs) to properly identify drug-impaired drivers.

### West Virginia Impaired Driving Plan

The FFY2023 West Virginia Impaired Driving Plan was developed to reduce DUI-related crashes, injuries, and fatalities by using a sustained enforcement effort. It is a continual, multi-year plan that is evaluated annually, with changes made as evidenced.

The FFY2023 plan was developed and guided by GHSP's Impaired Driving Coordinator, a representative of the West Virginia State Police, the state Law Enforcement Liaison, and the state DRE Coordinator. The plan utilizes a comprehensive approach exercising city, county, and state law enforcement agencies, Regional Traffic Safety Coordinators (RTSCs), the enforcement agents of the West Virginia Alcohol Beverage Control

Administration (ABCA), community agencies, schools, colleges and universities, and various media. The plan covers all 55 counties via a comprehensive and sustained manner using the following categories:

- Age Group Activities
- Focused Patrols
- Media Activities
- Public Information and Education Activities
- Sobriety Checkpoints
- Training Activities
- Underage Enforcement Activities

The plan also includes the GHSP's efforts to enhance the effectiveness of its impaired driving program by equipping the criminal justice community and law enforcement officials with requisite knowledge and skills to detect, arrest, and prosecute impaired drivers.

Specific sustained DUI Enforcement tactics that were utilized in FFY2023 are listed in the DUI Enforcement Tactic table.

**Table 6      DUI Enforcement Tactics 2023**

Impaired Driving Tactics	Activities
High Visibility Enforcement Activities	Sobriety checkpoints, saturation patrols, directed patrols, and media events occurred throughout FFY2023.
Public Information and Education Activities (Age and Audience-Specific)	<p>Educational brochures with impaired driving laws and consequences were provided to DMV Regional offices for display, at sobriety checkpoints, and for use in other informational settings.</p> <p>Educational brochures were updated and distributed to RTSCs. They will be distributed to the DMV Regional Offices as needed.</p> <p>The GHSP RTSCs presented impaired driving prevention information to groups such as school classes, civic groups, and in public forums.</p> <p>The six GHSP RTSCs and the seven WVSP Troop Coordinators arranged DUI enforcement activities in each of their areas every month on high-risk days and times for DUI crashes.</p>
Impaired Driving Training Classes	<p>The following impaired driving-related training were hosted in FFY2023:</p> <ul style="list-style-type: none"> <li>• DRE School (in conjunction with North Carolina)</li> <li>• ARIDE</li> <li>• DITEP</li> <li>• Several trainings were provided to Prosecutors, Law Enforcement, and Magistrates on alcohol/drug impairment laws.</li> </ul>
Drug Recognition Expert Program	In FFY2023, there were 36 Drug Recognition Experts available to conduct drug-impaired driving evaluations. The DRE school in September and November 2023 added an additional 2 DREs to the program.
Law Enforcement Recognition and Awareness	<p>In FFY2023, Region 2 held an in-person law enforcement recognition event, and the GHSP partnered with the WV LEL Office to host a statewide recognition event.</p> <p>The Data Tracking and Agency Support Program (DTASP) continued to provide agencies with in-service tools to equip officers for GHSP enforcement.</p>



Impaired Driving Tactics	Activities
Community Outreach	<p>In FFY2023, community outreach efforts continued to increase post-pandemic.</p> <p>35 Sobriety Checkpoints were conducted using Highway Safety funds in FFY2023 to spread awareness to the general public on the dangers and consequences of impaired driving and to remove impaired drivers from West Virginia roadways. An additional 124 sobriety checkpoints were funded through the CDDP.</p>
National and Statewide Enforcement Initiatives	<p>Drive Sober or Get Pulled Over (DSOGPO) HVE Campaigns were held in December 2022 and August/September 2023 (national mobilizations). West Virginia also conducted DSOGPO enforcement over the West Virginia Day (June 2023), Thanksgiving, and July 4th holidays.</p>
Legislation	<p>Senate Bill 130 eliminated the administrative hearing process for revocation or suspension of a person's license to operate a motor vehicle while under the influence of alcohol, controlled substances, or drugs. This bill was enacted by the West Virginia Legislature in FFY2020 and went into effect July 1, 2020.</p>
Media Activities	<p>Community outreach and media activities were conducted throughout FFY2023. RTSCs distributed press releases and garnered earned media through one-on-one interviews with local media outlets. The GHSP also distributed press releases ahead of national and statewide mobilization efforts. Social media was relied upon to promote DSOGPO messages, especially during National HVE periods.</p> <p>Grant funding also provided paid media including TV, radio, online ads, and billboards.</p>

## Drive Sober or Get Pulled Over

West Virginia participates in NHTSA's National Drive Sober or Get Pulled Over (DSOGPO) campaign during the Christmas and Labor Day holiday periods. Additionally, the GHSP has designated High Visibility Enforcement periods established as State Mandated Mobilization periods, which take place around West Virginia Day (June 20), Thanksgiving Day, and Fourth of July weekends.

### High Visibility Enforcement (HVE)

Each of the six Regional Traffic Safety Coordinators are required to coordinate DUI enforcement activity in each of their respective areas, and the seven West Virginia State Police Troop Coordinators organize enforcement activity in their target areas, focusing on high-risk days and times for DUI crashes. High-visibility enforcement activities include:

- Directed Patrols
- Low-Manpower Sobriety Checkpoints
- Participation in National and State Mobilizations
- Saturation Patrols
- Sobriety Checkpoints
- Underage Alcohol Sales

### Media

In FFY2023, the holiday campaign was split into a Thanksgiving campaign (November 2022) and a Christmas holiday DSOGPO campaign (December 14, 2022, through January 1, 2023).

The 2022 Thanksgiving campaign garnered 2,624,599 impressions by utilizing \$9,479 in Section 405d funds to purchase the following paid digital media:

- Facebook
- Google
- Snapchat
- Twitter

The Christmas holiday DSOGPO campaign utilized \$139,208 for the following paid media:

- Billboards
- Facebook
- Google
- Radio
- Snapchat
- Spotify
- The Trade Desk
- TV Spots
- Twitter

Digital advertising on platforms such as Facebook, Twitter, and The Trade Desk for the 2022 Christmas holiday DSOGPO campaign garnered 10,065,169 impressions. Traditional media buys, including billboards, terrestrial radio, and cable television totaled \$115,749. Billboards garnered an estimated 1,037,506 impressions.

During the Labor Day FFY2023 campaign, the GHSP shifted its focus to highlight the dangers of driving impaired by drugs, not only alcohol. The Labor Day media campaign, from August 18 through September 4, 2023, utilized \$141,225 of Section 405d funds for billboards, radio, TV and digital advertising. The paid media buy included:

- Billboards
- Facebook
- Spotify
- The Trade Desk
- Cable TV spots
- Instagram
- Snapchat
- Google
- Radio spots

The digital portion of the media buy, that included Facebook, Instagram, and Spotify, utilized \$56,054 of the budget. Digital advertising garnered 18,333,769 impressions.

Additionally, there were 20,414 cable television spots at a total cost of \$28,275. Billboards garnered 1,271,648 impressions at a cost of \$15,513. The radio buy consisted of 2,534 spots at a cost of \$41,384.

Other FFY2023 impaired driving paid media campaigns to mention are:

- Halloween 2022 resulted in 103,762 impressions at a cost of \$447
- Super Bowl 2023 resulted in 299,605 impressions at a cost of \$784
- St. Patrick's Day from March 16-18, 2023, resulted in 476,177 impressions at a cost of \$1,455
- West Virginia Day (June 20) from June 15—20, 2023, resulted in 289,566 impressions at a cost of \$748

- Independence Day from June 30—July 4, 2023, resulted in 1,344,329 digital impressions and 587 radio spots at a cost of \$17,423

RTSCs used paid media to generate 1,193 ads and 4,329,587 impressions.

Earned media was also generated year-round by the GHSP and RTSCs presenting impaired driving prevention information through media outlets such as TV, radio, newspaper, and news sites. RTSCs also used community-based events to provide information and gain earned media in FFY2023. Earned media from RTSCs garnered 5,429,206 additional impressions at an estimated value of \$360,808.

Social media was also utilized heavily to promote awareness messages and to share news articles that focus on the DSOGPO message.

## *Funding*

The Federal funding sources for impaired driving initiatives are Section 402 and Section 405d. Additional funds are also generated by the state through a six percent excise tax on the sale of liquor and wine. Access to these funds is available through the Commission on Drunk Driving Prevention (CDDP) via a quarterly application process by any West Virginia law enforcement agency.

## State-Specific Impaired Driving Prevention

### *Commission on Drunk Driving Prevention*

The GHSP partners with the Commission on Drunk Driving Prevention (CDDP) to combat impaired driving in West Virginia. The CDDP is a state-funded program addressing drunk driving and receives its funding from a dedicated state tax on alcoholic beverages. In FFY2023 the CDDP awarded \$511,266 to local law enforcement agencies and West Virginia State Police detachments throughout the state for DUI enforcement activities.

The CDDP also provides funds for the maintenance and purchase of the GHSP-approved 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. Law enforcement agencies use these machines, without cost, to prosecute all persons who are arrested in West Virginia for driving under the influence.

### *Drug Evaluation Classification (DEC) Program*

West Virginia was granted Drug Evaluation and Classification (DEC) status with the International Association of Chiefs of Police (IACP) in 2013 to establish a statewide DEC Program. Since that time, the GHSP has provided funding for a State Drug Recognition Expert (DRE) Coordinator who has developed a DEC Program designed to remove alcohol and drug-impaired drivers from West Virginia roadways.

The strategic approach of the DEC Program is to train law enforcement officers how to detect drug-impaired drivers affected by seven major drug categories via a twelve-step process. Once the law enforcement officers complete the training, they become Drug Recognition Experts, or DREs.

At the end of FFY2023 there were 36 DREs. Of these 36 DREs, 13 are Sheriff Department Deputies, 19 are Municipal Police Officers, and 4 are State Police Troopers. In FFY2023, 36 DREs in West Virginia conducted 176 drug evaluations throughout the state, with 32 stopped or refused by the defendant. This was an average of 4.8 evaluations per DRE. National DRE statistics are based on calendar year (CY). The national average of evaluations per DRE in CY2022 was 2.92, while the state average for the same time period was 5.6.

The GHSP was unable to host a DRE School in WV in FFY2023 but was able to partner with the NC DRE program to send students to their DRE school. Phases I and II were held in September 2023, with Phase III completed in November 2023. This added 2 new DREs to the program.

The following impaired driving training was conducted in FFY2023:

- DITEP
  - 6 classes, 131 students
- ARIDE
  - 7 classes, 126 students
- DRE In-service
  - 1 class, 38 students
- General Drug Impairment ID
  - 2 classes, 28 students
- Magistrate DUI Training
  - 2 classes, 170 students
- SFST Impaired Driving Week at WVSP Academy and Fairmont Academy
  - 7 classes, 250 students

### *Alcohol Advisory Board*

For many years, the GHSP maintained an Alcohol Advisory Board, which met quarterly, to establish the expectations and standards for the law enforcement officers who work under GHSP grants. They also aided in determining the type of training, as well as the content of the training, for these law enforcement officers. These directives are outlined in the West Virginia Impaired Driving Plan.

In FFY2020, the Alcohol Advisory Board was discontinued, as many members had retired or moved to other positions and had not been replaced. However, its function was incorporated with the Commission on Drunk Driving Prevention (CDDP) Board of Directors for the immediate future. The CDDP Board is comprised of eight members established by West Virginia Legislative Code representing law enforcement, prosecution, the ABCA, a lay citizen, the Governor's Representative for Highway Safety, and the Director of the GHSP. The Board met three times during FFY2023: October 2022, February 2023, and June 2023.

### *Traffic Safety Resource Prosecutor*

The GHSP fully supports a Traffic Safety Resource Prosecutor (TSRP), allowing consistent and effective training opportunities statewide. The position became vacant in early FFY2023 and was not filled until the very end of the FFY2023. The TSRP works toward providing training for prosecutors, magistrates, and law enforcement officers. The TSRP also attends continuing education opportunities to stay up to date on current practices, training techniques, and topics.

The TSRP will regularly participate in law enforcement training including DRE in-service training on legal updates, direct and cross examination, discovery and *voir dire*, as well as SFST Impaired Driving Week at the West Virginia State Police Academy, providing training on various aspects of impaired driving cases,



including recognition and investigation, note taking and report writing, and courtroom preparation and testimony. The TSRP will also assist with ARIDE courses conducted in FFY2024.

Training topics include:

- Drugged Driving Offenses
- Implicit Bias and Traffic Stops
- Marijuana Impaired Driving
- Medical Cannabis in WV
- NHTSA Impaired Driving Programs (including SFST, ARIDE, and DRE programs)
- Pleas and Diversions for Impaired Driving Cases
- Rolling Stoned (a drug-impaired driving training)
- Testimony Labs
- Types of Evidence in DUI Cases
- Updates to DUI Code
- Use of Social Media in Impaired Driving Cases
- West Virginia Prosecuting the Drugged Driver (prosecutors and DREs)

The TSRP coordinates 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. With medical marijuana becoming legal in West Virginia in 2019, a continued focus has been placed on training prosecutors on how to prosecute the drug-impaired driver.

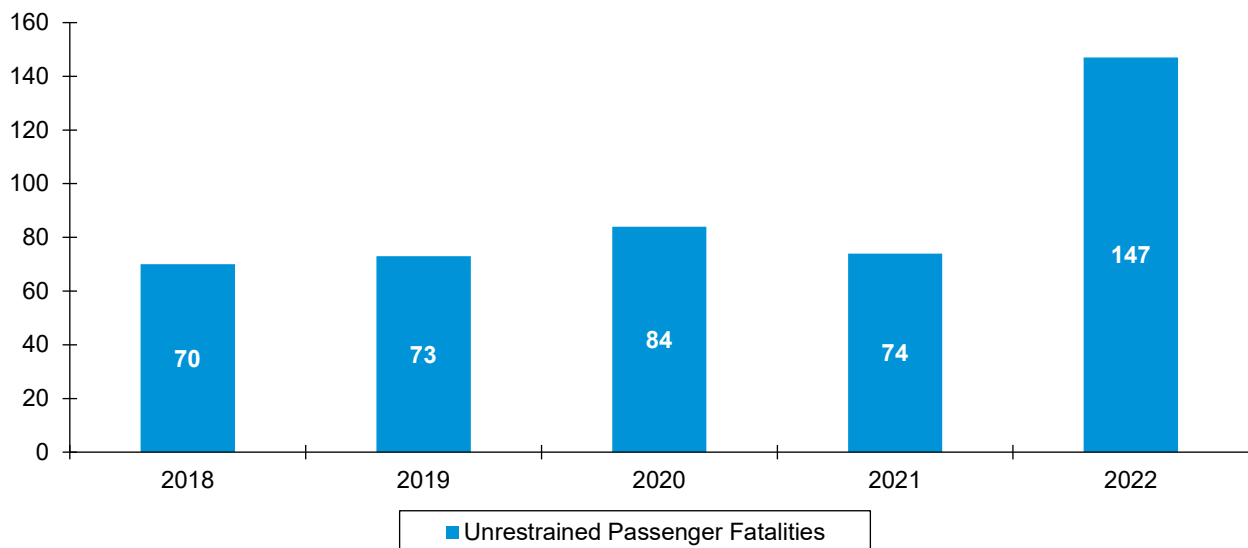
## Occupant Protection Program

The GHSP's Occupant Protection (OP) Plan is designed to reduce injuries and fatalities through increasing seat belt use. It is a continual, multi-year plan that is evaluated annually with changes made as needed.

The GHSP approach utilizes city, county, and state law enforcement agencies, as well as the six Regional Traffic Safety Coordinators (RTSCs), statewide community partners, and the media.

Unrestrained fatalities increased from 74 in 2021 to 147 in 2022. Of all passenger vehicle fatalities, unrestrained fatalities accounted for 40% in 2021 and 57% of in 2022.

**Figure 3 Unrestrained Passenger Fatalities**



Strategic occupant protection tactics that were utilized in FFY2023 are listed on the Occupant Protection Tactic table.

### Occupant Protection High-Visibility Enforcement: Click It or Ticket

The RTSCs and sub-grantees continually used the local media markets and public information and education systems to get the message out to West Virginians to buckle up.

The GHSP has also utilized the *Click It or Ticket* (CIOT) campaign to spread OP awareness and enforcement messages in West Virginia.

During May of each year, an intensive CIOT campaign is launched statewide, with a month-long enforcement and media mobilization, in conjunction with the National CIOT campaign. In FFY2023, West Virginia also participated in the Border-to-Border enforcement initiative during this timeframe.

West Virginia also conducts three mini CIOT enforcement mobilizations throughout the state: October 2022, March 2023, and August 2023. Each was conducted as planned.

Throughout FFY2023, on CIOT and other seat belt enforcement, the following was accomplished:

- 6,341 Seat belt citations
- 13 DUI arrests
- 399 Driving suspended violations
- 60 Driving revoked violations
- 655 Speed citations
- 487 Cell phone/texting citations
- 67 Child safety seat violations
- 43 Felony arrests
- 19 Fugitives apprehended

These were accomplished through patrols and checkpoints by 125 law enforcement agencies, including 53 West Virginia State Police detachments.

Paid media for all CIOT enforcement was as follows:

### *Columbus Day—NHTSA Region 3 Operation Crash Reduction/October CIOT*

The main objective of this campaign was to increase seat belt usage from October 7-23, 2022, including the Columbus Day holiday weekend. Awareness messages were shared throughout the state of West Virginia with our campaign specific ads that resulted in 4,832,513 impressions from Spotify, Facebook, Twitter, and The Trade Desk. The total for this campaign was \$17,093.

### *March CIOT*

Paid media was utilized for our statewide Click It or Ticket HVE campaign. Using a total of \$18,056, the GHSP utilized The Trade Desk, Spotify, Facebook, and terrestrial radio. Digital advertising garnered 1,768,258 impressions. The radio buy consisted of 598 spots at a cost of \$12,110.

### *May CIOT*

In October 2021, the GHSP began working with Cardinal Media on our first Local Heroes campaign. Filming was completed in October with media placed during May and into June 2022. The assets from this Local Heroes campaign were used again in FFY2023.

Digital advertising through The Trade Desk, Spotify, Google, Facebook, and Instagram totaled \$66,510, garnering 12,927,916 impressions.

Traditional media was also employed to deliver the CIOT Local Heroes message, including cable television, terrestrial radio, and billboards. The cable TV buy consisted of 19,884 spots at a cost of \$44,730. The terrestrial radio buy consisted of 2,462 spots at a cost of \$58,722. Total impressions from billboard advertising were 1,454,684.



*A Harrison County Sheriff's Deputy Participates in the Local Heroes Production*

## August CIOT

Using a total of \$16,966, the GHSP utilized The Trade Desk, Spotify, and Facebook to earn 2,053,209 impressions for its statewide Click It or Ticket HVE campaign. The terrestrial radio buy consisted of 848 spots at a cost of \$12,150.



*Paid Media: Billboard for the May Click It or Ticket Campaign*

Earned media value was gained through the local efforts of the six RTSCs wherein stories were aired and/or printed covering CIOT campaign activities.

Additionally, throughout the four CIOT campaigns in FFY2023, RTSCs spent \$36,795 on regional media buys, using television, radio, print, billboards, and digital advertising. Impressions totaled 5,683,820.

The RTSCs were also provided with free advertising space, earning more than \$30,000 in earned media through television spots (\$11,675), radio spots (\$14,335) and billboard space (\$4,000), totaling 8,398,784 impressions.



*Paid Media: Digital Ads for Social Media for Statewide Click It or Ticket HVE Mobilizations Throughout the Year*

## Seat Belt Survey

In FFY2023, the annual seat belt survey was conducted at 116 observation sites in 14 counties throughout the state, following the Uniform Criteria for State Observational Surveys of Safety Belt Use.

The seat belt use rate continued increasing from 92.5% in CY2022 to 93.0% in CY2023.

## Table 7 Occupant Protection Tactics 2023

OP Tactics	Activities
High Visibility Enforcement Activities	Informational checkpoints, saturation patrols, and media events were used to provide a strong presence of HVE activities in FFY2023. Activities are finally starting to pick up post-pandemic.
Public Information and Education Activities (Age and Audience-Specific)	<p>The GHSP's OP brochure was updated during spring 2022. Materials such as brochures, flyers, posters, coloring books, and informational cards with OP messages were mailed out or distributed at various events to promote OP safety.</p> <p>Most OP and CPS activities are hosted in spring and summer. Typical events where OP and CPS PI&amp;E are shared include community events, community baby showers, fairs, and in schools.</p> <p>RTSCs also utilized local task force groups and social media to spread OP awareness.</p>

OP Tactics	Activities
OP Training Classes	<p>The GHSP was able to host six CPS Technician Certification Courses and one CPS Technician Renewal Course during the year.</p> <p>Law Enforcement Officers who participate in GHSP grant-funded activities are required to adhere to their department's OP regulations.</p>
Child Passenger Safety Program Technicians	<p>44 Permanent Child Safety Seat Fitting Stations were maintained in 29 of 55 counties to ensure parents and caregivers have one-on-one assistance on how child safety seats are properly installed. The GHSP continues to increase its roster of certified Child Passenger Safety Technicians (CPSTs) and get closer to pre-pandemic levels. In FFY2023, there were 221 CPSTs in 38 counties.</p> <p>48 Child Safety Seat Education Events were hosted in FFY2023 to reach large public segments and spread awareness. These events were also affected by the ongoing pandemic.</p> <p>Additionally, regional activities included partnerships with community agencies for providing Child Safety Seats to low income qualifying families in need.</p>
Law Enforcement Recognition and Awareness	<p>One (Region 2) regional recognition event was held in FFY2023. A statewide recognition event was also held, in partnership with the WV LEL Office.</p> <p>The Data Tracking and Agency Support Program (DTASP) continued to provide agencies with in-service tools to equip officers for GHSP enforcement.</p>
Community Outreach	<p>Community outreach events continued to increase, with 48 child passenger safety events conducted in FFY2023.</p>
National and Statewide Enforcement Initiatives	<p>Statewide Click It or Ticket (CIOT) HVE campaigns were held in October, March and August with law enforcement agencies statewide.</p> <p>The National CIOT Enforcement Mobilization and associated Border-to-Border initiative were conducted in May 2023.</p>
Participation in OP Legislation	<p>There have not been any occupant protection-related legislative changes since FFY2013.</p> <p>A Primary Seat Belt Law went into effect July 9, 2013. The law carries a \$25 fine, with no points or associated court fees. Back Seat passengers over the age of 18 are not required to wear seat belts.</p> <p>West Virginia's Child Passenger Safety Law requires children up to the age of eight and less than 4'9" to be secured in a child safety device.</p>
Media Activities	<p>RTSCs used a variety of events to partner with schools and community groups to spread safety messages that generated news media attention.</p> <p>One press event was hosted (Region 4) to promote Click It or Ticket and Border-to-Border, although paid and earned media was still utilized during state and national CIOT mobilizations.</p> <p>During National CPS Week, social media, digital advertising, and radio were used to draw attention to the importance of child passenger safety and the challenges of properly installing car seats.</p>

## Child Passenger Safety Program

To combat the non-use and misuse of Child Passenger Safety (CPS) seats, 44 permanent fitting stations were available across the State. FFY2023 ended with 221 CPS Technicians statewide, including 9 CPST Instructors.

CPS programs in FFY2023, primarily funded with Section 405b funds, were utilized for fitting station supplies, clinics, courses, and child safety seats. Approximately 253 child safety seats were purchased in FFY2023.

Spring and summer saw several trainings conducted. Six CPST Certification Courses and one CPST Renewal Course were held with only one class canceled in FFY2023. Between the seven courses, 59 new CPSTs were certified and 2 former CPSTs were recertified. In past years, the CPS Program created a continuing education course for current CPSTs to complete their six required CEUs for recertification. No continuing education classes were created or conducted in FFY2023, but plans are being made to create in-state continuing education opportunities in FFY2024. West Virginia's CPST recertification rate in FFY2023 was 42.0%, which is significantly higher than the FFY2022 rate of 30.8%. The GHSP is working to continue to increase the number of CPSTs and retain existing CPSTs into FFY2024.

### *Checks and Installations*

Approximately 1,035 child safety devices were checked in FFY2023, and another 193 car seats were provided to low-income families.

Approximately 48 events were held throughout the year to educate or provide hands-on instruction to parents and caregivers, either through seat check events or educational/ informational sessions. Four seat check events were held during National CPS Week, September 17-23, 2023.

### *CPS Media*

Approximately \$12,746 of Section 405b funds were spent on media for Google, The Trade Desk, Spotify, Facebook, and terrestrial radio leading up to and including National CPS Week. The digital campaign yielded 1,393,084 impressions statewide. The radio buy consisted of 326 spots at a cost of \$4,934.

Non-promoted posts on Facebook and Twitter were also utilized to promote awareness throughout the year and during National CPS Week.

Earned media value was significant through the local efforts of the GHSP Public Information Specialist and six RTSCs wherein stories were aired and/or printed covering CPS and seat belt activities.

Free advertising space was also provided to RTSCs, earning more than \$4,000 in earned media through television spots, radio spots, and digital ads, totaling 1,633,000 impressions.

### *CPS Fitting Stations*

The CPS Program was able to maintain 44 fitting stations through the end of FFY2023, with plans for additional stations to be added in early FFY2024.



## Traffic Safety Programs

### Red Light and Stop Sign High Visibility Enforcement Campaigns

To combat the traffic safety issue of red light and stop sign violations, the GHSP conducted its annual Target Red campaign August 1-15, 2023. During the campaign, the GHSP, primarily through its Regional Traffic Safety Programs, funded enforcement patrols, public information and education materials, and media.

A total of 26 law enforcement agencies participated statewide in the August *Target Red* campaign, with 409.5 hours worked, and 425 citations issued for running red lights and stop signs. There were 323 other citations written during the campaign for speeding, non-use of seat belts, improper registration, insurance violations, no MVI sticker, and cell/texting violations. Also, during the campaign there was one misdemeanor arrest, 4 drug arrests, one DUI arrest, and one fugitive arrest. Citations were issued for 10 Driving on Suspended or Revoked license violations. Participation in Target Red enforcement has not fully returned to pre-pandemic levels.

RTSCs participated in localized media opportunities to share the *Target Red* message and the dangers of speeding. In addition, RTSCs utilized press releases and social media to acquire earned media.

### Speeding/Aggressive Driving High Visibility Enforcement Campaigns

In 2021, speed-related fatalities comprised 29% of all motor vehicle fatalities in West Virginia; 67 of the state's motor vehicle fatalities were a direct result of speeding. This is up from 22% in 2020 but still down from 32% in 2019. From 2014 to 2016, speed-related fatalities were cut in half from the previous five years, but since 2017, they have been trending upward once again, with only a momentary decrease in 2020.

In FFY2023, the GHSP funded enforcement and saturation patrols for speed/aggressive driving efforts to reduce speed-related crash fatalities; 134 law enforcement agencies participated, including 47 West Virginia State Police detachments, logging 10,135 hours, and issuing 12,196 speed citations.

Speed/aggressive driving enforcement increased from FFY2022 to FFY2023, with an increase in the number of hours worked and the number of speed citations written. This may be due, in part, to creating two designated speed enforcement mobilizations statewide: July 14-30, 2023, and September 1-17, 2023. Highway Safety grant funds were also used to purchase 23 radars or lidars for law enforcement agencies throughout West Virginia.

In FFY2023, 41 law enforcement agencies, including 27 West Virginia State Police detachments, participated in Work Zone Safety enforcement, working 2,071 hours at a cost of \$86,030 in grant funds issued to the GHSP by the West Virginia Division of Highways.

Two speed enforcement media buys occurred, one in July 2023 and one in September 2023 to coincide with statewide Speed Mobilizations. In July, billboards were utilized at a cost of \$4,245, resulting in 783,350 impressions. In September, billboards were utilized at a cost of \$5,000, resulting in 718,610 impressions. In September, a total of \$12,202.65 was spent on The Trade Desk CTV, Facebook, and Google, resulting in 3,383,814 impressions. In July, a total of \$12,017.31 was spent on The Trade Desk CTV, Facebook, and Google, resulting in 3,299,693 impressions.

### Additional Traffic Safety Media

The Teen Driver Safety Week media buy in October 2023 cost \$757.10. Ads placed on Google resulted in 293,688 impressions.

## Distracted Driving Program

Although West Virginia has primary cell phone and texting laws, distracted driving is still a problem across the state. While detailed distracted driving crash data is currently not available, the GHSP's citation data, as well as observations of this behavior noted during the annual seat belt surveys, strongly support the critical need to address distracted driving in West Virginia.

In FFY2023, 4,239 distracted driving citations were issued under GHSP grant-funded enforcement. This constituted a 25.64% increase from FFY2022 totals. The GHSP provided \$209,727 in grant funding to law enforcement throughout the state for distracted driving-specific enforcement, and 112 agencies (including 39 West Virginia State Police detachments) logged 5,272 hours. The GHSP made distracted driving enforcement an emphasis in FFY2023.

In FFY2023, West Virginia participated in the National Distracted Driving Awareness Month and Connect-to-Disconnect initiatives. These statewide high-visibility enforcement and media campaigns were very successful, with the following results achieved:

- 888 cell phone and texting citations
- 202 seat belt or child restraint violations
- 219 speeding citations
- 17 DUI and drug arrests
- 63 driving revoked or suspended violations
- 36 red light or stop sign citations
- 57 total arrests made

These results were accomplished through patrols conducted by 72 law enforcement agencies and 166 participating officers, accounting for 1,381 hours of directed patrols.

Cell phone use while driving is one form of distracted driving. During the GHSP's annual seat belt surveys, observers were asked to capture cell phone use as well. The table below shows the number of observations of driver cell phone use and no cell phone use and breaks it down by gender and whether a seat belt was in use. Males had an observed cell phone use of 2.1 percent, whereas females had a slightly higher observed use of 2.6 percent. Of drivers using a cell phone, 88.9 percent were using a seat belt, and drivers not using a cell phone were observed using a seat belt 95.0 percent of the time. This could suggest a correlation between belted drivers being less likely to use a cell phone while driving.

**Table 8 Observed Cell Phone Use by Gender and Seat Belt Use**

	Cell Phone Use Number	Percent	No Cell Phone Use Number	Percent
<b>Gender of Driver</b>				
Male	298	58.0%	14,220	63.7%
Female	216	42.0%	8,101	36.3%
<b>Seat Belt Use</b>				
Use	456	88.9%	21,209	95.0%
No Use	57	11.1%	1,110	5.0%

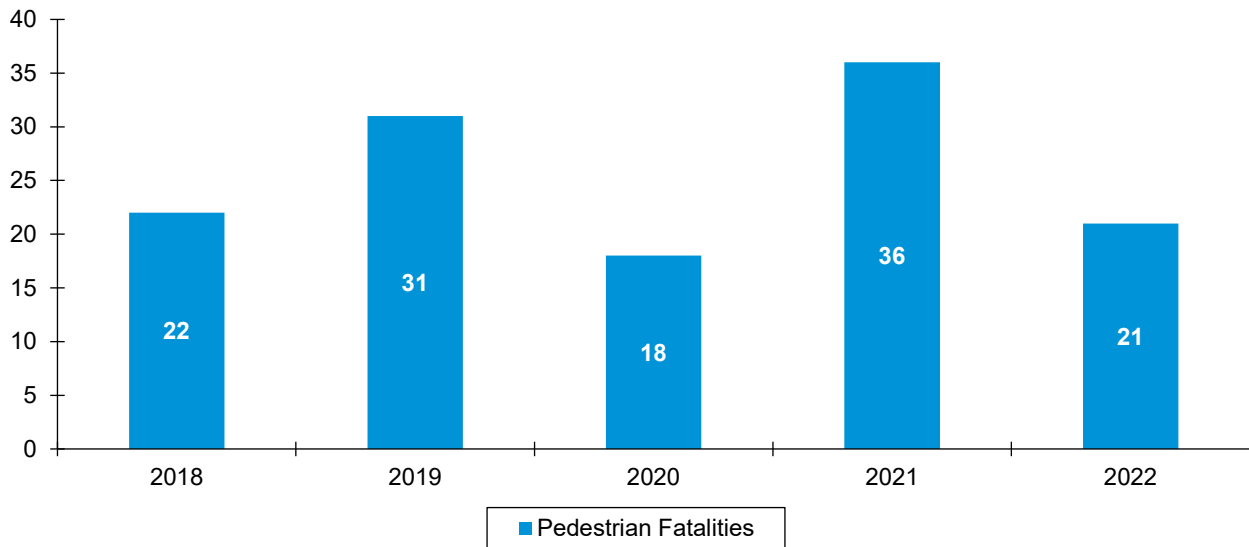
While cell phone use was not the primary focus of the seat belt surveys, and the data from the survey was minimal, these observations further support the need to make educating the public on the dangers of distracted driving a priority in West Virginia. With this goal in mind, in FFY2022, the GHSP allocated Federal funds to Regional Traffic Safety Coordinators (RTSCs) to purchase distracted driving simulators. Most RTSCs now have simulators or access to one.

The GHSP had planned to conduct a scientific survey focused solely on cell phone use in FFY2023, but were unable to do so; however, we are hopeful to conduct that survey in FFY24.

## Pedestrian Safety Program

The number of pedestrian fatalities doubled from 2020 to 2021, 18 to 36. However, 2022 saw a decrease to 21. These 21 pedestrian fatalities account for 7.9% of the State's total vehicle crash fatalities.

**Figure 4 Pedestrian Fatalities**



The GHSP believes continued, consistent pedestrian safety education is necessary to work on decreasing this number. This is mainly accomplished through safety presentations, given to various age groups on a variety of traffic safety topics including pedestrian safety, as well as educating drivers to pay attention and be aware of pedestrians.

During Back-to-School initiatives, students are educated on safely walking to and from school, the bus stop, and when crossing the street, especially when walking to and from the bus. Safety City in Charleston and Safety Town in Huntington teach students about a wide variety of topics, including pedestrian safety through videos, lectures, demonstrations, and question-and-answer sessions.

The GHSP also works to gain earned media for pedestrian safety, whether due to participation in an upcoming event or a recent crash. When there is a pedestrian fatality, the media often reaches out to the GHSP or one of the regional offices to discuss the issues as well as applicable state laws.

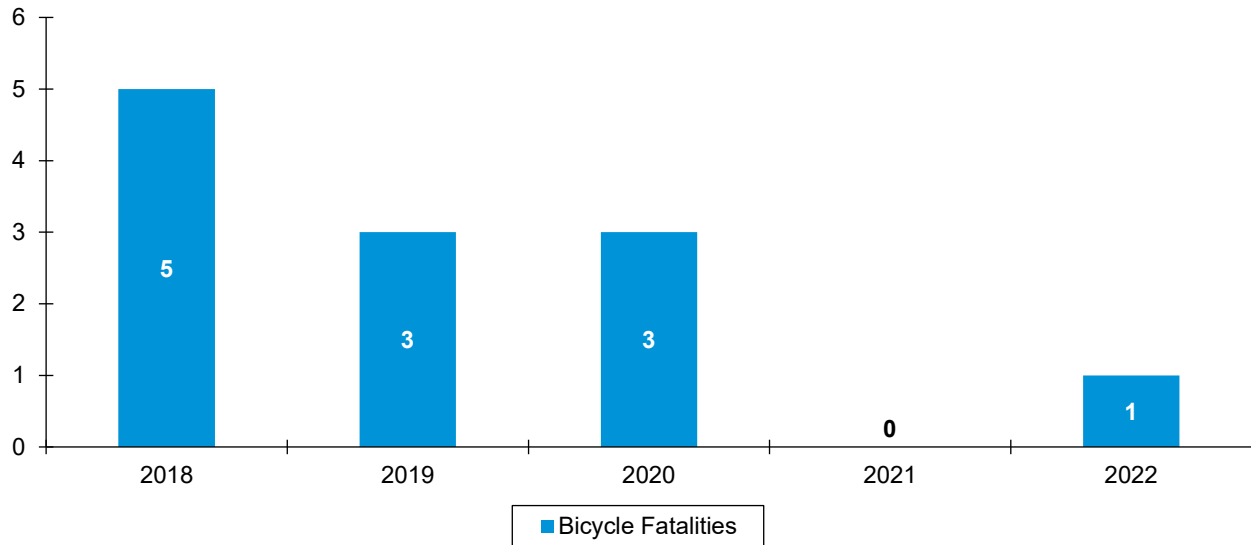
October is Pedestrian Safety Month, and in October 2022, the GHSP planned a small social media buy for pedestrian safety awareness. With \$565 spent on the buy, there were four boosted posts on Facebook that resulted in 240,781 impressions. There were an additional four boosted posts on Twitter resulting in 94,836 impressions.

Projects for this program were funded with Section 402 funds. While there is not a specific pedestrian enforcement program area, there are specific enforcement program areas that are consistent factors in pedestrian fatalities, such as speed (Section 402 funds), distracted driving (Section 405e funds), impaired driving (Section 405d funds) and Target Red (red light and stop sign running) (Section 402 funds), all of which are awarded to agencies throughout the state.

## Bicycle Safety Program

Fortunately, bicyclist fatalities are minimal in West Virginia, and 2022 data showed an increase from zero to one. The GHSP would like to decrease fatalities to zero in 2023 and further into the future.

**Figure 5**      **Bicycle Fatalities**



Bicycle safety messages were spread year-long with messages geared toward bicyclists and drivers while driving alongside bicyclists. School and youth-gear events were conducted and involved educating youth and families about bicycle safety and providing them with a variety of bicycle safety materials. Bicycle safety is also included in the safety messages taught at both Safety City in Charleston and Safety Town in Huntington.

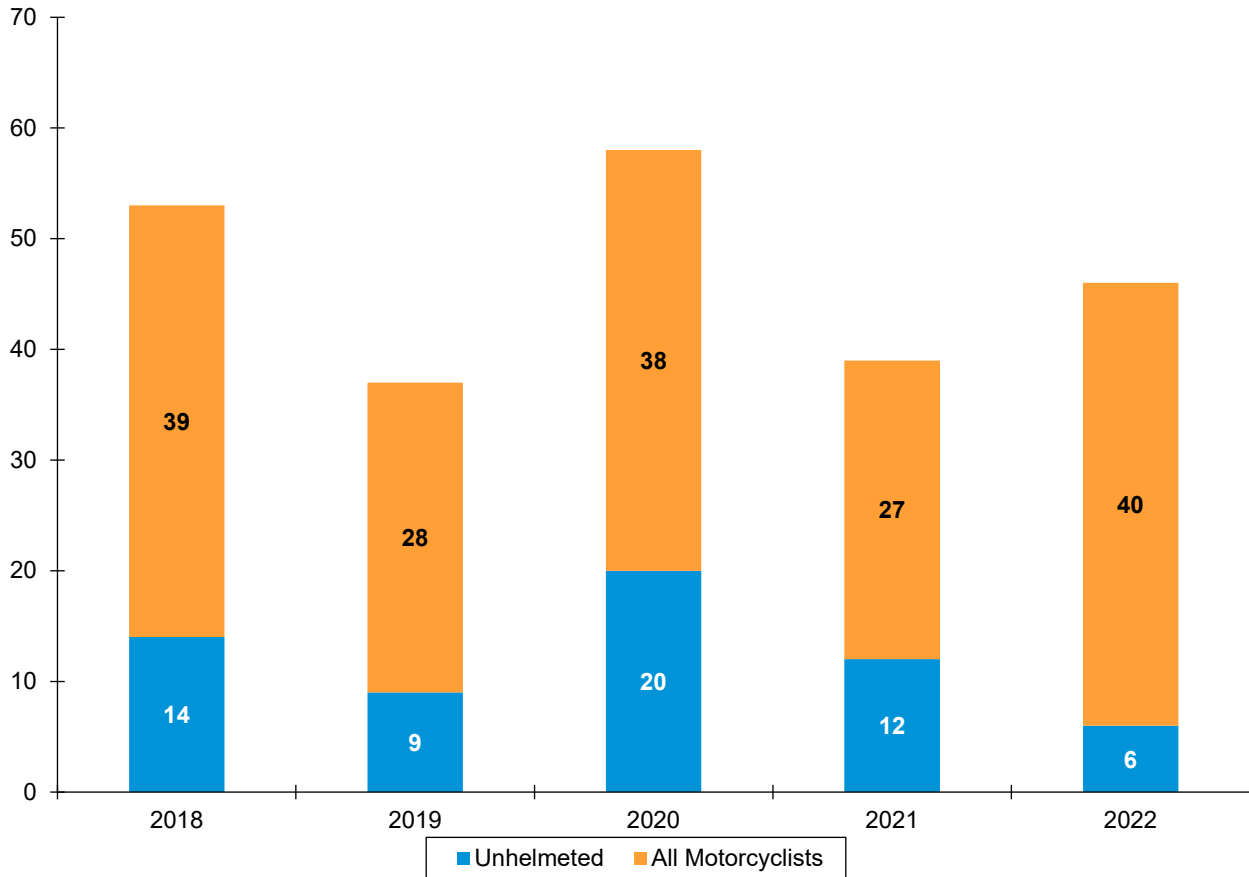
Bicycle safety does not typically garner as much media coverage as other program areas, although the GHSP strives to bring attention to this safety initiative when possible.

Projects for this program were funded with Section 402 funds.

## Motorcycle Safety Program

The GHSP utilizes the West Virginia Motorcycle Safety Program (WVMSP) to enhance motorcycle safety awareness, promoting alcohol and drug effect awareness for motorcyclists, rider improvement, licensing improvement, program promotions, and education.

**Figure 6**      **Motorcyclist Fatalities**



### Motorcycle Data

Motorcycle registrations for FFY2023 totaled 32,285 with 123,192 West Virginia licensees holding a valid motorcycle endorsement.

### Safety Training

The GHSP utilizes the Motorcycle Safety Foundation (MSF) to provide motorcycle training, technical assistance, and all the required equipment and training materials. The MSF also certifies the WVMSP's curriculum and its Rider Coaches (trainers).

During FFY2023, three course sites were not in operation: John Marshall, Junior, and Romney. In 2024, MSF will be looking to relocate the range in the Wheeling area and looking into opening a range in the southern part of the state. They will also be utilizing the mobile unit in the Summersville area.



Motorcycle Safety	Trainees	Passed	Failed	Pass Rate
Basic Rider	489	454	35	93%
Experienced Rider	60	60	0	100%
3 Wheel Basic	4	4	0	100%
Mobile Training Unit	27	26	1	96%

The Safe Motorcyclist Awareness & Recognition Trainer (SMART) motorcycle safety training simulator was utilized to train riders by creating a virtual environment where the rider could negotiate road hazards in a safe manner while helping them learn valuable crash avoidance skills. They are frequently utilized in high school Driver's Education programs, as well as at health and safety fairs throughout the state, as a powerful teaching tool.

## Program Highlights

The WVMSP participated in a motorcycle-related event/rally in FFY2023 where program promotion, safety training, and media coverage was attained and were promoted by the GHSP on social media:

- The McKee's Sky Ranch Vintage Motorcycle Rally

## Media

Paid media activities targeted three different aspects to motorcycle safety in West Virginia.

### *State-Funded Education and Media Efforts*

The WVMSP evaluated motorcycle fatality data and one of the findings is more than half of the motorcycle fatalities over the past several years involved a motorcyclist who did not have the proper training or license to operate a motorcycle.

In February 2023, the WVMSP, in conjunction with the WVDMV, mailed annual motorcycle registration renewals to motorcycle owners in West Virginia. State Motorcycle Safety Funds were used to pay for the printing and mailing of an insert to be included with the registrations. The card insert explained where motorcyclists can look on their driver's license to see if they have their Class F Motorcycle Endorsement. If they did not have the endorsement, the insert listed directions on how to obtain their endorsement, how to enroll in a motorcycle safety class, and the name and contact information for the Motorcycle Safety Training Coordinator should they have questions. The reverse side included "Ride Sober or Get Pulled Over" impaired driving prevention messaging. This card insert generated increased calls and questions regarding the rider's license and safety class information.

During the spring of 2023 leading up to the motorcycle riding season and throughout the summer of 2023, the WVMSP utilized state funds for various methods to promote motorcycle safety including radio ads and event sponsorships. The primary focus of state-funded motorcycle messaging encouraged current and potential future riders to obtain their motorcycle endorsement by taking the Basic Rider Course (BRC) prior to experiencing riding on our public roads. Secondary messages included helmet use and impaired-free riding. Boosted social media posts were planned; however, classes filled up so quickly, radio was the only medium utilized to drive people to enroll in a class. The WVMSP also boosted "Ride to Work" in June.

## Federally Funded Media Efforts

The GHSP participated in Motorcycle Safety Awareness Month in May 2023 by sharing messaging to increase motorists' awareness of motorcycles, focusing on helping drivers understand common motorcycle driving behaviors, and learn how to drive safely around motorcycles on West Virginia roadways. Billboard locations around the state were chosen in geographic locations designated as scenic motorcycle routes by the West Virginia Department of Tourism with the message, "Look Twice, Save a Life." Boosted social media posts with this message were shared in May as well.



*Paid Media: Artwork for Billboards Displayed Statewide with the Motorist Awareness Message, "Look Twice, Save a Life"*

- Social media advertising resulted in 2,385,779 impressions at a cost of \$5,000.00
- Billboard advertising yielded 562,219 impressions per week at a cost of \$15,475.00
- Radio advertising was purchased at a cost of \$33,400.00

Section 405f funds were used for Motorcycle Safety Awareness Month to increase motorists' awareness of motorcycles.

## Program Budget

The WVMSP is primarily funded through the Motorcycle Safety Fund, which is established in West Virginia Code 17B-1D-7. This account retains all motorcycle endorsement fees (except for instruction permit fees) for WVMSP use.

Additionally, the WVMSP also utilized Federal Section 405f funds to operate its programs.

## ATV Safety Program

West Virginia law requires an ATV Safety Awareness Program for riders under 18 years old. In 2022, West Virginia had 8 ATV and 9 UTV fatalities occurring on the state's roadways. Though West Virginia law focuses on riders under 18, fatalities occur with all ages of riders.

Data supports that helmet use remains the most productive deterrent in preventing ATV, UTV, and SPV injuries and fatalities, and riders of all ages should be educated on ATV safety and helmet use.

The ATV Safety and Awareness Program provides safety training at WVDMV regional offices. The GHSP promotes an expanded version of the training through partnerships with several state agencies including West Virginia University (WVU) Extension Service, the Department of Natural Resources, the West Virginia National Guard, the Department of Education, and the Division of Forestry. A 2.5-hour online ATV safety course is also available for riders to increase safe ATV practices.

In addition to safety training, the GHSP has helped facilitate the construction of ATV trail systems that provide ATV riders the opportunity of riding on a dedicated course off public roads and reducing ATV fatalities.

Though NHTSA has no measures for the GHSP on ATV Safety, and no Federal funding is received for the ATV Safety Program, the GHSP will continue to increase public awareness and reinforce outreach efforts to reduce ATV fatalities and injuries.

## Regional Programs and Coordinators

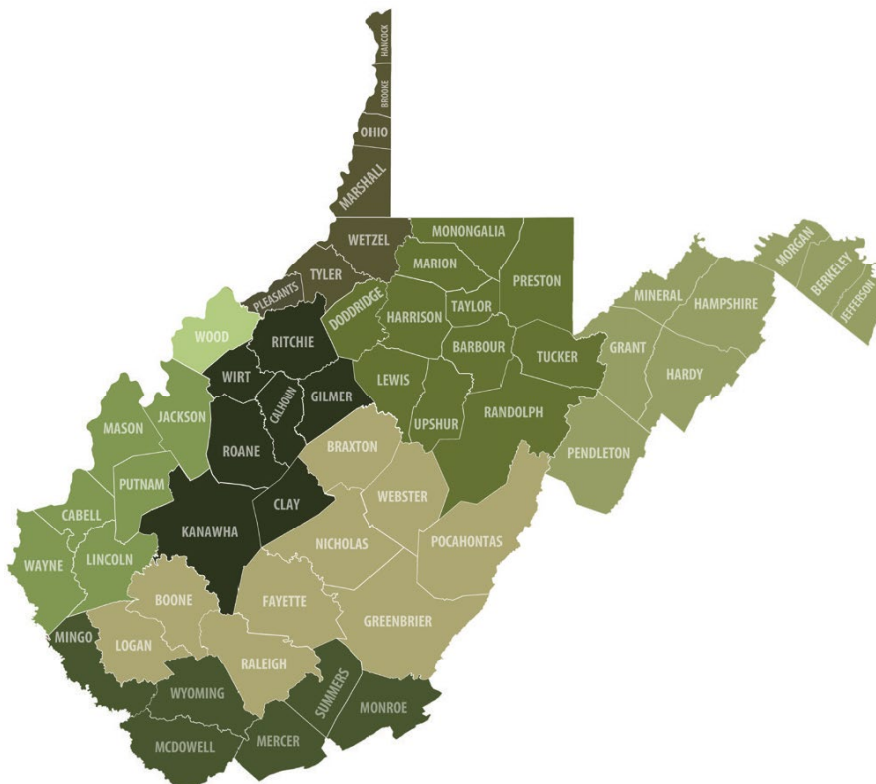
The GHSP has divided the state's 55 counties into eight regions based on geography and demographics. Prior to FFY2019, each region employed a Regional Coordinator who was responsible for the implementation of evidence-based highway safety programs and projects throughout their region. Acting as an extension of the GHSP by facilitating training, media, PI&E, law enforcement activities, and legislative initiatives in their respective regions, they also supported state and national highway safety initiatives in their respective regions.

In FFY2019 the regions were restructured. All 55 counties are still part of a region; however, seven regions are true Regional Traffic Safety Programs (with a Coordinator); one region (6) is now considered a Regional Law Enforcement Program only.

Regional Traffic Safety Coordinators plan their traffic safety improvement programs based on specific regional issues, then submit applications for grant funds providing problem identification and their plans to address them. The GHSP reviews the applications, and if grants are approved, specific activities or tasks they must complete are outlined as part of the grant agreement.

Additionally, the Regional Coordinators have created broad-based community task forces and programs which 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.

Federal funding for regional programs comes from Sections 402 and 405 funds, and West Virginia Division of Highways funds for Work Zone Safety.



## Region 1

Regional Traffic Safety Program Grantee: City of Charleston

Metro Valley Highway Safety Program Coordinator: Major John Garten

Counties: Calhoun, Clay, Gilmer, Kanawha, Ritchie, Roane, and Wirt

Additional Grantees: Kanawha County Commission

## Region 2

Regional Traffic Safety Program Grantee: City of Huntington

Huntington Regional Highway Safety Program Coordinator: Beau Evans

Counties: Cabell, Jackson, Lincoln, Mason, Putnam, and Wayne

## Region 3

Regional Traffic Safety Program Grantee: City of Charleston

Mid-Ohio Valley Highway Safety Program Coordinator: Major John Garten

Counties: Wood

## Region 4

Regional Traffic Safety Program Grantee: City of Wheeling

Northern Regional Highway Safety Office Coordinator: Sean Snyder

Counties: Brooke, Hancock, Marshall, Ohio, Pleasants, Tyler, and Wetzel

## Region 5

Regional Traffic Safety Program Grantee: City of Clarksburg

High-Technology Corridor Regional Highway Safety Program Coordinator: Pat McCarty

Counties: Barbour, Doddridge, Harrison, Lewis, Marion, Monongalia, Preston, Randolph, Taylor, Tucker, and Upshur

Additional Grantees: City of Morgantown, Monongalia County Commission

## Region 6

Regional Law Enforcement Only

Counties: Berkely, Grant, Hampshire, Hardy, Jefferson, Mineral, Morgan, and Pendleton

Program Grantees: Jefferson County Commission, Morgan County Commission

## Region 7

Regional Traffic Safety Program Grantee: City of Beckley

Southern Regional Highway Safety Program Coordinator: Sgt. Jamie Wilhite

Counties: Boone, Braxton, Fayette, Greenbrier, Logan, Nicholas, Pocahontas, Raleigh, and Webster

## Region 8

Regional Traffic Safety Program Grantee: Mercer County Commission

West Virginia Coalfields Highway Safety Program Coordinator: Lt. Adam Ballard

Counties: McDowell, Mercer, Mingo, Monroe, Summers, and Wyoming



## West Virginia Governor's Highway Safety Program Staff

### Director | Barbara Lobert (Acting)

The Director is responsible for planning, organizing, and directing the programs and activities of the GHSP in accordance with Federal and State rules, regulations, and guidelines. Funding for the position is 50 percent State and 50 percent Federal.

### Transportation Division Manager | Barbara Lobert

The Transportation Division Manager is responsible for administration of all Federal highway safety funding. The position is also responsible for the HSP and Annual Report content. Funding is 100 percent Federal.

### Community Development Specialist Senior | Amy Boggs

This position supervises the two Community Development Specialist Program Manager positions. This position is responsible for the direct management of grants, plus currently serves as the statewide Coordinator for the Occupant Protection Program, Child Passenger Safety Program, and the Pedestrian/Bicycle Program. Funding is 100 percent Federal.

### Community Development Specialist | Heather Kessel

This Program Manager is responsible for the day-to-day management of grants and serves as the statewide Distracted Driving Coordinator. She is also responsible for programming/activities dealing with Speed and Younger Drivers. Funding is 100 percent Federal.

### Community Development Specialist | Steven Jarvis (through September 2023)

This Program Manager is responsible for the day-to-day management of grants and serves as the statewide Impaired Driving Coordinator. He is also responsible for programming activities addressing Drowsy Driving and Older Drivers. Funding is 100 percent Federal.

### Database Administrator | Tyler Thaxton

The Database Administrator performs technical and analytical research to obtain statistics and conduct evaluation. The traffic safety data collected is reported to the GHSP and other agencies. He serves as Chair of the Traffic Records Coordinating Committee and oversees eCitation and ReportBeam projects. Funding is 100 percent Federal.

### Business Operations Assistant Senior | Trish Anderson

This position is the Administrative Assistant to the Director and GHSP Office Manager. Funding is 50 percent Federal and 50 percent State.

### Public Information Specialist | Aimee Cantrell (through July 2023)

This position serves as the primary spokesperson for the GHSP and is responsible for all public relations and events planning. Coordinates, plans, and develops all types of paid and earned media, as well as graphic design and website development and maintenance. Funding is 100 percent Federal.

### Business Operations Assistant Senior | Donnie Hale

This position is the Program Coordinator of the statewide Motorcycle Safety Awareness Program and ATV Safety Program. Funding is 100 percent State.

### Business Operations Assistant Senior | Mary Jarrell

This position is the Motorcycle Safety Training Coordinator for the state. Funding is 100 percent State.

### Accountant/Auditor Senior | William King (Retired October 2023)

This position serves as the Fiscal Officer for the GHSP. Funding is 50 percent Federal and 50 percent State.

### Accountant/Auditor II | Tonya Smith

This position is the Assistant to the Fiscal Officer for the GHSP. Funding is 50 percent Federal and 50 percent State.

### Law Enforcement Liaison | Dean Capehart

The position is responsible for the coordination of all law enforcement activities with GHSP projects and programs, including law enforcement training, the Traffic Occupant Protection Strategies (TOPS) course, the SFST training, and Mobile Video Training. The individual serves as the Project Director of the DTAS Program and provides assistance to law enforcement agencies as needed with enforcement events. This position is contractual through a grant with the City of Beckley.

### DTAS Program Coordinator | Tiffany Hart

This position coordinates the statewide DTAS Program for West Virginia law enforcement officers. This position is contractual through a grant with the City of Beckley.

### DRE Program Coordinator | Sgt. Joey Koher

This position coordinates the statewide DRE Program and is funded through the City of Huntington Regional Traffic Safety Program grant.

### Traffic Safety Resource Prosecutor | Vacant

This position coordinates traffic safety training for prosecutors and other related highway safety professionals statewide and is funded through a Highway Safety grant with the West Virginia Prosecuting Attorneys Institute.

### Assistant Law Enforcement Liaison | Vacant

This position provides assistance to the LEL in law enforcement training and is funded through the LEL grant.

## Cost Summary for 2023

Program Category	Description	End of Year 2023 Unexpended Balance	9/30/24 Approved Program Costs	9/30/24 Match (50/50, 25%)	9/30/24 To Local (40%)
<b>Fixing America's Surface Transportation (FAST) Act Grant Programs</b>					
405C	FAST Act 405c Traffic Safety Info	184,322.16	1,959.14	45,590.76	0.00
<b>Total FAST Act 405C Programs</b>		<b>184,322.16</b>	<b>1,959.14</b>	<b>0.00</b>	<b>0.00</b>
405EPE	FAST Act 405e Dist Driv Public Ed	365,155.42	0.00	50,689.38	0.00
405EDDLE	FAST Act 405e Dist Driv Law Enf	249,977.78	0.00	88,875.00	0.00
405EDE	FAST Act 405e Dist Driv Driver Educ	97,234.06	0.00	12,000.00	0.00
405EPM	FAST Act 405e Dist Driv Paid Media	51,715.25	0.00	0.00	0.00
405EDD	FAST Act 405e Dist Driv Flex	0.00	0.00	13,956.25	0.00
405ETR	FAST Act 405e Dist Driv Traffic Records	1,000.00	0.00	1,500.00	0.00
405EOP	FAST Act 405e Dist Driv Occ Protection Flex	0.00	0.00	24,250.00	0.00
<b>Total FAST Act 405E Programs</b>		<b>765,082.51</b>	<b>0.00</b>	<b>191,270.63</b>	<b>0.00</b>
405FMT	FAST Act 405f Mtrcy Sfty Trng M11	0.00	0.00	0.00	0.00
405FMA	FAST Act 405f Mtrcy Sfty Awrms M11	16,677.18	0.00	4,169.30	0.00
<b>Total FAST Act 405F Programs</b>		<b>16,677.18</b>	<b>0.00</b>	<b>4,169.30</b>	<b>0.00</b>
<b>Bipartisan Infrastructure Law (BIL) Grant Programs</b>					
BIL 402PA	BIL 402 Planning & Administrative	858,247.00	1,089,747.00	274,000.00	0.00
BIL 402AL	BIL 402 Alcohol	177,792.57	112,792.57	16,250.00	45,117.03
BIL 402MC	BIL 402 Motorcycle Safety	25,000.00	5,000.00	5,000.00	2,000.00
BIL 402OP	BIL 402 Occupant Protection	50,000.00	15,000.00	8,750.00	6,000.00
BIL 402PS	BIL 402 Pedestrian/Bicycle Sfty	5,000.00	4,500.00	125.00	1,800.00
BIL 402PT	BIL 402 Police Traffic Services	235,851.00	59,351.00	94,125.00	23,740.40
BIL 402DE	BIL 402 Driver Education	6,476.21	46,976.21	2,375.00	18,790.48
BIL 402CP	BIL 402 Community Traffic Safety Programs	2,956,526.57	1,650,062.57	440,434.75	660,025.03
BIL 402SB	BIL 402 Pupil Transportation Safety	20,822.92	94,822.92	6,500.00	37,929.17
BIL 402SE	BIL 402 Speed Enforcement	357,664.35	741,664.35	154,000.00	296,665.74
BIL 402PM	BIL 402 Paid Media	271,911.50	276,411.50	123,875.00	110,564.60

Program Category	Description	End of Year 2023 Unexpended Balance	9/30/24 Approved Program Costs	9/30/24 Match (50/50, 25%)	9/30/24 To Local (40%)
BIL 402TR	BIL 402 Traffic Records	68,654.84	10,300.84	14,588.50	4,120.34
BIL 402TSP	BIL 402 Teen Safety Programs	2,000.00	2,000.00	0.00	800.00
<b>Total BIL 402 Programs</b>		<b>5,035,946.96</b>	<b>4,108,628.96</b>	<b>1,140,023.25</b>	<b>1,207,552.78</b>
BIL 405BHV HIGH	BIL 405B Occ Prot HVE	101,815.48	73,637.64	95,875.00	0.00
BIL 405BTRNG HIGH	BIL 405B Occ Prot Training	29,814.50	9,814.50	5,000.00	0.00
BIL 405BPE HIGH	BIL 405B Occ Prot Public Educ	57,102.15	4,102.15	13,250.00	0.00
BIL 405BCPS HIGH	BIL 405B Occ Prot CPS	44,505.07	7,505.07	9,250.00	0.00
BIL 405BCSS HIGH	BIL 405B Occ Prot Child Seats	25,738.03	1,238.03	6,125.00	0.00
BIL 405BX HIGH	BIL 405B Uncommitted	3,108.52	3,108.52	0.00	0.00
BIL 405BHV low	BIL 405B Occ Prot HVE	349,186.04	349,186.04	0.00	0.00
<b>Total BIL 405B Programs</b>		<b>611,269.79</b>	<b>448,591.95</b>	<b>129,500.00</b>	<b>0.00</b>
BIL 405C	BIL 405C Data Program	779,041.64	946,227.50	58,784.25	0.00
	Total BIL 405C Programs	779,041.64	946,227.50	58,784.25	0.00
BIL 405DHVE	BIL 405D Imp Driv High Vis Enf	2,370,573.53	1,547,073.53	205,875.00	0.00
BIL 405DIDC	BIL 405d Imp Driving Coor	117,064.67	76,064.67	10,250.00	0.00
BIL 405DPM	BIL 405D Imp Driving Paid Media	3,044.00	537,455.17	98,875.00	0.00
BIL 405DTRNG	BIL 405D Imp Driving Training	84,785.46	316,785.46	42,000.00	0.00
BIL 405DOT	BIL 405D Imp Driving Other	15,401.25	78,401.25	9,250.00	0.00
BIL 405DX	BIL 405D Imp Driving Uncommitted	11,000.00	0.00	0.00	0.00
<b>Total BIL 405D Programs</b>		<b>2,601,868.91</b>	<b>2,555,780.08</b>	<b>366,250.00</b>	<b>0.00</b>
BIL 405EDDLE	BIL 405E Dist Driving Law Enf	5,209,793.74	4,240,964.52	300,310.62	0.00
BIL 405EDE	BIL 405E Dist Driving Drivers Education	56,000.00	56,000.00	0.00	0.00
BIL 405EPM	BIL 405E Dist Driving Paid Media	354,000.00	354,000.00	0.00	0.00
BIL 405ESO	BIL 405E Dist Driving Special Occ Prot	37,000.00	37,000.00	0.00	0.00
BIL 405ETR	BIL 405E Dist Driving Traffic Records	112,000.00	112,000.00	0.00	0.00
<b>Total BIL 405E Programs</b>		<b>5,768,793.74</b>	<b>4,799,964.52</b>	<b>300,310.62</b>	<b>0.00</b>
BIL 405FMT	BIL 405F Motorcycle Safety Training	3,000.00	8,000.00	1,250.00	0.00

Program Category	Description	End of Year 2023 Unexpended Balance	9/30/24 Approved Program Costs	9/30/24 Match (50/50, 25%)	9/30/24 To Local (40%)
BIL 405FMA	BIL 405F Motorcycle Safety Aware	81,337.34	91,728.42	5,830.71	0.00
<b>Total BIL 405F Programs</b>		<b>84,337.34</b>	<b>99,728.42</b>	<b>7,080.71</b>	<b>0.00</b>
BIL 405H	BIL 405H Preventing Roadside Deaths	0.00	61,808.39	0.00	0.00
<b>Total BIL 405H Programs</b>		<b>0.00</b>	<b>61,808.39</b>	<b>0.00</b>	<b>0.00</b>
SUPPBIL 402PA	BIL/SUPP 402 Planning & Admin	0.00	27,000.00	0.00	0.00
SUPPBIL 402SA	BIL/SUPP 402 Safe Communities	0.00	123,000.00	0.00	0.00
SUPPBIL 405BHV	BIL/SUPP 405B Occ Prot HVE	0.00	22,113.40	0.00	0.00
SUPPBIL 405C	BIL/SUPP 405C Data Program	50,201.78	75,240.25	0.00	0.00
SUPPBIL 405DHVE	BIL/SUPP 405D Imp Driv High Vis Enf	0.00	88,541.94	0.00	0.00
SUPPBIL 405EDDLE	Distracted Driving Enf	410,706.25	426,271.37	0.00	0.00
SUPPBIL 405FMMA	Motorcycle Safety Awareness	5,433.91	8,154.43	0.00	0.00
SUPPBIL 405H Preventing Roadside Deaths	Preventing Roadside Deaths	0.00	3,846.63	0.00	0.00
<b>Total SUPPBIL Programs</b>		<b>466,341.94</b>	<b>774,168.02</b>	<b>0.00</b>	<b>0.00</b>
<b>NHTSA TOTAL</b>		<b>16,313,682.17</b>	<b>13,796,856.98</b>	<b>2,242,979.50</b>	<b>1,207,552.78</b>

# Grant Status Report

FY23 WV GOVERNORS HIGHWAY SAFETY PROGRAM MONTHLY GRANT LISTING REPORT				September 30, 2023					
				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	1/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	% SPENT
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
402	01-GHSP	01 GHSP PLANNING & ADMIN	402PA	210,002.56	187,651.06	22,351.50		89.36%	
402	01-GHSP	01 GHSP MOTORCYCLE SAFETY	402MC	20,000.00	0.00	20,000.00		N/A	
402	01-GHSP	01 GHSP TRAFFIC RECORDS	402TR	68,000.00	17,612.40	50,387.60		25.90%	
402	01-GHSP	01 GHSP COORDINATION	402SA	483,000.00	482,362.26	637.74		99.87%	
402	01-GHSP	01 GHSP PAID MEDIA	402PM	437,000.00	352,130.58	84,869.42		80.58%	
402	01-GHSP	01 GHSP SPEC OCC PROT	402SO	84,000.00	42,735.19	41,264.81	1,082,491.49	50.88%	83.14%
402	GRNT23*412	02 CITY OF HUNTINGTON	402OP	6,000.00	5,282.21	717.79		88.04%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402PT	6,000.00	750.00	5,250.00		12.50%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402DE	9,500.00	6,848.65	2,651.35		72.09%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402SA	92,000.00	77,342.69	14,657.31		84.07%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402SB	6,000.00	4,314.70	1,685.30		71.91%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402SE	82,500.00	75,468.22	7,031.78		91.48%	
402	GRNT23*412	02 CITY OF HUNTINGTON	402PM	15,000.00	15,000.00	0.00	185,006.47	100.00%	85.26%
402	GRNT23*413	04 CITY OF WHEELING	402OP	1,000.00	0.00	1,000.00		N/A	
402	GRNT23*413	04 CITY OF WHEELING	402PT	2,000.00	0.00	2,000.00		N/A	
402	GRNT23*413	04 CITY OF WHEELING	402SA	62,600.00	61,140.71	1,459.29		97.67%	
402	GRNT23*413	04 CITY OF WHEELING	402SB	3,000.00	1,211.11	1,788.89		40.37%	
402	GRNT23*413	04 CITY OF WHEELING	402SE	24,000.00	10,227.35	13,772.65		42.61%	
402	GRNT23*413	04 CITY OF WHEELING	402PM	1,000.00	0.00	1,000.00	72,579.17	N/A	77.54%
402	GRNT23*414	05 CITY OF CLARKSBURG	402OP	3,000.00	2,999.78	0.22		99.99%	
402	GRNT23*414	05 CITY OF CLARKSBURG	402PT	3,000.00	930.25	2,069.75		31.01%	
402	GRNT23*414	05 CITY OF CLARKSBURG	402SA	94,580.00	75,542.24	19,037.76		79.87%	
402	GRNT23*414	05 CITY OF CLARKSBURG	402SB	2,000.00	0.00	2,000.00		N/A	
402	GRNT23*414	05 CITY OF CLARKSBURG	402SE	44,000.00	34,911.65	9,088.35		79.34%	
402	GRNT23*414	05 CITY OF CLARKSBURG	402PM	20,000.00	19,305.00	695.00	133,688.92	96.53%	80.26%
402	GRNT23*410	06 JEFFERSON CO COMM	402PT	50,000.00	0.00	50,000.00		N/A	
402	GRNT23*410	06 JEFFERSON CO COMM	402SA	45,000.00	842.11	44,157.89		1.87%	
402	GRNT23*410	06 JEFFERSON CO COMM	402SE	30,000.00	18,598.14	11,401.86	19,440.25	61.99%	15.55%
402	GRNT23*416	07 CITY OF BECKLEY	402OP	7,000.00	2,500.00	4,500.00		35.71%	
402	GRNT23*416	07 CITY OF BECKLEY	402PT	2,000.00	0.00	2,000.00		N/A	
402	GRNT23*416	07 CITY OF BECKLEY	402SA	107,800.00	72,131.45	35,668.55		66.91%	
402	GRNT23*416	07 CITY OF BECKLEY	402SB	3,000.00	2,370.24	629.76		79.01%	
402	GRNT23*416	07 CITY OF BECKLEY	402SE	38,000.00	37,751.09	248.91		99.34%	
402	GRNT23*416	07 CITY OF BECKLEY	402PM	3,500.00	0.00	3,500.00	114,752.78	N/A	71.14%



FY23 WV GOVERNORS HIGHWAY SAFETY PROGRAM MONTHLY GRANT LISTING REPORT September 30, 2023									
				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	T/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	% SPENT
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
402	GRNT23*415	08 CITY OF CHARLESTON	402OP	4,000.00	0.00	4,000.00		N/A	
402	GRNT23*415	08 CITY OF CHARLESTON	402PT	4,000.00	0.00	4,000.00		N/A	
402	GRNT23*415	08 CITY OF CHARLESTON	402SA	72,000.00	55,996.51	16,003.49		77.77%	
402	GRNT23*415	08 CITY OF CHARLESTON	402SB	5,000.00	1,205.96	3,794.04		24.12%	
402	GRNT23*415	08 CITY OF CHARLESTON	402SE	85,000.00	34,412.07	50,587.93		40.48%	
402	GRNT23*415	08 CITY OF CHARLESTON	402PM	20,000.00	20,000.00	0.00	111,614.54	100.00%	58.74%
402	GRNT23*411	09 CITY OF BECKLEY LEL	402OP	2,500.00	0.00	2,500.00		N/A	
402	GRNT23*411	09 CITY OF BECKLEY LEL	402PT	22,500.00	10,707.62	11,792.38		47.59%	
402	GRNT23*411	09 CITY OF BECKLEY LEL	402SA	202,508.00	126,001.23	76,506.77	136,708.85	62.22%	60.09%
402	GRNT23*417	10 WV STATE POLICE	402SE	130,000.00	109,983.16	20,016.84	109,983.16	84.60%	84.60%
402	GRNT23*494	11 TRAF SFTY RESOURCE PROS	402AL	294,600.00	26,935.84	177,664.16	26,935.84	13.17%	13.17%
402	GRNT23*419	12 AL BEVRG CNTRL ADM	402AL	65,000.00	64,999.74	0.26	64,999.74	100.00%	100.00%
402	GRNT23*420	14 MERCER CO COMM	402MC	2,000.00	0.00	2,000.00		N/A	
402	GRNT23*420	14 MERCER CO COMM	402OP	13,000.00	10,000.00	3,000.00		76.92%	
402	GRNT23*420	14 MERCER CO COMM	402PS	500.00	0.00	500.00		N/A	
402	GRNT23*420	14 MERCER CO COMM	402PT	2,000.00	125.00	1,875.00		6.25%	
402	GRNT23*420	14 MERCER CO COMM	402SA	87,890.00	51,643.80	36,246.20		58.76%	
402	GRNT23*420	14 MERCER CO COMM	402SB	1,500.00	0.00	1,500.00		N/A	
402	GRNT23*420	14 MERCER CO COMM	402SE	37,000.00	15,684.43	21,315.57		42.39%	
402	GRNT23*420	14 MERCER CO COMM	402PM	11,500.00	9,550.00	1,950.00	87,003.23	83.04%	55.99%
402	GRNT23*421	15 CITY OF BECKLEY DTASP	402PT	260,000.00	154,342.03	105,657.97		59.36%	
402	GRNT23*421	15 CITY OF BECKLEY DTASP	402SA	82,080.00	46,606.91	35,473.09	200,948.94	56.78%	58.74%
402	GRNT23*422	16 PUBLIC SERVICE COMM	402SE	19,000.00	19,000.00	0.00	19,000.00	100.00%	100.00%
402	GRNT23*423	17 MONONGALIA CO COMM	402SA	1,000.00	0.00	1,000.00		N/A	
402	GRNT23*423	17 MONONGALIA CO COMM	402SB	3,000.00	2,209.24	790.76		73.64%	
402	GRNT23*423	17 MONONGALIA CO COMM	402SE	27,000.00	10,031.43	16,968.57	12,240.67	37.15%	39.49%
402	GRNT23*424	18 CITY OF MORGANTOWN	402SA	500.00	0.00	500.00		N/A	
402	GRNT23*424	18 CITY OF MORGANTOWN	402SB	500.00	0.00	500.00		N/A	
402	GRNT23*424	18 CITY OF MORGANTOWN	402SE	12,000.00	1,360.22	10,639.78	1,360.22	11.34%	10.46%
402	GRNT23*425	19 MORGAN CO COMM	402SE	10,000.00	9,096.19	903.81	9,096.19	90.96%	90.96%
402	GRNT23*426	20 KAN CO COMM-SHERIFFS	402SA	1,000.00	0.00	1,000.00		N/A	
402	GRNT23*426	20 KAN CO COMM-SHERIFFS	402SB	2,000.00	0.00	2,000.00		N/A	
402	GRNT23*426	20 KAN CO COMM-SHERIFFS	402SE	31,000.00	6,919.40	24,080.60	6,919.40	22.32%	20.35%
402	402	TOTAL 402 SAFE COMM AWARDS		3,487,060.56	2,394,769.86	1,092,290.70	2,394,769.86	68.68%	68.68%
402	402	TOTAL UNAWARDED FUNDS		(2,099,461.23)	0.00	(2,099,461.23)	N/A	N/A	N/A
402	402	TOTAL 402 SAFE COMM GRANTS		1,387,599.33	2,394,769.86	(1,007,170.53)	2,394,769.86	N/A	68.68%

FY23 WV GOVERNORS HIGHWAY SAFETY PROGRAM MONTHLY GRANT LISTING REPORT September 30, 2023									
				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	T/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	%
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
405B	01-GHSP	01 GHSP OP PUBLIC EDUC	405BPVE	23,000.00	22,020.85	979.15	22,020.85	95.74%	95.74%
405B	GRNT23*412	02 CITY OF HUNTINGTON	405BHV	55,000.00	45,129.22	9,870.78		82.05%	
405B	GRNT23*412	02 CITY OF HUNTINGTON	405BPE	14,000.00	14,000.00	0.00		100.00%	
405B	GRNT23*412	02 CITY OF HUNTINGTON	405BCPS	5,000.00	2,488.66	2,511.34		49.77%	
405B	GRNT23*412	02 CITY OF HUNTINGTON	405BCSS	3,500.00	3,482.50	17.50	65,100.38	99.50%	84.00%
405B	GRNT23*413	04 CITY OF WHEELING	405BHV	11,000.00	5,144.06	5,855.94		46.76%	
405B	GRNT23*413	04 CITY OF WHEELING	405BPE	1,000.00	0.00	1,000.00		N/A	
405B	GRNT23*413	04 CITY OF WHEELING	405BCPS	6,500.00	5,111.95	1,388.05		78.65%	
405B	GRNT23*413	04 CITY OF WHEELING	405BCSS	4,500.00	4,033.12	466.88	14,289.13	89.62%	62.13%
405B	GRNT23*414	05 CITY OF CLARKSBURG	405BHV	20,500.00	4,438.31	16,061.69		21.65%	
405B	GRNT23*414	05 CITY OF CLARKSBURG	405BCPS	7,000.00	1,103.33	5,896.67		15.76%	
405B	GRNT23*414	05 CITY OF CLARKSBURG	405BCSS	4,000.00	3,991.40	8.60	9,533.04	99.79%	30.26%
405B	GRNT23*410	06 JEFFERSON CO COMM	405BHV	13,000.00	6,090.13	6,909.87	6,090.13	46.85%	46.85%
405B	GRNT23*416	07 CITY OF BECKLEY	405BHV	25,000.00	21,448.74	3,551.26		85.79%	
405B	GRNT23*416	07 CITY OF BECKLEY	405BPE	2,000.00	0.00	2,000.00		N/A	
405B	GRNT23*416	07 CITY OF BECKLEY	405BCPS	3,500.00	20.06	3,479.94		0.57%	
405B	GRNT23*416	07 CITY OF BECKLEY	405BCSS	3,000.00	2,258.11	741.89	23,726.91	75.27%	70.83%
405B	GRNT23*415	08 CITY OF CHARLESTON	405BHV	50,000.00	17,433.99	32,566.01		34.87%	
405B	GRNT23*415	08 CITY OF CHARLESTON	405BCPS	8,000.00	734.20	7,265.80		9.18%	
405B	GRNT23*415	08 CITY OF CHARLESTON	405BCSS	3,000.00	2,848.98	151.02	21,017.17	94.97%	34.45%
405B	GRNT23*411	09 CITY OF BECKLEY LEL	405BTRNG	20,000.00	3,675.81	16,324.19		18.38%	
405B	GRNT23*411	09 CITY OF BECKLEY LEL	405BCSS	1,500.00	0.00	1,500.00	3,675.81	N/A	17.10%
405B	GRNT23*417	10 WV STATE POLICE	405BHV	112,000.00	92,837.43	19,162.57	92,837.43	82.89%	82.89%
405B	GRNT23*420	14 MERCER CO COMM	405BHV	29,000.00	15,263.87	13,736.13		52.63%	
405B	GRNT23*420	14 MERCER CO COMM	405BPE	2,000.00	60.00	1,940.00		3.00%	
405B	GRNT23*420	14 MERCER CO COMM	405BCPS	4,500.00	55.00	4,445.00		1.22%	
405B	GRNT23*420	14 MERCER CO COMM	405BCSS	2,500.00	1,690.56	809.44	17,069.43	67.62%	44.92%
405B	GRNT23*422	16 PUBLIC SERVICE COMM	405BHV	10,000.00	10,000.00	0.00	10,000.00	100.00%	100.00%
405B	GRNT23*423	17 MONONGALIA CO COMM	405BHV	16,000.00	7,203.42	8,796.58	7,203.42	45.02%	45.02%
405B	GRNT23*424	18 CITY OF MORGANTOWN	405BHV	11,000.00	804.91	10,195.09	804.91	7.32%	7.32%
405B	GRNT23*425	19 MORGAN CO COMM	405BHV	13,000.00	13,000.00	0.00	13,000.00	100.00%	100.00%
405B	GRNT23*426	20 KAN CO COMM-SHERIFFS	405BHV	12,500.00	6,683.57	5,816.43	6,683.57	53.47%	53.47%
405B	405B	TOTAL 405B OCC PROT AWARDS		496,500.00	313,052.18	183,447.82	313,052.18	63.05%	63.05%
405B	405B	TOTAL UNAWARDED FUNDS		(304,813.67)	0.00	(304,813.67)	N/A	N/A	N/A
405B	405B	TOTAL 405B OCC PROT GRANTS		191,686.33	313,052.18	(121,365.85)	313,052.18	N/A	63.05%
405C	01-GHSP	01 GHSP TRAFFIC RECORDS	405C	302,000.00	65,933.27	236,066.73	65,933.27	21.83%	21.83%
405C	GRNT23*412	02 CITY OF HUNTINGTON	405C	82,500.00	82,500.00	0.00	82,500.00	100.00%	100.00%
405C	GRNT23*413	04 CITY OF WHEELING	405C	30,000.00	6,272.00	23,728.00	6,272.00	20.91%	20.91%
405C	GRNT23*414	05 CITY OF CLARKSBURG	405C	40,000.00	39,987.33	12.67	39,987.33	99.97%	99.97%
405C	GRNT23*410	06 JEFFERSON CO COMM	405C	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405C	GRNT23*416	07 CITY OF BECKLEY	405C	30,000.00	27,029.00	2,971.00	27,029.00	90.10%	90.10%
405C	GRNT23*415	08 CITY OF CHARLESTON	405C	40,000.00	7,851.03	32,148.97	7,851.03	19.63%	19.63%
405C	GRNT23*411	09 CITY OF BECKLEY LEL	405C	50,000.00	47,570.02	2,429.98	47,570.02	95.14%	95.14%
405C	GRNT23*420	14 MERCER CO COMM	405C	35,000.00	31,828.67	3,171.33	31,828.67	90.94%	90.94%
405C	GRNT23*425	19 MORGAN CO COMM	405C	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405C	GRNT23*426	20 KANAWHA CO COMM	405C	10,000.00	0.00	10,000.00	0.00	N/A	0.00%
405C	405C	TOTAL 405C TRAFFIC RECORDS AWARDS		629,500.00	308,971.32	320,528.68	308,971.32	49.08%	49.08%
405C	405C	TOTAL UNAWARDED FUNDS		(130,206.52)	0.00	(130,206.52)	N/A	N/A	N/A
405C	405C	TOTAL 405C TRAFFIC RECORDS GRANTS		499,293.48	308,971.32	190,322.16	308,971.32	N/A	49.08%

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				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	1/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	%
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
405D	01-GHSP	01 GHSP PAID MEDIA	405DPM	342,000.00	305,577.76	36,422.24	305,577.76	89.35%	89.35%
405D	01-GHSP	01 GHSP TRAINING (TSRP)	405DTRNG	75,250.00	0.00	75,250.00	0.00	N/A	0.00%
405D	GRNT23*412	02 CITY OF HUNTINGTON	405DHVE	71,500.00	24,317.49	47,182.51		34.01%	
405D	GRNT23*412	02 CITY OF HUNTINGTON	405DIDC	41,000.00	24,761.17	16,238.83		60.39%	
405D	GRNT23*412	02 CITY OF HUNTINGTON	405DPM	6,000.00	6,000.00	0.00		100.00%	
405D	GRNT23*412	02 CITY OF HUNTINGTON	405DTRNG	132,000.00	48,693.98	83,306.02	103,772.64	36.89%	41.43%
405D	GRNT23*413	04 CITY OF WHEELING	405DHVE	35,000.00	15,658.74	19,341.26		44.74%	
405D	GRNT23*413	04 CITY OF WHEELING	405DPM	2,000.00	2,000.00	0.00		N/A	
405D	GRNT23*413	04 CITY OF WHEELING	405DTRNG	2,000.00	0.00	2,000.00		N/A	
405D	GRNT23*413	04 CITY OF WHEELING	405DOT	2,000.00	252.72	1,747.28	15,911.46	12.64%	38.81%
405D	GRNT23*414	05 CITY OF CLARKSBURG	405DHVE	55,000.00	25,452.75	29,547.25		46.28%	
405D	GRNT23*414	05 CITY OF CLARKSBURG	405DPM	7,500.00	7,013.00	487.00		93.51%	
405D	GRNT23*414	05 CITY OF CLARKSBURG	405DTRNG	2,000.00	0.00	2,000.00		N/A	
405D	GRNT23*414	05 CITY OF CLARKSBURG	405DOT	20,500.00	19,846.55	653.45	52,312.30	96.81%	61.54%
405D	GRNT23*410	06 JEFFERSON CO COMM	405DHVE	20,000.00	3,648.08	16,351.92	3,648.08	18.24%	18.24%
405D	GRNT23*416	07 CITY OF BECKLEY	405DHVE	76,000.00	63,678.67	12,321.33		83.79%	
405D	GRNT23*416	07 CITY OF BECKLEY	405DPM	4,000.00	440.00	3,560.00		11.00%	
405D	GRNT23*416	07 CITY OF BECKLEY	405DTRNG	2,000.00	669.95	1,330.05		33.50%	
405D	GRNT23*416	07 CITY OF BECKLEY	405DOT	6,000.00	0.00	6,000.00	64,788.62	N/A	73.62%
405D	GRNT23*415	08 CITY OF CHARLESTON	405DHVE	110,000.00	71,604.54	38,395.46		65.10%	
405D	GRNT23*415	08 CITY OF CHARLESTON	405DPM	15,000.00	15,000.00	0.00		100.00%	
405D	GRNT23*415	08 CITY OF CHARLESTON	405DTRNG	5,000.00	0.00	5,000.00		N/A	
405D	GRNT23*415	08 CITY OF CHARLESTON	405DOT	2,000.00	0.00	2,000.00	86,604.54	N/A	65.61%
405D	GRNT23*411	09 CITY OF BECKLEY LEL	405DTRNG	15,000.00	0.00	15,000.00	0.00	N/A	0.00%
405D	GRNT23*417	10 WV STATE POLICE	405DHVE	245,000.00	232,227.51	12,772.49		94.79%	
405D	GRNT23*417	10 WV STATE POLICE	405DTRNG	2,000.00	0.00	2,000.00		N/A	
405D	GRNT23*417	10 WV STATE POLICE	405DIS	3,000.00	0.00	3,000.00	232,227.51	N/A	92.89%
405D	GRNT23*420	14 MERCER CO COMM	405DHVE	47,000.00	15,535.30	31,464.70		33.05%	
405D	GRNT23*420	14 MERCER CO COMM	405DPM	12,000.00	3,150.00	8,850.00		26.25%	
405D	GRNT23*420	14 MERCER CO COMM	405DTRNG	3,000.00	0.00	3,000.00		N/A	
405D	GRNT23*420	14 MERCER CO COMM	405DOT	4,500.00	0.00	4,500.00	18,685.30	N/A	28.10%
405D	GRNT23*423	17 MONONGALIA CO COMM	405DHVE	73,000.00	27,002.67	45,997.33	27,002.67	36.99%	36.99%
405D	GRNT23*424	18 CITY OF MORGANTOWN	405DHVE	29,000.00	351.80	28,648.20	351.80	1.21%	1.21%
405D	GRNT23*425	19 MORGAN CO COMM	405DHVE	6,000.00	2,544.97	3,455.03	2,544.97	42.42%	42.42%
405D	GRNT23*426	20 KANAWHA CO COMM	405DHVE	32,000.00	10,024.70	21,975.30	10,024.70	31.33%	31.33%
405D	405D	TOTAL 405D IMP DRIVING AWARDS		1,505,250.00	923,452.35	581,797.65	923,452.35	61.35%	61.35%
405D	405D	TOTAL UNAWARDED FUNDS		(878,856.97)	0.00	(878,856.97)	N/A	N/A	N/A
405D	405D	TOTAL 405D IMPAIRED DRIVING GRANTS		626,393.03	923,452.35	(297,059.32)	923,452.35	N/A	61.35%

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				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	T/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	% SPENT
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
405E	01-GHSP	01 GHSP DIST DRIVING PM	405EPM	975,000.00	568,092.64	406,907.36	568,092.64	58.27%	58.27%
405E	GRNT23*412	02 CITY OF HUNTINGTON	405EDDLE	35,000.00	34,842.93	157.07		99.55%	
405E	GRNT23*412	02 CITY OF HUNTINGTON	405EDE	14,000.00	11,170.00	2,830.00		79.79%	
405E	GRNT23*412	02 CITY OF HUNTINGTON	405EPM	1,000.00	936.69	63.31		93.67%	
405E	GRNT23*412	02 CITY OF HUNTINGTON	405EPM	11,000.00	11,000.00	0.00	57,949.62	100.00%	95.00%
405E	GRNT23*413	04 CITY OF WHEELING	405EDDLE	12,000.00	6,247.69	5,752.31		52.08%	
405E	GRNT23*413	04 CITY OF WHEELING	405EDE	2,000.00	69.18	1,930.82		3.46%	
405E	GRNT23*413	04 CITY OF WHEELING	405EPM	3,000.00	0.00	3,000.00	6,316.87	N/A	37.16%
405E	GRNT23*414	05 CITY OF CLARKSBURG	405EDDLE	24,000.00	19,690.06	4,309.94		82.04%	
405E	GRNT23*414	05 CITY OF CLARKSBURG	405EDE	15,000.00	1,400.00	13,600.00		9.33%	
405E	GRNT23*414	05 CITY OF CLARKSBURG	405EPM	5,000.00	3,600.00	1,400.00	24,690.06	72.00%	56.11%
405E	GRNT23*410	06 JEFFERSON CO COMM	405EDDLE	15,000.00	6,994.92	8,005.08	6,994.92	46.63%	46.63%
405E	GRNT23*416	07 CITY OF BECKLEY	405EDDLE	16,000.00	15,977.40	22.60		99.86%	
405E	GRNT23*416	07 CITY OF BECKLEY	405EDE	2,000.00	0.00	2,000.00		N/A	
405E	GRNT23*416	07 CITY OF BECKLEY	405EPM	5,000.00	0.00	5,000.00	15,977.40	N/A	69.47%
405E	GRNT23*415	08 CITY OF CHARLESTON	405EDDLE	39,000.00	9,295.63	29,704.37		23.83%	
405E	GRNT23*415	08 CITY OF CHARLESTON	405EDE	15,000.00	0.00	15,000.00		N/A	
405E	GRNT23*415	08 CITY OF CHARLESTON	405EPM	11,000.00	10,000.00	1,000.00	19,295.63	90.91%	29.69%
405E	GRNT23*411	09 CITY OF BECKLEY LEL	405ESO	100,000.00	0.00	100,000.00	0.00	N/A	0.00%
405E	GRNT23*417	10 WV STATE POLICE	405EDDLE	90,000.00	59,939.99	30,060.01	59,939.99	66.60%	66.60%
405E	GRNT23*420	14 MERCER CO COMM	405EDDLE	12,000.00	3,281.17	8,718.83		27.34%	
405E	GRNT23*420	14 MERCER CO COMM	405EDE	15,000.00	0.00	15,000.00		N/A	
405E	GRNT23*420	14 MERCER CO COMM	405EPM	5,000.00	2,100.00	2,900.00	5,381.17	42.00%	16.82%
405E	GRNT23*422	16 PUBLIC SERVICE COMM	405EDDLE	30,000.00	29,982.49	17.51	29,982.49	99.94%	99.94%
405E	GRNT23*423	17 MONONGALIA CO COMM	405EDDLE	15,000.00	1,968.04	13,031.96	1,968.04	13.12%	13.12%
405E	GRNT23*424	18 CITY OF MORGANTOWN	405EDDLE	10,000.00	471.30	9,528.70	471.30	4.71%	4.71%
405E	GRNT23*425	19 MORGAN CO COMM	405EDDLE	10,000.00	8,229.66	1,770.34	8,229.66	82.30%	82.30%
405E	GRNT23*426	20 KANAWHA CO COMM	405EDDLE	20,000.00	9,163.00	10,837.00	9,163.00	45.82%	45.82%
405E	405E	TOTAL 405E DIST DRIVING AWARDS		1,507,000.00	814,452.79	692,547.21	814,452.79	54.04%	54.04%
405E	405E	TOTAL UNAWARDED FUNDS		72,535.30	0.00	72,535.30	N/A	N/A	N/A
405E	405E	TOTAL 405E DIST DRIVING GRANTS		1,579,535.30	814,452.79	765,082.51	814,452.79	N/A	54.04%
405F	GRNT23*411	09 CITY OF BECKLEY LEL	405FMT	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405F	01-GHSP	01 GHSP PAID MEDIA	405FMA	41,000.00	40,027.29	972.71	40,027.29	97.63%	97.63%
405F	FA405F	TOTAL 405F MOTORCYCLE SFTY AWARDS		46,000.00	40,027.29	5,972.71	40,027.29	87.02%	87.02%
405F	FA405F	TOTAL UNAWARDED FUNDS		11,704.47	0.00	11,704.47	N/A	N/A	N/A
405F	FA405F	TOTAL 405F MTRCYCL SFTY GRANTS		57,704.47	40,027.29	17,677.18	40,027.29	N/A	87.02%

FY23 WV GOVERNORS HIGHWAY SAFETY PROGRAM MONTHLY GRANT LISTING REPORT September 30, 2023									
				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	T/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	% SPENT
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
BIL 402	01-GHSP	01 PLANNING & ADMIN	402PA	858,247.00	0.00	858,247.00		N/A	
BIL 402	01-GHSP	01 GHSP ALCOHOL	402AL	200,000.00	0.00	200,000.00		N/A	
BIL 402	01-GHSP	01 GHSP MOTORCYCLE SAFETY	402MC	25,000.00	0.00	25,000.00		N/A	
BIL 402	01-GHSP	01 GHSP OCCUPANT PROTECTION	402OP	50,000.00	0.00	50,000.00		N/A	
BIL 402	01-GHSP	01 GHSP PED/BICYCLE SAFETY	402PS	5,000.00	0.00	5,000.00		N/A	
BIL 402	01-GHSP	01 GHSP POLICE TRAFFIC SVCS	402PT	300,000.00	0.00	300,000.00		N/A	
BIL 402	01-GHSP	01 GHSP TRAFFIC RECORDS	402TR	80,000.00	0.00	80,000.00		N/A	
BIL 402	01-GHSP	01 GHSP DRIVER EDUC	402DE	10,000.00	0.00	10,000.00		N/A	
BIL 402	01-GHSP	01 GHSP SAFE COMMUNITIES	402SA	3,064,962.87	0.00	3,064,962.87		N/A	
BIL 402	01-GHSP	01 GHSP PUPIL TRANS SAFETY	402SB	30,000.00	0.00	30,000.00		N/A	
BIL 402	01-GHSP	01 GHSP SPEED ENFORCEMENT	402SE	500,000.00	0.00	500,000.00		N/A	
BIL 402	01-GHSP	01 GHSP PAID MEDIA	402PM	500,000.00	0.00	500,000.00		N/A	
BIL 402	01-GHSP	01 GHSP SPECIAL OCC PROT	402SO	100,000.00	0.00	100,000.00	0.00	N/A	0.00%
BIL 402		TOTAL BIL402		5,723,209.87	0.00	5,723,209.87	0.00	N/A	0.00%
BIL 405B HIGH	1GHSP	01 GHSP HIGH VIS ENFORCEMENT	405BHVE	150,000.00	0.00	150,000.00		N/A	0.00%
BIL 405B HIGH	1GHSP	01 GHSP HIGH OCCPROT TRNG	405BTRNG	30,000.00	0.00	30,000.00		N/A	
BIL 405B HIGH	1GHSP	01 GHSP HIGH PUB EDUC	405BPE	85,000.00	0.00	85,000.00		N/A	
BIL 405B HIGH	1GHSP	01 GHSP HIGH CPS SVCS	405BCPS	45,000.00	0.00	45,000.00		N/A	
BIL 405B HIGH	1GHSP	01 GHSP HIGH CSS PUR/DIST	405BCSS	26,000.00	0.00	26,000.00		N/A	
BIL 405B HIGH	1GHSP	01 GHSP HIGH VIS OTHER	405BOP	3,108.52	0.00	3,108.52	0.00	N/A	0.00%
BIL 405B OP HIGH		TOTAL BIL405B OP HIGH		339,108.52	0.00	339,108.52	0.00	N/A	0.00%
BIL 405B LOW	1GHSP	01 GHSP LOW VIS ENFORCEMENT	405BHVE	349,186.04	0.00	349,186.04		N/A	0.00%
BIL 405B LOW	1GHSP	01 GHSP LOW OCCPROT TRNG	405BTRNG	0.00	0.00	0.00		#DIV/0!	
BIL 405B LOW	1GHSP	01 GHSP LOW PUB EDUC	405BPE	0.00	0.00	0.00		#DIV/0!	
BIL 405B LOW	1GHSP	01 GHSP LOW CPS SVCS	405BCPS	0.00	0.00	0.00		#DIV/0!	
BIL 405B LOW	1GHSP	01 GHSP LOW CSS PUR/DIST	405BCSS	0.00	0.00	0.00	0.00	#DIV/0!	0.00%
BIL 405B OP LOW		TOTAL BIL405B OP LOW		349,186.04	0.00	349,186.04	0.00	N/A	0.00%
BIL 405C	1GHSP	01 GHSP DATA PROGRAM	405C	779,041.64	0.00	779,041.64	0.00	N/A	0.00%
BIL 405D	1GHSP	01 GHSP IMP DRIV HIGH VIS ENF	405DHVE	2,460,014.16	0.00	2,460,014.16		N/A	
BIL 405D	1GHSP	01 GHSP IMP DRIV HIGH COOR	405DIDC	120,000.00	0.00	120,000.00		N/A	
BIL 405D	1GHSP	01 GHSP IMP DRIV HIGH PD MEDIA	405DPM	5,000.00	0.00	5,000.00		N/A	
BIL 405D	1GHSP	01 GHSP IMP DRIV HIGH TRAINING	405DTRNG	92,000.00	0.00	92,000.00		N/A	
BIL 405D	1GHSP	01 GHSP IMP DRIV HIGH OTHER	405DOT	46,000.00	0.00	46,000.00		N/A	
BIL 405D		TOTAL BIL FA405D		2,723,014.16	0.00	2,723,014.16	0.00	N/A	0.00%
BIL 405E	1GHSP	01 GHSP DIST DRIVENF	405EDDLE	5,209,793.74	0.00	5,209,793.74		N/A	
BIL 405E	1GHSP	01 GHSP DIST DRIV TRAF RECRDS	405ETR	112,000.00	0.00	112,000.00		N/A	
BIL 405E	1GHSP	01 GHSP DIST DRIV DRIVER EDUC	405EDE	56,000.00	0.00	56,000.00		N/A	
BIL 405E	1GHSP	01 GHSP DIST DRIV PD MEDIA	405EPM	354,000.00	0.00	354,000.00		N/A	
BIL 405E	1GHSP	01 GHSP DIST DRIV SPEC OP	405ESO	37,000.00	0.00	37,000.00		N/A	
BIL 405E		TOTAL BIL FA405E		5,768,793.74	0.00	5,768,793.74	0.00	N/A	0.00%
BIL 405F	1GHSP	01 GHSP MTRCYCLE SFT TRAINING	405FMT	3,000.00	0.00	3,000.00		N/A	
BIL 405F	1GHSP	01 GHSP MTRCYCLE SFT AWARENS	405FMA	81,337.34	0.00	81,337.34		N/A	
BIL 405F		TOTAL BIL FA405F		84,337.34	0.00	84,337.34	0.00	N/A	0.00%
BILL	BILL	TOTAL UNAWARDED BIL GRANTS		15,766,691.31	0.00	15,766,691.31	0.00	N/A	0.00%

FY23 WV GOVERNORS HIGHWAY SAFETY PROGRAM MONTHLY GRANT LISTING REPORT September 30, 2023									
				ADJUSTED	FINAL	FINAL	GRANTEE TOT	M	1/GRANTEE
				AWARD	9/30/23	9/30/23	EXP TO DATE	%	%
	GRANT #	GRANTEE	PROGRAM		EXPENSES	BALANCE		SPENT	TO DATE
SUPPBIL 402	1GHSP	01 GHSP PLANNING & ADMIN	402PA	47,158.00	0.00	47,158.00		N/A	
SUPPBIL 402	1GHSP	01 GHSP SAFE COMMUNITIES	402SA	272,749.62	0.00	272,749.62		N/A	
SUPPBIL 402		TOTAL BIL FA402		319,907.62	0.00	319,907.62	0.00	N/A	0.00%
SUPPBIL 405B HIGH	1GHSP	01 GHSP OCCPROT HIGH VIS ENF	405BHVE	22,170.54	0.00	22,170.54	0.00	N/A	0.00%
SUPPBIL 405B LOW	1GHSP	01 GHSP OCCPROT LOW VIS ENF	405BHVE	22,170.54	0.00	22,170.54	0.00	N/A	0.00%
SUPPBIL 405C	1GHSP	01 GHSP DATA PROGRAM	405C	50,201.78	0.00	50,201.78	0.00	N/A	0.00%
SUPPBIL 405D	1GHSP	01 GHSP IMP DRIV MID HGH VIS ENF	405DHVE	175,914.07	0.00	175,914.07	0.00	N/A	0.00%
SUPPBIL 405E	1GHSP	01 GHSP DISTDRIVENF	405EDDLE	410,706.25	0.00	410,706.25	0.00	N/A	0.00%
SUPPBIL 405F	1GHSP	01 GHSP MTRCYCLE SFT AWARENS	405FMA	5,433.91	0.00	5,433.91	0.00	N/A	0.00%
SUPPBIL		TOTAL UNAWARDED SUPPBIL GRANTS		1,006,504.71	0.00	1,006,504.71	0.00	N/A	0.00%
BIL/SUPPBILL	BIL/SUPPBILL	TOTAL UNAWARDED BIL & SUPPBIL GRANTS		16,773,196.02	0.00	16,773,196.02	0.00	N/A	0.00%
NHTSA	FED GRANTS	TOTAL FEDERAL NHTSA AWARDS		7,671,310.56	4,794,725.79	2,876,584.77	4,794,725.79	62.50%	62.50%
NHTSA	FED GRANTS	TOTAL UNAWARDED FUNDS		13,444,097.40	0.00	13,444,097.40	N/A	N/A	N/A
NHTSA	FED GRANTS	TOTAL FEDERAL NHTSA GRANTS		21,115,407.96	4,794,725.79	16,320,682.17	4,794,725.79	62.50%	62.50%
DOHW	GRNT23*412	02 CITY OF HUNTINGTON	DOHW	10,000.00	9,931.44	68.56	9,931.44	99.31%	99.31%
DOHW	GRNT23*413	04 CITY OF WHEELING	DOHW	25,000.00	20,823.59	4,176.41	20,823.59	83.29%	83.29%
DOHW	GRNT23*414	05 CITY OF CLARKSBURG	DOHW	5,000.00	63.36	4,936.64	63.36	1.27%	1.27%
DOHW	GRNT23*410	06 JEFFERSON CO COMM	DOHW	15,000.00	3,485.57	11,514.43	3,485.57	23.24%	23.24%
DOHW	GRNT23*416	07 CITY OF BECKLEY	DOHW	20,000.00	19,955.13	44.87	19,955.13	99.78%	99.78%
DOHW	GRNT23*415	08 CITY OF CHARLESTON	DOHW	30,000.00	2,677.61	27,322.39	2,677.61	8.93%	8.93%
DOHW	GRNT23*417	10 WV STATE POLICE	DOHW	30,000.00	24,915.08	5,084.92	24,915.08	83.05%	83.05%
DOHW	GRNT23*420	14 MERCER CO COMM	DOHW	20,000.00	0.00	20,000.00	0.00	N/A	N/A
DOHW	GRNT23*424	18 CITY OF MORGANTOWN	DOHW	10,000.00	754.87	9,245.13	754.87	7.55%	7.55%
DOHW	GRNT23*425	19 MORGAN CO COMM	DOHW	7,500.00	1,463.20	6,036.80	1,463.20	19.51%	19.51%
DOHW	GRNT23*426	20 KAN CO COMM SHERIFFS	DOHW	10,000.00	609.84	9,390.16	609.84	6.10%	6.10%
DOHW	DOHWZ	TOTAL DOHWZ AWARDS		182,500.00	84,679.69	97,820.31	84,679.69	46.40%	46.40%
DOHW	DOHWZ	TOTAL UNAWARDED FUNDS		102,475.34	0.00	102,475.34	N/A	N/A	N/A
DOHW	DOHWZ	TOTAL DOHWZ GRANTS		284,975.34	84,679.69	200,295.65	84,679.69	46.40%	46.40%
						0.00			
ALL		TOTAL HIGHWAY SAFETY AWARDS		7,853,810.56	4,879,405.48	2,974,405.08	4,879,405.48	62.13%	62.13%
ALL		TOTAL UNAWARDED FUNDS		13,546,572.74	0.00	13,546,572.74	N/A	N/A	N/A
ALL		TOTAL HIGHWAY SAFETY GRANTS		21,400,383.30	4,879,405.48	16,520,977.82	4,879,405.48	62.13%	62.13%
						0.00	0.00		
FED		TOTAL PAID MEDIA (MEMO)		3,025,271.25	1,424,067.12	1,601,204.13	1,424,067.12	47.07%	47.07%

## Notes