

WEST VIRGINIA

GOVERNOR'S HIGHWAY SAFETY PROGRAM

ANNUAL REPORT 2020



GHSP 

WEST VIRGINIA GOVERNOR'S HIGHWAY SAFETY PROGRAM

OCTOBER 1, 2019 - SEPTEMBER 30, 2020

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State of West Virginia

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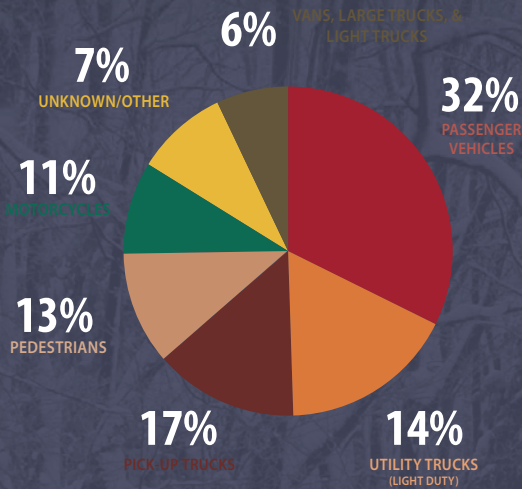
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90.17%
SEAT BELT USE

260
TRAFFIC FATALITIES

AS OF 12/31/19

FATALITIES BY VEHICLE TYPES



24 WERE DRIVERS UNDER AGE 20

73 WERE UNRESTRAINED (NOT USING A SEAT BELT)

56 WERE ALCOHOL-IMPAIRED WITH A BAC OVER .08

85 WERE MOTORISTS KILLED IN SPEED-RELATED CRASHES

19 WERE MOTORCYCLISTS WEARING HELMETS

9 WERE MOTORCYCLISTS NOT WEARING HELMETS

31 WERE PEDESTRIANS KILLED BY MOTORISTS

3 WERE BICYCLISTS KILLED BY MOTORISTS

906 TOTAL SERIOUS CRASH INJURIES 

1.43 TOTAL FATALITIES PER VMT 

 **55** CHILD SAFETY SEAT FITTING STATIONS

 **253** NATIONALLY CERTIFIED CHILD PASSENGER SAFETY TECHNICIANS

 **243** CHILD SAFETY SEATS PROVIDED TO QUALIFYING FAMILIES

 **1,333** CHILD SAFETY SEATS CHECKED FOR PROPER INSTALLATION

Executive Summary

The West Virginia Governor's Highway Safety Program (GHSP) faced numerous challenges in FFY 2020, and like every other state Highway Safety Program across the country, the COVID-19 pandemic was the number one challenge, virtually shutting down our efforts less than midway through the year. With growing concern of COVID-19 and its spread, Governor Jim Justice declared a State of Emergency in West Virginia on March 16, 2020, and on March 18, 2020, ordered cabinet secretaries to determine non-essential state employees who could work from home. GHSP employees were designated as in that group, which in itself presented numerous challenges. However, the GHSP staff quickly resolved many of those issues faced in the early days of suddenly being forced to work from home, and we managed to operate throughout the remainder of FFY 2020 with minor complications.

Over the next couple of weeks, much of the state was shut down by the Governor, including schools, most non-essential businesses and city and county governments, and most law enforcement agencies restricted their duties to only the most serious infractions. In most cases, traffic enforcement came to a standstill throughout the state. The GHSP had several law enforcement training sessions, mobilizations, and other projects planned, and we had to assess whether to proceed or cancel them. NHTSA eventually made the decision to postpone and reschedule the May 2020 National *Click It or Ticket* (CIOT) blitz (rescheduled for November 2020) and the April 2020 Distracted Driving Enforcement campaign (rescheduled for October 2020).

The cancellation of these mobilizations also required rescheduling of paid media buys that went along with the enforcement campaigns, both on the state and Regional Traffic Safety Program level. With the majority of the media buys, we and the Regional Programs were able to successfully reschedule programming. West Virginia also conducts three mini CIOT campaigns throughout the year (October, March, and August), and fortunately all three were conducted. Each year, West Virginia conducts their NHTSA-required Scientific Seat Belt Survey in late May/early June. Because of the COVID-19 pandemic, NHTSA gave states the option of foregoing the 2020 survey without penalty. West

Virginia opted to not conduct the survey.

Since 2013, the GHSP has sponsored a 3-day *Highway2Enforcement* (H2E) Conference, which focused on DUI training and recognition of law enforcement officers for their outstanding DUI enforcement efforts. For 2020, the annual conference was suspended for budgetary reasons. Instead, the GHSP planned to host an awards banquet/luncheon in April 2020. After the state shut down, the GHSP made the decision in mid-March to cancel the banquet.

Nearly every aspect of highway safety was eventually cancelled, not only on the state level, but also by our Regional Traffic Safety Programs and all other grantees. This included numerous law enforcement trainings in every field (DRE, DUI, OP, etc.), enforcement and enforcement campaigns/mobilizations, awards banquets, school and community events, monitoring, and other meetings (local, state, and national). In April 2020, GHSP Director Bob Tipton formally suspended all law enforcement traffic safety overtime by all grantees as several agencies had already notified GHSP that they would not be working. This directive was eventually lifted on May 21, 2020. In May, Governor Justice slowly allowed for the reopening of many businesses throughout the state (with restrictions) as West Virginia reached the lowest rate of COVID-19 transmission in the United States. Even with the reopening of the state, GHSP staff and many grantees continued to work from home, with occasional reporting to worksites.

As expected, traffic citations/arrests in all categories declined for the year, and most significantly during March through May 2020 (see chart on Page 7).

In addition to obstacles encountered by the COVID-19 pandemic, the GHSP faced other issues which had an impact on the overall Highway Safety Program. During the 2020 Legislature, Senate Bill 130, which eliminated the administrative process for revocation

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or suspension of a person's license to operate a motor vehicle while under the influence of alcohol, controlled substances, or drugs, was enacted into law. That authority was transferred from the Office of Administrative Hearings to the criminal court system (Magistrate and Municipal) effective July 1, 2020. The impact this will have on DUI arrests and adjudication remains to be seen. On a positive note, the West Virginia Legislature closed a "loophole" in West Virginia's Graduated Driver's Licensing (GDL) statute, which resulted in West Virginia's qualification for a NHTSA Section 405e Distracted Driving grant for FFY 2021 in the amount of nearly \$2.4 million.

In FFY 2020, three valued GHSP staff members resigned to take other positions outside of the GHSP office. Harry Anderson, our Alcohol Programs Coordinator/Grant Program Manager resigned in February 2020; Jolene Willard, our Distracted Driving Coordinator/Grant Program Manager resigned in May 2020; and Traffic Records Coordinator Scott Harvey resigned in August 2020. Mr. Anderson and Mr. Harvey both took positions in the Division of Motor Vehicles, which is where the GHSP Office is housed, and are both in positions that allow for collaboration with the GHSP Office. They have continued to be a valuable resource for GHSP, despite not being actually employed by the GHSP. Since the departure of these three employees, the GHSP has hired two additional Program Managers at the end of September 2020, and we anticipate the hiring of a new Traffic Records Coordinator in early 2021.

Despite the disruption of the COVID-19 pandemic and the departure of staff members, the West Virginia Governor's Highway Safety Program continued its mission to promote safe driving practices throughout the year to the best of its ability. Through grassroots regional and community-based programs to statewide high visibility enforcement campaigns, though limited in FFY 2020, 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. GHSP staff kept the workflow going without any major issues. All Requests for Reimbursements were paid to grantees in a timely

manner; communication continued between staff and grantees utilizing Microsoft TEAMS, Skype, email, and text messaging. Although enforcement was minimized, particularly during the early months of the pandemic, and many community-based efforts were cancelled and are still unable to be carried out, paid media and earned media efforts never wavered, and our safety messages continued to reach the general public. As exhibited by the West Virginia Traffic Safety Trends on page 11, West Virginia has made significant progress over the last decade in all Core Performance Measures in every category between 2009 and 2019 (the year last certified data is available) with exceptions to Motorcyclist/Unhelmeted Motorcyclist Fatalities, Pedestrian Fatalities, and Bicycle Fatalities. In the majority of performance measures, the GHSP expects this progress to continue through 2020, but we are cognizant that there are still performance measures that we need to strive harder to meet.

Traffic Safety Information System Improvements

The Traffic Records Program is located within the West Virginia Governor's Highway Safety Program 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 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). The Traffic Records Coordinator resigned in August 2020, and we are currently interviewing for the vacancy.

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 of the 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, 2020, 192 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.

- ***In FFY 2020, 302,758 eCitations were processed into the Electronic Citation System. This is an increase of 57,679 from 245,079 FFY 2019 eCitations.***
- ***In FFY 2020, of the 57,679 new citations, 55,017 were traffic-related and 2,662 were criminal-related.***
- ***In FFY 2020, of the 57,679 new citations, 42,687 were non-warning type citations and 14,992 were warnings.***
- ***In FFY 2020, of the 57,679 new citations, 30,077 have been adjudicated by a Municipal Court or Magistrate Court.***

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

Training Classes Coordinated through GHSP

The GHSP encourages continuing education for its law enforcement officers 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. Because of the COVID-19 pandemic, the



TSRP Training Session during FFY 2020

number of trainings held were drastically reduced in FFY 2020 as many of the courses required hands-on or in-person instruction. The classes that were held occurred prior to the COVID-19 pandemic shutdown. All other scheduled classes were cancelled.

After being without a Traffic Safety Resource Prosecutor (TSRP) during FFY 2017, the GHSP was successful in filling this role for FFY 2018 through the Kanawha County Prosecuting Attorney's Office. In FFY 2020, the TSRP program trained 248 prosecutors, as well as 377 law enforcement officers and 107 other traffic safety personnel across the state. Training included a DRE program overview for Assistant Attorney Generals, *Prosecuting the Drugged Driver*, and *DUI-D Nuts and Bolts*. This position helps fill in the training and education needs of law enforcement, emergency personnel, and legal professionals in highway safety-related issues. In addition, this position helps promote and expand partnerships to improve highway safety.

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Child Passenger Safety	Classes	Students
CPS Technician Certification	1	13
CPS Technician Renewal	1	4
CPST Technical Update	0	0
Law Enforcement Only Training	Classes	Students
Speed Enforcement & Radar/Lidar	3	27
LE Occupant Protection	6	137
Sobriety Checkpoints	1	11
DUI Detection (Drugs and/or Alcohol)	3	79
Crash Data & Reconstruction	2	33

Statewide Law Enforcement Liaison (LEL) Program

The Law Enforcement Liaison (LEL) serves as a link between the West Virginia 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.

During FFY 2020, the LEL focused on the education of the public and law enforcement community in state and national highway safety programs, initiatives, and campaigns. The Law Enforcement Liaison Office either provided instruction or funded classes directed toward officer safety and enforcement issues, and programs for public education concerning child and highway safety. The LEL acted on behalf of the West Virginia Governor's Highway Safety Program 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 LEL covers the southern region. During the majority of FFY 2020, the state and nation were affected by the COVID-19 pandemic which resulted in a reduction of all activities.

In FFY 2020, the Law Enforcement Liaison Office planned several training classes for law enforcement and the general public. However, the COVID-19 pandemic affected most of the training classes scheduled, and it was necessary to cancel training due to the nature of the classes, which required hands-on or in-person instruction. Prior to the COVID-19 outbreak, the following classes were held:

SOBRIETY CHECKPOINTS: One class was conducted to train supervisors in the proper administration of sobriety checkpoints.

ALCO SENSOR FST TRAINING: One class was conducted to train and certify law enforcement officer in the use of preliminary breath testing.

OCCUPANT PROTECTION: During FFY 2020, the LEL contributed to several programs relating to occupant protection. Programs included Child Passenger Safety Technician Training, 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. Plans for a CPS Special Needs course were made with some materials purchased, however, due to the pandemic this class was not conducted.

MOTORCYCLE SAFETY: In FFY 2020, the Law Enforcement Liaison Office purchased materials for the education of the public concerning ATV/Motorcycle Safety for statewide distribution

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 and a clerical assistant.

Data Tracking & Agency Support Program (DTASP) & 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 FFY 2020, 176 agencies were registered with the program, up from 170 in FFY 2019 and 146 in FFY 2018.

Participation in DTASP is now a prerequisite for receiving grant funding from the WV 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.

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 FFY 2020, the WV Lifesavers Program had a total of 1005 registered members, up from 989 members in FFY 2019.

Unfinished/Cancelled Projects

The following projects listed in the FFY 2020 Highway Safety Plan were not implemented:

H2E Conference: Due to rising costs of the Conference, a decision was made in late 2019 to not hold the conference in May 2020. Instead, we opted to host a statewide awards banquet to recognize outstanding service in the field of traffic safety by select law enforcement officers. However, the banquet, scheduled for April 2020, was cancelled due to COVID-19.

Annual Seat Belt Survey: This survey is conducted during the two weeks immediately following the Memorial Day Weekend. The NHTSA CARES Act waivers allowed states to opt out of conducting its required annual seat belt survey. Due to COVID-19 safety and health concerns, West Virginia opted out of the survey for 2020.

Distracted Driving Mobilization: Scheduled for April 2020, the Distracted Driving Mobilization was rescheduled for October 2020 by NHTSA under the CARES Act.

Click It or Ticket Mobilization: Scheduled for May 2020, the CIOT Mobilization was rescheduled for November 2020 by NHTSA under the CARES Act.

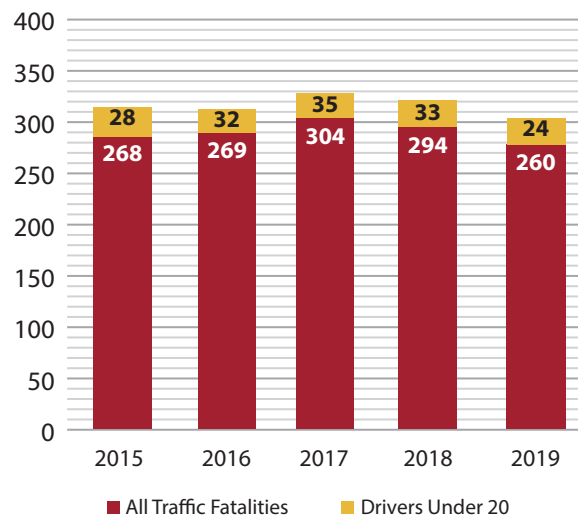
While no other projects were completely cancelled, numerous trainings, community events, and enforcement efforts were curtailed following the COVID-19 pandemic outbreak. Prior to the outbreak, these activities were implemented as usual. Traffic safety enforcement resumed in May 2020 but to a lesser degree than the norm.

State Strategic Highway Safety Plan

In FFY 2018, the Safety Management Task Force (SMTF) completed its update of the State's Strategic

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All Traffic Fatalities -vs- Fatalities of Drivers >20
From 2015 to 2019



Highway Safety Plan (SHSP), which identifies a state’s most serious traffic safety problems and outlines strategies and actions to solve them. West Virginia used a data-driven, coordinated, collaborative approach involving Federal, State, regional, and local safety professionals and stakeholders to develop the SHSP and reduce roadway fatalities and serious injuries. The West Virginia Division of Highway’s Traffic Engineering Division is responsible for, and oversees, the SHSP and the implementation process.

The task force is comprised of more than 30 members, including representatives from the West Virginia Governor’s Highway Safety Program. Based upon an analysis of crash data, the SMTF identified the following emphasis areas for the 2017-2021 Plan which represented the most fatalities and serious injuries. Data improvement was included as an emphasis area because of the importance of various data sources in determining the emphasis areas, strategies, and action steps, as well as tracking and assessing the progress of each.

- *Roadway Departures*
- *Alcohol and Drug Impaired Driving*
- *Occupant Protection*
- *Speeding and Aggressive Driving, and*
- *Improving Highway Safety Data*

The SMTF confirmed Zero Fatalities as a long-term

goal with an interim goal of reducing fatalities by one-half by 2030. The updated SHSP complies with the Fixing America’s Surface Transportation Act (FAST-Act) requirements. In addition to coordination with the SHSP goals, the GHSP worked with staff at the Division of Highways (DOH) who oversees the Highway Safety Improvement Plan (HSIP) to ensure the performance targets for fatalities, serious injuries, and fatality rate are identical to the targets in the HSP. An updated SHSP will be developed in the upcoming year.

Evidence-Based Traffic Safety Enforcement

A significant portion of West Virginia’s Highway Safety grant funds are awarded to law enforcement agencies each year through the Regional Traffic Safety Program Coordinators and the West Virginia State Police. 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

GHSP Grant-Funded Enforcement	FFY 2019 Citations	FFY 2020 Citations	Percent Decrease
Seat Belt Violations	9,563	7,911	17%
Child Restraint Violations	149	102	32%
Speeding Violations	12,762	11,857	7%
Red Light, Stop Sign & Yield Violations	1,872	1,325	29%
Distracted (Cell Phone) Violations	4,502	1,815	60%
Grant-Funded Arrests	FFY 2019 Arrests	FFY 2020 Citations	Percent Decrease
Impaired Driving Arrests	1,206	1,099	9%
Misdemeanor Arrests	1,726	1,684	2%
Felony Arrests	447	367	18%
Drug Arrests	997	841	16%
Fugitive Arrests	156	117	25%
Other Results	FFY 2019 Violations	FFY 2020 Violations	Percent Decrease
Underage Alcohol	274	188	31%

are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the 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) and Regional Law Enforcement grantee 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 blitzes also are included. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. 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.

• **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 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 also are monitored continuously, not only from the GHSP Program Manager 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.

GHSP requires all grantees to be monitored three times during the year by program staff. The first two must be on-site. During FFY 2020, the initial on-site visits were completed for most grantees, while a few had to be cancelled due to the COVID-19 pandemic. Only one second monitoring visit was conducted virtually through Microsoft TEAMS. End of the year Monitoring/Risk Assessments are currently in the process of being completed.

The core performance measures mirror the 11 outcome and 1 behavior performance measures developed by

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FFY 2019 Core Performance Measures & Targets

Performance Measure <i>/Data Source</i>	From (2012-2016 Average)	To (2015-2019 Average)	Actual Result (2015-2019)	Actual Result 12/31/19	Target Met Yes or No
C-1 Decrease Fatalities/ <i>FARS</i>	296	283	279	260	Yes
C-2 Reduce Serious Traffic Injuries/ <i>WV DOH</i>	1448	977	1075	906	Yes (CY)
C-3 Reduce Fatalities/ <i>VMT/ FARS</i>	1.55	1.49	1.45	1.36	Yes
C-4 Reduce Unrestrained Passenger Vehicle Occupant Fatalities/ <i>FARS</i>	104	88	84	73	Yes
C-5 Reduce Alcohol Impaired Driving Fatalities/ <i>FARS</i>	82	62	65	56	Yes (CY)
C-6 Reduce Speed-Related Fatalities/ <i>FARS</i>	93	65	77	85	No
C-7 Reduce Motorcycle Fatalities/ <i>FARS</i>	28	27	31	28	No
C-8 Reduce Unhelmeted Motorcycle Fatalities/ <i>FARS</i>	9	7	10	9	No
C-9 Reduce Fatalities Drivers Aged 20 and Younger/ <i>FARS</i>	32	24	30	24	Yes (CY)
C-10 Decrease Pedestrian Fatalities/ <i>FARS</i>	24	18	24	31	No
C-11 Reduce Bicycle Fatalities/ <i>FARS</i>	1	0	3	3	No
B-1 Maintain a 90% Seat Belt Use Rate for 2019 from 2018/ <i>WVGHSP</i>	90.5% (2018)	N/A	N/A	90.17%	Yes

FFY 2019 Core Performance Review

While we clearly met some targets (Fatalities, Fatalities/VMT, and Unrestrained Occupant Fatalities) in both the 2015-2019 averages AND in looking at the actual results for Calendar Year 2019, some targets such as Speed-Related Fatalities, Motorcycle/Unhelmeted Fatalities, and Pedestrian and Bicycle Fatalities are headed in the wrong direction. Other target areas (Serious Injuries, Alcohol Impaired Fatalities, and Fatalities of Drivers Aged 20 and Under) were not met using the 2015-2019 averages, but in

looking at Calendar Year 2019, it is apparent we are making good progress with the programs and projects we have in place, as the data is trending downward for those elements. The GHSP 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 networks, billboards, etc.). We will also take a closer look at the goals we have set to determine if they are over-ambitious.

FFY 2020 Core Performance Measures & Targets

Performance Measure <i>/Data Source</i>	From (2013-2017 Average)	To (2016-2020 Average)	Current Progress 11/30/20	Target Met Yes or No
C-1 Decrease Fatalities/ <i>FARS</i>	289	267	241	Yes
C-2 Reduce Serious Traffic Injuries/ <i>WVDOH</i>	1257	1120	N/A	Probably
C-3 Reduce Fatalities/VMT/ <i>FARS</i>	1,494	1,482	1.36	Yes
C-4 Reduce Unrestrained Passenger Vehicle Occupant Fatalities/ <i>FARS</i>	97	95	?	Probably
C-5 Reduce Alcohol Impaired Driving Fatalities/ <i>FARS</i>	78	75	41	Yes
C-6 Reduce Speed-Related Fatalities/ <i>FARS</i>	81	73	N/A	Probably Not
C-7 Reduce Motorcycle Fatalities/ <i>FARS</i>	27	25	37	No
C-8 Reduce Unhelmeted Motorcycle Fatalities/ <i>FARS</i>	8	7	5	Yes
C-9 Reduce Fatalities Drivers Aged 20 and Younger/ <i>FARS</i>	32	31	20	Yes
C-10 Decrease Pedestrian Fatalities/ <i>FARS</i>	23	20	20	Yes
C-11 Reduce Bicycle Fatalities/ <i>FARS</i>	1	1	2	No
B-1 Maintain a 90% Seat Belt Use Rate for 2019 from 2018/ <i>WVGHSP</i>	90.17% (2019)	N/A	90.17% (2020)*	Yes

*Due to the COVID-19 pandemic during 2020, states were not required to conduct an annual scientific seat belt survey. West Virginia chose to not conduct the survey due to health and safety concerns and validity due to lower than normal traffic volume throughout the state.

FFY 2020 Core Performance Review

While West Virginia met many of its goals set for FFY 2019, it is evident we need to continue to focus on Speed-Related Fatalities, Motorcycle Fatalities, Unhelmeted Motorcycle Fatalities, Pedestrian Fatalities, and Bicycle Fatalities. When looking at current data (through November 30, 2020), there were decreases in Unhelmeted Motorcycle Fatalities, Pedestrian Fatalities, and Bicycle Fatalities from the previous year, but we are not meeting our targets established. We will adjust our FFY 2022 Highway Safety Plan to better meet these

performance targets as follows:

Speed-Related Fatalities: As speed-related fatalities have trended upward after a significant decline between 2014-2016, the Safety Management Task Force selected speed and aggressive driving as an emphasis area for the next SHSP update. 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.

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West Virginia Traffic Safety Trends

Core Performance Measures		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
C-1	Traffic Fatalities	357	315	338	339	332	272	268	269	304	294	260
C-2	Serious Traffic Injuries	2,427	2,202	1,964	1,887	1,465	1,344	1,233	1,180	1,063	993	906
C-3	Fatalities/VMT	1.82	1.64	1.78	1.76	1.73	1.42	1.35	1.38	1.59	1.51	1.36
C-4	Unrestrained Passenger Vehicle-Occupant Fatalities in all Seating Positions	152	131	133	137	113	93	99	80	98	70	73
C-5	Alcohol-Impaired Fatalities (involving driver or a motorcycle operator with a 0.08 BAC or greater)	112	87	93	94	91	84	72	68	72	57	56
C-6	Speed-Related Fatalities	121	133	115	144	130	66	66	60	84	88	85
C-7	Motorcyclist Fatalities	26	33	27	31	24	26	32	29	26	39	28
C-8	Unhelmeted Motorcyclist Fatalities	5	10	6	14	8	7	7	10	10	14	9
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	54	40	50	32	33	34	28	32	35	33	24
C-10	Pedestrian Fatalities	21	13	20	31	28	19	19	24	26	22	31
C-11	Bicycle Fatalities	0	3	0	1	0	2	1	1	3	5	3
B-1	Statewide Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	87.0%	82.1%	84.9%	84.0%	82.2%	87.8%	89.0%	86.8%	89.7%	90.5%	90.17%

Source: NHTSA FARS, NHTSA STSI, West Virginia GHSP, and 2019 West Virginia Observational Survey of Seat Belt Use.

Core Performance Review, continued from page 10

Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities: The GHSP will continue its Motorcycle Paid Media focusing on both the motorcycle rider and drivers of other vehicles. Emphasis will be placed on the importance of motorcyclists obtaining an “F” endorsement on their driver’s license by completing a Basic Rider Course. Over 50% of the motorcyclists killed in the state do not have this endorsement. We also hope to increase Motorcycle Safety courses and participants in FFY 2021 after a significant decline in 2020 due to COVID-19 restrictions/closures.

Pedestrian and Bicycle Fatalities: Regional Traffic Safety Coordinators will be encouraged to boost local educational and media efforts aimed at pedestrians and bicyclists in their area. GHSP will continue to partner with pedestrian and bicycle groups throughout the state and support them

where possible. It should be noted that bicycle fatalities have increased from an average of just 1 between 2012 and 2016 to an average of 3 between 2015 and 2019, which is approximately 1% of total fatalities. Pedestrian fatalities to date in 2020 (November 30) are currently approximately 8% of total fatalities, down from over 11% of the total fatalities in 2019. Hopefully this downward trend will continue.



Winter in Dolly Sods Wilderness, Monongahela National Forest

CARES Act

The COVID-19 pandemic has had a substantial impact on all State Highway Safety Programs, as it has on the West Virginia GHSP, affecting our ability to effectively conduct highway safety programs as described in **23 U.S.C. Chapter 4** and **23 CFR Part 1300**. Due to the CARES Act Waivers and Postponements issued by NHTSA on April 9, 2020, the GHSP was able to somewhat offset the extensive and widespread effect of the pandemic on our program. West Virginia exercised the CARES Act Waivers for the following:

1. High Visibility Enforcement Mobilizations and Crackdowns

The May 2020 National CIOT blitz period and the April 2020 Distracted Driving Enforcement period were both postponed and rescheduled for the FFY 2021 grant year. In addition to this, our program temporarily suspended grant-funded enforcement altogether, and many agencies throughout the state temporarily suspended their own enforcement. There was a dramatic decrease in seat belt and distracted driving citations written in the state from the previous grant year as enforcement during April and May 2020 was non-existent. Other program areas, such as impaired driving enforcement, were also negatively impacted.

2. Annual Seat Belt User Surveys

West Virginia opted to use this waiver and did not conduct the annual seat belt survey in FFY 2020 due to safety and health concerns for those conducting the survey. There was also concern that the lower traffic volume due to the COVID-19 pandemic might create skewed results.

3. Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline

West Virginia submitted its HSP and National Priority Program (Section 405) Grant Application prior to the new dates provided by this waiver. West Virginia was not affected by the following

waivers and did not use them:

- a. Maintenance of Effort
- b. Expenditure Requirements for FFY 2016 funds
- c. Local Benefit/Share to Local
- d. Required Program Assessments

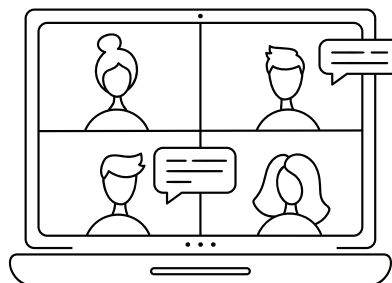


Executive Summary, continued from page 8

NHTSA in collaboration with the Governor's Highway Safety Association (GHSA). The performance measures included the number and rate for fatalities and number for serious injuries, and is consistent with the performance measures in the SHSP. While the Performance Measures are shown in the charts on pages 9 and 10 for both FFY 2019 and FFY 2020, only the FFY 2019 data is complete. FFY 2020 data will not be available until late 2021.

Budget & Funding Summary

State and local match was collected and utilized in accordance with federal grant program requirements and is outlined in approximate amounts on pages 13 and 14.



Cost Summary for 2020

FAST-ACT 402	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Planning and Administration	\$600,000.00	\$600,000.00	\$288,679.52	\$0
Alcohol	\$315,000.00	\$75,000.00	\$282,414.99	\$150,000.00
Motorcycle Safety	\$10,000.00	\$2,000.00	\$10,000.00	\$5,000.00
Occupant Protection	\$125,000.00	\$25,000.00	\$32,095.16	\$50,000.00
Pedestrian/Bicycle Safety	\$10,000.00	\$2,000.00	\$4,383.00	\$5,000.00
Police Traffic Services	\$425,000.00	\$100,000.00	\$146,972.44	\$200,000.00
Driver Education	\$25,000.00	\$5,000.00	\$50,025.00	\$10,000.00
Safe Communities	\$3,005,000.00	\$610,000.00	\$1,199,065.67	\$1,225,000.00
Pupil Transportation	\$65,000.00	\$20,000.00	\$136,444.80	\$40,000.00
Speed Enforcement	\$525,000.00	\$125,000.00	\$476,251.55	\$250,000.00
Paid Media	\$900,000.00	\$200,000.00	\$746,317.73	\$400,000.00
Special Occ Protection	\$125,000.00	\$25,000.00	\$288,511.66	\$50,000.00
Distracted Driving	\$250,000.00	\$50,000.00	\$18,848.47	\$100,000.00
Total for FAST-ACT 402 Programs	\$6,380,000.00	\$1,839,000.00	\$3,680,009.99	\$2,485,000.00
FAST-ACT 405b Occupant Protection	Approved \$	State/Local \$	Current Balance	Fed Share to Local
High Visibility Enforcement	\$675,000.00	\$200,000.00	\$380,924.85	\$0
Training	\$75,000.00	\$20,000.00	\$15,856.81	\$0
Public Education	\$75,000.00	\$20,000.00	\$6,935.00	\$0
Child Passenger Safety	\$75,000.00	\$20,000.00	\$28,165.70	\$0
Child Seats	\$50,000.00	\$15,000.00	\$0	\$0
Information System	\$50,000.00	\$15,000.00	\$26,090.41	\$0
Total for FAST-ACT 405b Programs	\$1,000,000.00	\$290,000.00	\$457,972.77	\$0
FAST-ACT 405c	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Traffic Safety Information Program	\$1,200,000.00	\$300,000.00	\$724,162.77	\$0
Total for FAST-ACT 405c Programs	\$1,200,000.00	\$300,000.00	\$724,162.77	\$0
FAST-ACT 405d	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Impaired Driving High Visibility Enforcement	\$1,350,000.00	\$350,000.00	\$723,325.90	\$0
Coordinator	\$125,000.00	\$35,000.00	\$5,800.77	\$0
Paid Media	\$900,000.00	\$250,000.00	\$179,909.74	\$0
Training	\$300,000.00	\$75,000.00	\$252,502.08	\$0
Impaired Driving Other Prob	\$100,000.00	\$25,000.00	\$43,641.15	\$0
Impaired Driving General	\$150,000.00	\$40,000.00	\$123,896.85	\$0
Total for FAST-ACT 405d Programs	\$2,925,000.00	\$775,000.00	\$1,329,076.49	\$0

Cost Summary for 2020

FAST-ACT 405e	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Distracted Driving Public Education	\$1,500,000.00	\$400,000.00	\$0	\$0
Distracted Driving Law Enforcement	\$1,000,000.00	\$250,000.00	\$610.08	\$0
Total for FAST-ACT 405e Programs	\$2,500,000.00	\$650,000.00	\$610.08	\$0
FAST-ACT 405f	Approved \$	State/Local \$	Current Balance	Fed Share to Local
Motorcycle Safety Awareness	\$100,000.00	\$25,000.00	\$79,875.85	\$0
Motorcycle Safety Training	\$80,000.00	\$20,000.00	\$15,704.49	\$0
Total for FAST-ACT 405f Programs	\$180,000.00	\$45,000.00	\$95,580.34	\$0
Total for all NHTSA Programs	\$14,185,000.00	\$3,899,000.00	\$6,287,412.44	\$2,485,500.00
Other Funding Sources	Approved \$		Current Balance	
Distracted Driving (WV DOH)	\$40,000.00	N/A	\$40,600.81	N/A
Work Zones (WV DOH)	\$365,000.00	N/A	\$343,792.36	N/A
Impaired Driving Paid Media (CDDP)	\$80,000.00	N/A	\$1.11	N/A
Total for Other Funding Sources	\$485,000.00	N/A	\$384,394.28	N/A
Total for All Programs	\$14,670,000.00	\$3,899,000.00	\$6,671,806.72	\$2,485,000.00

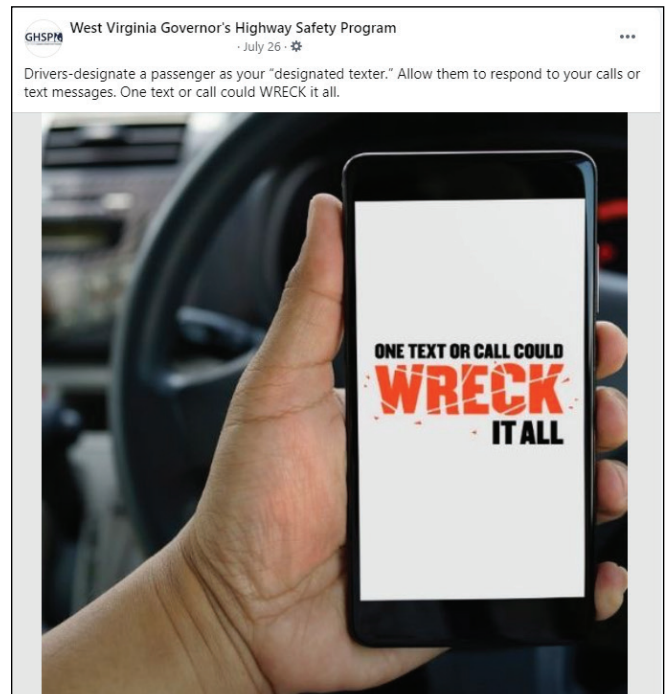
Distracted Driving

Despite West Virginia's primary cell phone and texting laws, distracted driving is still a problem in West Virginia. While detailed distracted driving crash data is currently not available, the GHSP's citation data supports the need to address distracted driving.

In FFY 2020, 1,815 distracted driving citations were issued under GHSP grant-funded enforcement. The GHSP provided \$26,544 in grant funding to law enforcement throughout the state, and 49 agencies (including 35 West Virginia State Police detachments) logged 685 hours. As in most areas, citations decreased significantly in FFY 2020 (down 60%), primarily due to the COVID-19 pandemic. Funding for Distracted Driving enforcement was primarily funded through grant funds provided to the GHSP from the West Virginia Division of Highways

As noted earlier, the national mobilization (enforcement and paid media) for Distracted Driving in

April 2020 was rescheduled for November 2020 as part of the CARES Act resulting from COVID-19.



Paid Media: Boosted Distracted Driving social media post during a state mini-blitz

Occupant Protection Programs

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.

This GHSP approach utilizes city, county, and state law enforcement agencies, as well as the five Regional Coordinators, statewide community partners, and the media.

Strategic occupant protection tactics that were utilized in FFY 2020 are listed on page 16.

Occupant Protection High Visibility Enforcement: *Click It or Ticket*

The Regional Coordinators and their task forces continually used the local media markets 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 for several years.

During May of each year, an intensive CIOT campaign is launched statewide with a month-long enforcement and media blitz. Due to the COVID-19 pandemic, the May 2020 CIOT National campaign was rescheduled for November 2020 in FFY 2021 and no concerted campaign was conducted in May. *Border-to-Border* enforcement activities were also rescheduled for November 2020.

West Virginia also conducts three mini CIOT enforcement blitzes throughout the state: October 2019, March 2020 and August 2020. All were conducted as planned, although some agencies chose to stop all enforcement activities for extended periods of time during the pandemic. Throughout the year, on CIOT

and other seat belt enforcement, the following was accomplished:

- 5,768 seat belt citations
- 15 DUI arrests
- 570 driving suspended violations
- 126 driving revoked violations
- 885 speed citations
- 329 cell phone citations
- 50 child safety seat violations
- 30 felony arrests
- 19 fugitives apprehended

These were accomplished through patrols and checkpoints by 123 law enforcement agencies, including 58 West Virginia State Police detachments.

Paid media for all CIOT enforcement was as follows:

October 2019 CIOT Mini Blitz

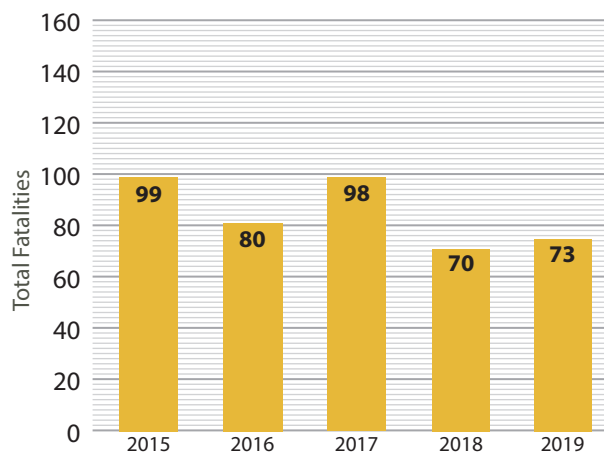
The October 2019 CIOT Mini Blitz coincided with the NHTSA Region 3 *Operation Crash Reduction*. Approximately \$20,000 in 402 funds was spent across the state on:

- 559 radio spots
- 7 Facebook post boosts
- 7 Twitter post boosts

continued on page 17

Unrestrained Passenger Fatalities

From 2015 to 2019



OP Tactics	Activities
High Visibility Enforcement Activities (Daytime and Nighttime)	Typically, informational checkpoints, saturation patrols and media events would have been used to provide a strong presence of HVE activities in FFY 2020, but due to the ongoing COVID-19 pandemic which began to affect West Virginia in March 2020, enforcement activities from that point forward were drastically diminished.
Public Education & Information Activities (Age and Audience-Specific)	<p>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. Due to the ongoing pandemic, most community events were cancelled, and PI&E distribution was greatly affected.</p> <p>Most OP and CPS activities are hosted in spring and summer, so these activities were minimal in FFY 2020. Typical events where OP and CPS PI&E are shared include community events, community baby showers, fairs and in schools.</p> <p>Regional coordinators also utilized local task force groups and social media to spread OP awareness.</p>
OP Training Classes	<p>Due to the ongoing pandemic, most OP and CPS courses were cancelled in FFY 2020. GHSP was able to host one CPS Technician Certification Course and one CPS Technician Renewal Course before winter 2019.</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>55 Permanent Child Safety Seat Fitting Stations were maintained in 32 of 55 counties to ensure parents and caregivers have one-on-one assistance on how child safety seats are properly installed. Due to the ongoing pandemic, many fitting stations reduced child safety seat installation and inspection services to the general public, but some stations were still able to assist families while maintaining their own safety.</p> <p>21 Child Safety Seat Education Events were hosted in FFY 2020 to reach large public segments and spread awareness. These events were also affected by the ongoing pandemic.</p> <p>Additionally, regional activities included:</p> <ul style="list-style-type: none"> • <i>Safety City Education Events (until schools went fully virtual due to the ongoing pandemic)</i> • <i>Partnerships with community agencies for providing Child Safety Seats to low income qualifying families in need</i>
Law Enforcement Recognition & Awareness	<p>A few regional recognition events were held in FFY 2020, but many had to be cancelled due to the ongoing pandemic. A statewide Recognition event was planned but had to be cancelled.</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	Like enforcement activities, community outreach efforts were affected by the ongoing pandemic. Most of the typical events where community outreach could be maximized were cancelled in FFY 2020.
National & Statewide Enforcement Initiatives	<p>Statewide <i>Click It or Ticket</i> (CIOT) HVE campaigns were held in October, March and August with law enforcement agencies statewide.</p> <p>The National CIOT Enforcement Blitz and associated <i>Border-to-Border</i> initiative were rescheduled from May 2020 to FFY 2021 (November 2020).</p>
Participation in OP Legislation <i>There have not been any occupant protection-related legislative changes since FFY 2013.</i>	<p>There have not been any occupant protection-related legislative changes since FFY 2013.</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>Typically, Regional Coordinators would have used a variety of events to partner with schools and community groups to spread safety messages that generated media attention.</p> <p>No press events were hosted to promote Click It or Ticket and Border-to-Border, as both events were rescheduled for November 2020, although paid and earned media was still utilized during state CIOT blitzes in October 2019, March 2020 and August 2020.</p> <p>During National CPS Week, social media was used to draw attention to the challenges of properly installing car seats, but not to the full extent originally planned. Many fitting stations weren't fully operational due to the ongoing pandemic, so efforts originally planned to highlight those resources were cancelled, with other child passenger safety messages used in their place.</p>

Boosted posts on Facebook and Twitter for the October 2019 CIOT mini blitz garnered 95,719 impressions and 3,958 engagements.

March 2020 CIOT Mini Blitz

Approximately \$20,000 in 402 funds were spent across the state on:

- 3,405 radio spots

August 2020 CIOT Mini Blitz

Approximately \$20,000 in 402 funds were spent across the state on:

- 3,168 radio spots

Free advertising space was also provided, earning more than \$15,000 in earned media through radio spots.

With regional media buys, an additional \$29,133 in 402 and 405b funds were spent on CIOT media throughout FFY 2020 on:

- 105 television spots
- 1,387 radio spots
- 3 web/digital ads

Earned media value was gained through the local efforts of the five Regional Coordinators wherein stories were aired and/or printed covering CIOT campaign activities. Free advertising space was also provided to Regional Coordinators, earning more than \$19,225 in earned media through television spots (\$1,825), radio spots (\$13,800) and billboard space (\$3,600).



Boosted social media post for Child Passenger Safety Week.

Seat Belt Survey

In FFY 2020, due to the COVID-19 pandemic, a waiver was granted to states to forgo the 2020 annual seat belt survey, if they chose to do so. West Virginia opted to not conduct the annual seat belt survey.

Child Passenger Safety Program

To combat the non-use and misuse of Child Passenger Safety (CPS) seats, 55 permanent fitting stations are available across the State. FFY 2020 ended with 253 CPS Technicians statewide, including 9 CPST Instructors.

CPS programs in FFY 2020, primarily funded with Section 405b funds, were utilized for fitting station supplies, clinics, courses and child safety devices. Approximately 261 child safety devices were purchased in FFY 2020, and \$4,569 was spent on social media advertising leading up to and including National CPS Week. Non-promoted posts on Facebook and Twitter were also utilized to promote awareness throughout the year.

Due to the COVID-19 pandemic, most CPS-related trainings were cancelled or just not scheduled. One CPST Certification Course and one CPST Renewal

Course was held before the pandemic began. There would normally be 4-5 certification courses and 1-3 renewal courses. In the one certification class held, 13 new CPSTs were certified; in the one renewal class that was held, four former CPSTs were certified again. The CPS Program created a continuing education course for current CPSTs to complete their six required CEUs for recertification. Two classes were scheduled but had to be cancelled. Normally, we would host 5-8 continuing education courses. West Virginia's CPST recertification rate in FFY 2020 was 57.1%, up 9.3% from FFY 2019. This increase was likely due to Safe Kids extending recertification dates to October 30, 2020, for all CPSTs with certification dates from March 2020 through September 2020.

Checks & Installations

Approximately 1,333 child safety devices were checked in FFY 2020 and another 243 car seats were provided to low income families. Both numbers were down significantly from previous years due to the pandemic, as many fitting stations halted seat checks and many seat check events were cancelled or not even scheduled. There were some seat check events that mostly occurred before the pandemic began. Approximately 20 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.

During National CPS Week, September 20-26, 2020, the GHSP held one free car seat check-up event with a few CPSTs participating in a virtual car seat check event created by the Maryland child passenger safety program.

CPS Fitting Stations

The CPS Program was able to maintain all 55 fitting stations throughout FFY 2020 in the midst of the pandemic, although many are expected to discontinue service in FFY 2021.

CPS Media

Approximately \$20,000 was spent on radio and social media advertising leading up to and including National CPS Week. A total of 405 radio spots aired across the

state, as well as promoted social media posts on Facebook and Twitter which were also utilized to promote awareness. In total the social media efforts earned 378,757 impressions and 5,028 engagements.



Paid Media: Region 5 Child Passenger Safety Billboard

GHSP West Virginia Governor's Highway Safety Program
 Published by Aimee Cantrell · April 17 ·

The West Virginia Governor's Highway Safety Program (GHSP) urges motorists to obey all traffic laws during essential travel throughout the COVID-19 pandemic.

"Everything we've done in response to the COVID-19 pandemic has been geared toward keeping all West Virginians as safe as possible," said Gov. Jim Justice. "So many people have done an unbelievable job helping us in this mission by staying home, but we all need to remember that we need to stay safe in all ways and that includes being safe when you're behind the wheel."

Everyone is experiencing uncertainty and stress during the COVID-19 crisis. So, if drivers are on the roadways, they should never drive emotionally distracted and should obey all traffic laws.

"If people are out to get supplies for themselves or for someone who cannot get out, we urge drivers to obey the speed limit and maintain your speed. Don't drive distracted. This includes being emotionally or mentally distracted. Put your phone away. Drivers and passengers should always wear their seat belts. And motorists should never drive if they are impaired by alcohol or prescription or illegal drugs," said Bob Tipton, GHSP Director.

During the COVID-19 crisis, medical resources are stretched thin. Essential workers are encouraged to exercise an abundance of caution when they are on our roadways and never drive while tired, as drowsy driving is as dangerous as impaired driving.

By obeying traffic laws to avoid being in a crash, West Virginians can help by not putting more pressure on already-stressed medical resources and first responders.

"Don't add more stress to your life and the lives of first responders by being involved in an avoidable crash," Tipton added.

During the stress and uncertainty of COVID-19, we can all do what we can to remain calm and alleviate stress. Stay home, stay safe, be a good neighbor. Remember: Make Essential Travel Safe Travel.

For more information about COVID-19 prevention and more, call the State's toll-free hotline at 1-800-887-4304 or visit [Coronavirus.wv.gov](https://www.coronavirus.wv.gov).

###

Press release by the WV GHSP addressing traffic issues during the pandemic

Impaired Driving Programs

Always a priority program area for the WV GHSP, in FFY 2020 we continued to focus on the reduction of motor vehicle fatalities, injuries and crashes resulting from alcohol and drug-impaired driving. Our approach utilized city, county, and state law enforcement agencies, as well as the five Regional Coordinators, statewide community partners, and the media. The Impaired Driving Program follows the plan set forth in the West Virginia Impaired Driving Plan.

West Virginia has made significant advancements in reducing impaired driving over the last 11 years. In 2009, there were 112 alcohol-impaired fatalities in West Virginia (31% of all motor vehicle fatalities). There was a downward trend in these type of fatalities over the next 10 years, and in 2019, West Virginia had an all-time low of 56 alcohol-impaired fatalities (21% of all motor vehicle fatalities). Overall, this is a reduction of 50% since 2009. Impaired driving arrests made using Highway Safety grant funds declined in FFY 2020 by 9%, at least partially due to the COVID-19 pandemic.

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 2019, the percentage was just over 39 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 FFY 2020 West Virginia Impaired Driving Plan was developed to reduce DUI-related crashes, injuries, and deaths by using a sustained enforcement effort. It is a continual, multi-year plan that is evaluated annually, with changes made as needed.

The development of the FFY 2020 plan was led by GHSP's Alcohol Programs Coordinator, a representative of the West Virginia State Police, the state Law Enforcement Liaison, and the state DRE Coordinator, and takes a comprehensive approach by using city, county, and state law enforcement agencies,

Regional Coordinators, the enforcement agents of the West Virginia Alcohol Beverage Control Administration (ABCA), community agencies, schools, colleges, and media. The plan covers the entire state in a comprehensive and sustained manner using the following categories:

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

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

Specific sustained DUI Enforcement tactics that were utilized in FFY 2020 are listed on page 20.

Drive Sober or Get Pulled Over

West Virginia participates in NHTSA's National *Drive Sober or Get Pulled Over* campaign over the Christmas and Labor Day holiday periods. Additionally, the GHSP has designated High Visibility Enforcement periods established as State Mandated Blitz periods, which take place around West Virginia Day, Memorial Day, and Fourth of July weekends.

High Visibility Enforcement (HVE)

Each of the five Regional Traffic Safety Program Coordinators are required to coordinate DUI enforcement activity in each of their areas, and the seven West Virginia State Police Troop Coordinators coordinate enforcement activity in their areas, with

continued on page 21



Impaired Driving Tactics**Activities** *Many activities during FFY 2020 were hampered as a result of the COVID-19 pandemic.

High Visibility Enforcement Activities	Sobriety checkpoints, saturation patrols, directed patrols, and media events occurred throughout FFY 2020.
Public Education & Information 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>GHSP Regional Coordinators presented impaired driving prevention information to groups such as school classes, civic groups, and in public forums.</p> <p>The five GHSP Regional Traffic Safety Coordinators 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>Due to the ongoing pandemic, many Impaired Driving trainings were cancelled in FFY 2020. However, the following were held:</p> <ul style="list-style-type: none">• <i>Advanced Roadside Impaired Driving Enforcement (ARIDE)</i>• <i>Standardized Field Sobriety Testing (SFST)</i>• <i>AlcoSensor FST</i>• <i>DRE In-service</i>• <i>Several trainings were provided to Prosecutors, Law Enforcement, and Magistrates on alcohol/drug impairment laws.</i>
Drug Recognition Expert Program	In FFY 2020, there were 42 Drug Recognition Experts available to conduct drug-impaired driving evaluations.
Law Enforcement Recognition & Awareness	<p>A few regional recognition events were held in FFY 2020, but many had to be cancelled. A statewide Recognition event was planned for April 2020 but was cancelled due to the pandemic.</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>Like enforcement activities, community outreach efforts were affected by the ongoing pandemic. Most of the typical events where community outreach could be maximized were cancelled in FFY 2020.</p> <p>84 Sobriety Checkpoints were conducted in FFY 2020 to spread awareness to the general public on the dangers and consequences of impaired driving and to remove impaired drivers from West Virginia roadways.</p>
National & Statewide Enforcement Initiatives	Drive Sober or Get Pulled Over (DSOGPO) HVE Campaigns were held in December 2019 and August/September 2020 (national mobilizations). West Virginia also conducted DSOGPO enforcement over the West Virginia Day holiday (June 2020) and July 4th holiday.
Legislation	Senate Bill 130 eliminated the administrative 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 FFY 2020 and went into effect July 1, 2020.
Media Activities	<p>Most of the typical events during which Regional Coordinators could provide earned media and where community outreach could be maximized were cancelled in FFY 2020. Press events to promote DSOGPO as part of the National Enforcement Blitz for Labor Day could not be held due to COVID-19 restrictions. Instead, Regional Coordinators distributed press releases and garnered earned media through one-on-one interviews with local media outlets. Social media was relied upon heavily to promote DSOGPO messages during the pandemic, especially during National HVE periods.</p> <p>Grant funding also provided paid media including TV, radio, online ads, and billboards.</p>

focus on high-risk days and times for DUI crashes. High-visibility enforcement activities include:

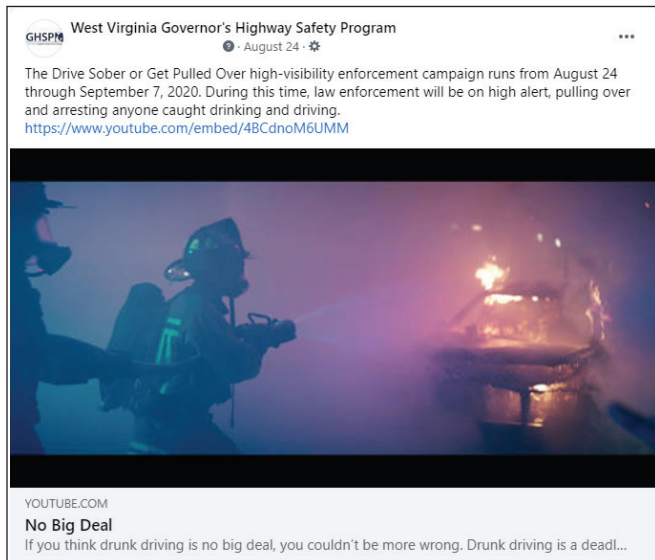
- Saturation Patrols
- Directed Patrols
- Sobriety Checkpoints
- Low-Manpower Sobriety Checkpoints
- Underage Alcohol Sales Stings
- Participation in National and State Mobilizations

Media

The 2019 Holiday campaign began Thanksgiving week (November 2019) through New Year's Day (2020) and utilized \$200,000 in Section 405d funds and a grant from the Commission on Drunk Driving Prevention (CDDP) to purchase TV spots, radio ads, billboards, and boosted social media posts.

- 1,073 TV Spots
- 2,843 Radio Spots
- 80 Billboard locations
- 17 boosted Facebook posts
- 17 boosted Twitter posts

Boosted posts on Facebook and Twitter for the Holiday 2019 campaign garnered 388,820 impressions and 20,770 engagements. Additionally, billboard ride overs earned over \$90,000 in added value



Paid Media: Boosted social media post the Labor Day Drive Sober campaign

to the campaign.

During the Labor Day enforcement campaign, from August 24, 2020, through September 7, 2020, \$118,145 of Section 405d funds and a grant from the CDDP were used to buy TV spots, billboards, and boosted social media posts. The variable message boards along major West Virginia routes were utilized during the Labor Day weekend to share the *Drive Sober* message.

- 493 TV Spots
- 82 Billboards locations
- 8 boosted Facebook posts
- 8 boosted Twitter posts

Boosted posts on Facebook and Twitter for Labor Day 2020 garnered 242,846 impressions and 10,792 engagements.



Paid Media: Drive Sober or Get Pulled Over campaign billboard

Earned media was also generated year-round by Regional Coordinators presenting impaired driving prevention information through media outlets such as TV, radio, newspaper and news sites. Many of the typical community-based events during which Regional Coordinators typically provide information and gain earned media were cancelled in FFY 2020.

Social media was also utilized heavily to promote awareness messages and to share news articles that focus on the *Drive Sober or Get Pulled Over* 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 are available through the Commission on Drunk Driving Prevention via a quarterly application process by any West Virginia law enforcement agency.

State-Specific Impaired Driving Prevention

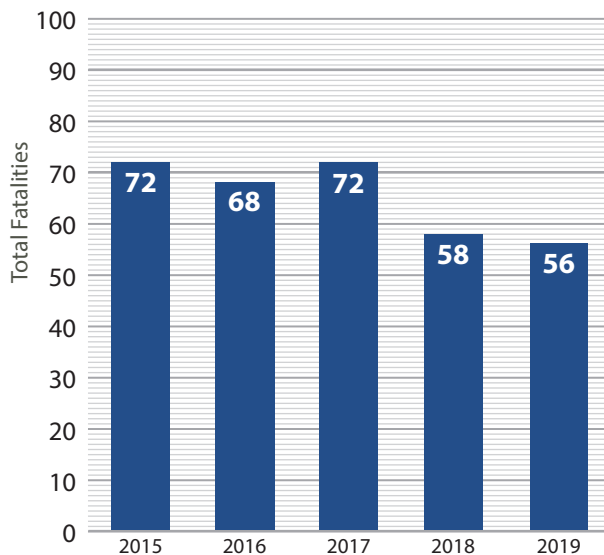
Commission on Drunk Driving Prevention

The GHSP works closely 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 FFY 2020 the CDDP awarded \$197,500 to local law enforcement agencies throughout the state for DUI enforcement activities. Additional funding was provided to the West Virginia State Police for DUI related activities, and \$80,000 to the WV GHSP for Drunk Driving Paid Media Campaigns.

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.

Alcohol-Impaired Driving Fatalities (.08 BAC+)

From 2015 to 2019



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 beginning of FFY 2020 there were 39 DREs, and three more officers were certified at the end of FFY 2020 for a total of 42. These three officers actually completed their training in September 2019 (FFY 2019), but the certification paperwork was not completed until the end of FFY 2020. Of these 42 DREs, 19 are Sheriff Department Deputies, 16 are "Municipal Police Officers, and 7 are State Police Troopers.

In FFY 2020, DREs in West Virginia conducted 338 drug evaluations throughout the state, which was an average of 8 evaluations per DRE. While national DRE statistics for FFY 2020 are not available, in FFY 2019 the national average for drug evaluations per DRE was 3.7. West Virginia DREs are exceeding that average by twice as many.

As with most training in FFY 2020, many of the planned classes by the DRE Coordinator were cancelled because of the COVID-19 pandemic. No DRE School was held, but the following training was:

- *ARIDE - 4 classes with a total of 88 students*
- *DRE In-service - 1 class with 36 students*
- *SFST Instructor In-service - 1 class with 21 students*

continued on page 23

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 FFY 2020, 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 FFY 2020: October 2019, February 2020, and a virtual meeting in June 2020 due to the COVID-19 pandemic.

Traffic Safety Resource Prosecutor

The GHSP provides funding for a Traffic Safety Resource Prosecutor (TSRP). FFY 2020 became the third consecutive year of the TSRP program after having no TSRP for a few years, which allowed for consistent and effective training opportunities statewide. While the program was affected by the ongoing COVID-19 pandemic, as it especially affected travel and training opportunities, the TSRP was still able to provide or participate in several opportunities for traffic safety training.

The TSRP regularly participates in law enforcement training including ARIDE courses, DRE in-service training on legal updates, discovery and voir dire, as well as SFST Impaired Driving Week at the West Virginia State Police Academy, providing training on pre- and post-arrest procedures, courtroom preparation and testimony, and a joint presentation conducted on

DUI Statutes and Implied Consent.

Additional training was provided throughout the year to West Virginia magistrates, law enforcement officers, prosecutors and other lawyers through a variety of opportunities. Training topics included:

- *Updates to DUI and Traffic Safety laws*
- *Ethical Dos and Don'ts*
- *Prosecution of marijuana impaired driving cases*
- *Lunch and Learn presentations for Magistrates*
- *WV Prosecuting the Drugged Drivers (prosecutors and DREs)*
- *Senate Bill 130 and application for prosecutors and criminal defense lawyers at WVU College of Law*

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

In addition to bringing in trainers from other states, the TSRP also participates in training in other states and was invited to be on a panel for the National Association of Prosecutor Coordinators (NAPC) and the National Highway Traffic Safety Administration (NHTSA) to develop a new curriculum for the Cops in Court training with a tie to drug-impaired driving.

The TSRP also 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.

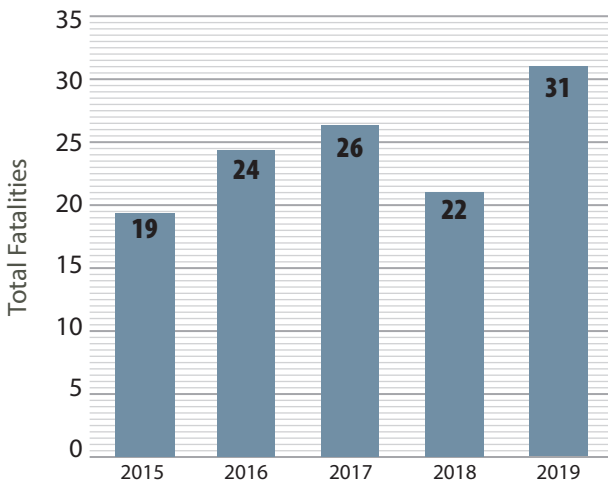


Press Release issued by the WV GHSP for the Labor Day Drive Sober campaign.

Pedestrian Safety

The number of pedestrian fatalities increased from 22 to 31 from 2018 to 2019. This is the highest number of pedestrian fatalities in West Virginia since 2012. At that time, though, this fatality type made up 9% of all fatalities, and this year, it makes up nearly 12%. The GHSP believes continued, consistent pedestrian safety education is necessary. This is accomplished through safety presentations, given to various age groups on a variety of traffic safety topics along with pedestrian safety.

Pedestrian Fatalities
From 2015 to 2019



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. Due to the COVID-19 pandemic, though, most safety events and activities were cancelled.

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 to discuss the issues as well as applicable state laws.

Projects for this program were funded with Section 402 funds. While there isn't a specific pedestrian enforcement program area, there are specific enforcement program areas that are consistently factors in pedestrian fatalities, such as speed (Section 402 funds), distracted driving (DOHDD 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

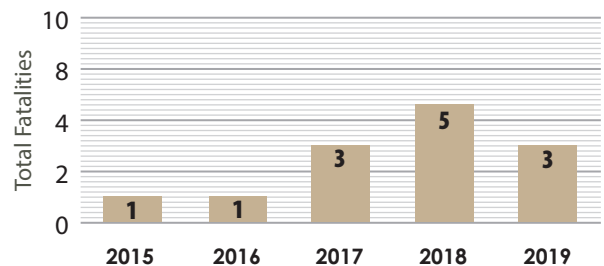
Fortunately, bicyclist fatalities are minimal in West Virginia, with 2019 data showing a decrease from the previous year, from 5 to 3. The GHSP would like to see the fatal bicycle-involved crashes to continue to decrease in 2020 and continue the downward trend into the future. Bicycle safety messages were spread year-long with messages geared toward bicyclists and drivers while driving alongside bicyclists.

Students were educated through bicycle rodeos and other youth events in which youth are taught bicycle safety and provided 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. Due to the COVID-19 pandemic, though, most safety events and activities were cancelled.

Several news stories ran in the media pertaining to bicycle safety events, and social media was utilized to share these stories as well as other bicycle safety messages throughout the year.

Projects for this program were funded with Section 402 funds.

Bicyclist Fatalities
From 2015 to 2019



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.

Motorcycle Data

Motorcycle registrations for FFY 2020 totaled 42,609 with 105,381 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 of the required equipment and training materials. The MSF also certifies the WVMSP's curriculum and its RiderCoaches (trainers). Due to COVID-19, MSF only opened 3 training sites in West Virginia (Parkersburg, Morgantown and South Charleston) which caused the low number of riders taking the safety classes. Due to this situation, we agreed to accept training classes from other surrounding states. The West Virginia Division of Motor Vehicles was also closed for a short period and reopened by appointments only, which slowed the motorcycle endorsement and licensing processes.

Motorcycle Safety Trainees	Passed	Failed	Pass Rate
Basic Rider Skills	384	6	98.46%
Expert Rider Skills	12	0	100%
3Wheel Basic Skills	4	0	100%
Mobile Training Unit	0	0	100%

Additionally, 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 safety fairs throughout the state as a powerful teaching tool.

The WVMSP also used a Mobile Training Unit for safety training at special events and in more remote locations in the state. Due to COVID-19 restrictions, the Mobile Training Unit was not utilized in FFY 2020.

Program Highlights

The WVMSP participated in two (2) motorcycle-related events and rallies in FFY 2020 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*
- *Dagger's Toy Run*

Due to COVID-19 these events/rallies were cancelled:

- *Capitol City FOP Car & Bike Show*
- *Donel C. Kinnard Memorial Run*
- *Road Riders for Jesus*
- *Rod Run and Doo Wop*



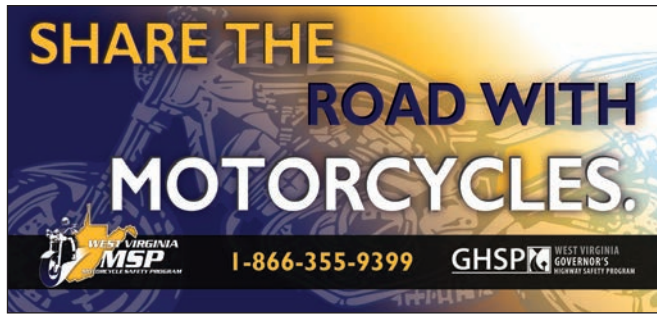
Motorcycle Safety Training Coordinator Mary Jarrell presented a check for Dagger's Toy Run. State funds were used for this contribution.

Media

The WVMSP utilized radio PSAs, billboards, social media, and event sponsorships to promote motorcycle safety. The primary focus of motorcyclist messages was the enforcement elements of helmet use and impaired-free riding, as well as efforts to encourage potential and future riders to obtain their motorcycle endorsement by taking the Basic Rider Course (BRC)

prior to experiencing riding on our public roads. A radio campaign was scheduled to run from February through July 2020 to encourage riders to take the WVMSP BRC training. Due to COVID-19, the campaign was changed to messages about helmet use, cancellation of MSP Safety Classes, and when classes would be resuming.

Section 405f funds were used for billboards around the state in geographic locations designated as scenic motorcycle routes by the West Virginia Division of Tourism that displayed the message, “Share the Road with Motorcycles.” Boosted social media posts with this message were shared in May as well.



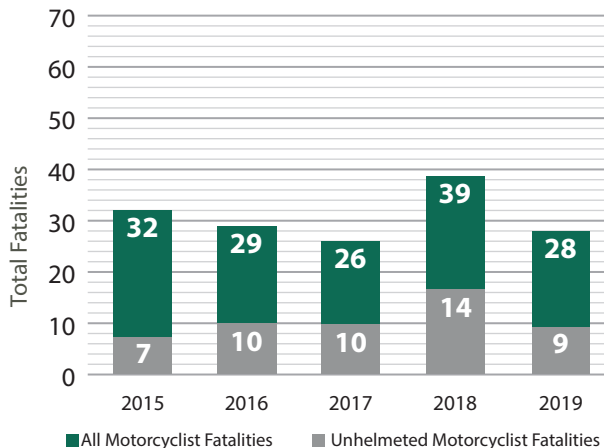
Paid Media: Share the Road with Motorcycles Billboards

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.

Motorcyclist Fatalities

From 2015 to 2019



ATV Safety

West Virginia law requires an ATV Safety Awareness Program for riders under 18 years old. In 2019, West Virginia had 17 ATV 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 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 WV DMV regional offices. The GHSP promotes an expanded version of the training through partnerships with a number of 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. Due to COVID-19, the West Virginia Division of Motor Vehicles regional offices were closed or by appointment only, so we encouraged riders to take the ATV Safety Institutes E-course online.

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 improve public awareness and reinforce outreach efforts to reduce ATV fatalities and injuries.



Traffic Safety Programs

Red Light & 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, 2020. 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 23 law enforcement agencies participated statewide in the August *Target Red* campaign, with 424 hours were worked, and 302 citations issued for running red lights and stop signs. There were 139 other citations written during the campaign for speeding, non-use of seat belts, and cell/texting. Four DUI arrests were also made during the campaign, in addition to five felony arrests and six fugitive arrests. Citations were issued for 29 Driving on Suspended/Revoked violations. Participation and citations/arrests were down from FFY 2019, likely due to the COVID-19 pandemic.

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



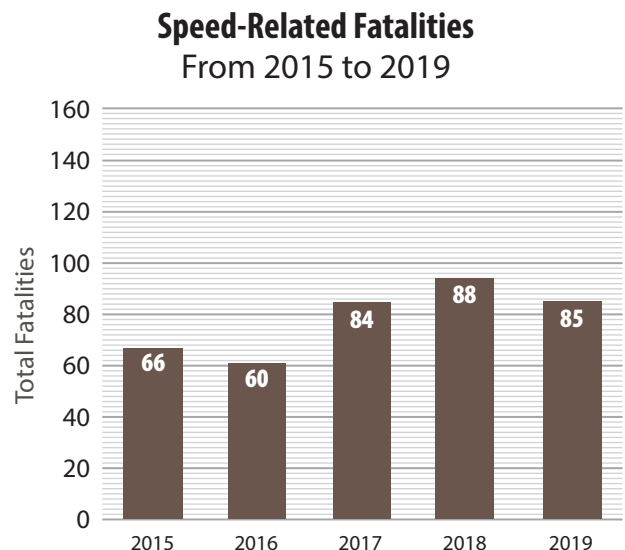
Paid Media: Region 2 Target Red/Red Light & Stop Sign HVE Campaign Digital Ad



Speeding/Aggressive Driving High Visibility Enforcement Campaigns

In 2019, speed-related fatalities comprised 32% of all motor vehicle fatalities in West Virginia; 85 of the state's 260 motor vehicle fatalities were a direct result of speeding. From 2014 to 2016, speed-related fatalities were cut in half from the previous 5 years, but since 2017, they have been trending upward once again. While final data is not available for 2020, we anticipate a significant number of traffic fatalities will once again be due to speed.

News from throughout the United States, including West Virginia, reported a surge in speeding, and especially at extreme speeds, on the nation's



roadways during the first three months of the COVID-19 pandemic. Traffic volume in general was decreased because people were staying at home more and law enforcement traffic patrols were reduced, and many took advantage of the roads void of other traffic and assumed reduced chances of being pulled over. As COVID-19 restrictions eased up in West Virginia in early summer, traffic volume and traffic patrols increased, lessening the speed issues somewhat.

In FFY 2020, GHSP funded enforcement and saturation patrols for speed/aggressive driving in efforts to reduce speed-related crash fatalities; 82 law enforcement agencies participated, logging 6,290 hours and issuing 11,857 speed citations. Highway Safety grant funds were used to purchase 24 radars for law enforcement agencies throughout West Virginia.

In FFY 2020, 60 law enforcement agencies, including 43 West Virginia State Police detachments, participated in Work Zone Safety enforcement, working 2,706 hours at a cost of \$92,289 in grant funds issued to the GHSP by the West Virginia Division of Highways.

Fatalities in Crashes Involving Speeding

Speeding Fatalities Per 100,000 Population

County	Fatalities	Per 100k	County	Fatalities	Per 100k
Barbour	2	12.16	Mineral	1	3.72
Berkeley	8	6.71	Mingo	1	4.27
Boone	1	4.66	Monongalia	1	0.95
Braxton	1	7.16	Monroe	2	15.07
Brooke	0	0.00	Morgan	6	33.55
Cabell	1	1.09	Nicholas	1	4.08
Calhoun	2	28.13	Ohio	2	4.83
Clay	1	11.75	Pendleton	0	0.00
Doddridge	0	0.00	Pleasants	0	0.00
Fayette	1	2.36	Pocahontas	0	0.00
Gilmer	0	0.00	Preston	0	0.00
Grant	1	8.64	Putnam	4	7.09
Greenbrier	1	2.89	Raleigh	4	5.45
Hampshire	2	8.63	Randolph	1	3.48
Hancock	0	0.00	Ritchie	2	20.93
Hardy	0	0.00	Roane	2	14.61
Harrison	1	1.49	Summers	0	0.00
Jackson	1	3.50	Taylor	0	0.00
Jefferson	2	3.50	Tucker	2	29.24
Kanawha	6	3.37	Tyler	2	23.28
Lewis	3	18.86	Upshur	0	0.00
Lincoln	2	9.80	Wayne	2	5.08
Logan	1	3.12	Webster	0	0.00
Marion	3	5.35	Wetzel	2	13.28
Marshall	3	9.83	Wirt	0	0.00
Mason	1	3.77	Wood	3	3.59
McDowell	0	0.00	Wyoming	1	4.90
Mercer	2	3.40			

Mercer County sees decrease in traffic, increase in violations



May 21, 2020 6:56 pm Jade Burks

CORONAVIRUS, NEWS, TOP STORIES



MERCER COUNTY (WVVA) -- Ahead of one of the busiest travel weekends of the year, the Coalfields Highway Safety Program relaunched Thursday - after a 2-month suspension due to COVID-19.

Sgt. Adam Ballard, coordinator for Region 8 of the WVCHSP, says a speed-count - recorded electronically every month - reported a significant decrease in travel along Mercer County

Region 8 Coordinator Sgt. Adam Ballard speaks with local news about the increased speed count during the pandemic



Regional Programs & Coordinators

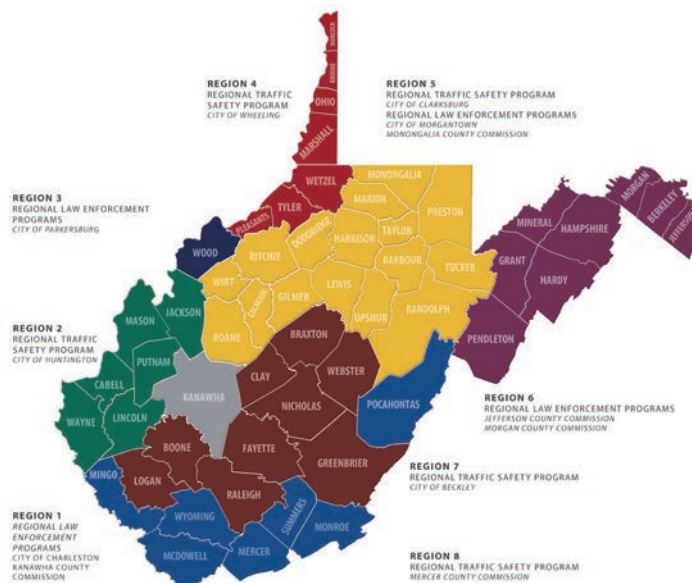
The GHSP has divided the state's 55 counties into eight regions based on geography and demographics. Prior to FFY 2019, each region employed a Regional Coordinator who was responsible for the implementation of evidence-based highway safety programs and projects throughout their region. Acting as an extension 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.

Beginning with FFY 2019 and continuing into FFY 2020, the regions were restructured. All 55 counties are still part of a region; however, only five regions are true Regional Traffic Safety Programs (with a Coordinator); three of the regions are now considered Regional Law Enforcement Programs only. (See map.)

Regional Traffic Safety Program 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 HSIP funds for Distracted Driving and Work Zone Safety.



Region 1 – Law Enforcement Programs

City of Charleston
Kanawha County Commission

Region 2 – Regional Traffic Safety Program Safe Traffic Operations Program

Coordinator: Beau Evans

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

Region 3 – Regional Law Enforcement Program

City of Parkersburg

Region 4 – Regional Traffic Safety Program

Northern Regional Highway Safety Office

Coordinator: Melissa Taylor

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

Region 5 – Regional Traffic Safety Program

High-Technology Corridor Regional Highway Safety Program

Coordinator: Pat McCarty

Counties: Barbour, Calhoun, Doddridge, Gilmer, Harrison, Lewis, Marion, Randolph, Ritchie, Roane, Taylor, Tucker, Upshur and Wirt

Region 5 – Regional Law Enforcement Programs

City of Morgantown
Monongalia County Commission

Region 6 – Regional Law Enforcement Programs

Jefferson County Commission
Morgan County Commission

Region 7 – Regional Traffic Safety Program Southern Regional Highway Safety Program

Coordinator: Sgt. Jamie Wilhite

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

Region 8 – Regional Traffic Safety Program

West Virginia Coalfields Highway Safety Program

Coordinator: Sgt. Adam Ballard

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

West Virginia GHSP Staff

Director | Bob Tipton

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.

Federal Programs Administrator | Barbara Lobert

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

Community Development Specialist II | Amy Boggs

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

Community Development Specialist I | Greg Sigman

This Program Manager is responsible for the day-to-day management of grants, plus additional responsibilities as needed. Funding is 100 percent Federal.

Community Development Specialist I | Heather Kessel

This Program Manager is responsible for the day-to-day management of grants, plus additional responsibilities as needed. Funding is 100 percent Federal.

Data Warehouse Specialist I | Vacant

The Traffic Records Coordinator performs technical and analytical research to obtain statistics and conducts evaluation. The traffic safety data collected by the Coordinator is reported to the GHSP and other agencies. The Coordinator serves as Chair of the Traffic Records Coordinating Committee. Funding is 100 percent Federal.

Public Information Specialist II | Aimee Cantrell

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

Administrative Services Assistant III | Trish Anderson

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

Administrative Services Assistant III | Donnie Hale

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

Administrative Services Assistant I | Mary Jarrell

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

Accountant/Auditor IV | William King

This position serves as the Fiscal Officer for 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 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 | Amanda Green

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 | 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 | Nicole Cofer

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 Kanawha County Prosecuting Attorney's Office.

Assistant Law Enforcement Liaison | Brett Pickens

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

Grant Status Report

FY20 WV GOVERNORS HIGHWAY SAFETY PROGRAM, MONTHLY GRANT LISTING REPORT, 12-22-20 FOR SEPT 30, 2020									
GRANT #	GRANTEE	PROGRAM	ADJUSTED AWARD	FINAL	FINAL	GRANTEE TOT EXP TO DATE	PROGRAM % SPENT	T/GRANTEE % SPENT	
				9/30/20 EXPENSES	9/30/20 BALANCE				
402	1GHSP20	GHSP PLANNING & ADMIN	FA402PA	170,000.00	156,111.71	13,889.29		91.83%	
402	1GHSP20	GHSP ALCOHOL COOR	FA402AL	62,000.00	18,432.22	43,567.78		29.73%	
402	1GHSP20	GHSP COORDINATION	FA402SA	320,000.00	228,320.45	91,679.55		71.35%	
402	1GHSP20	GHSP PAID MEDIA	FA402PM	345,000.00	55,683.40	289,316.60	458,547.78	16.14%	51.12%
402	2HUNT20	CITY OF HUNTINGTON	FA402AL	2,000.00	0.00	2,000.00		N/A	
402	2HUNT20	CITY OF HUNTINGTON	FA402DE	7,000.00	0.00	7,000.00		N/A	
402	2HUNT20	CITY OF HUNTINGTON	FA402OP	11,000.00	2,975.00	8,025.00		27.05%	
402	2HUNT20	CITY OF HUNTINGTON	FA402PM	47,000.00	46,922.00	78.00		99.83%	
402	2HUNT20	CITY OF HUNTINGTON	FA402PS	1,000.00	0.00	1,000.00		N/A	
402	2HUNT20	CITY OF HUNTINGTON	FA402PT	22,500.00	4,887.95	17,612.05		21.72%	
402	2HUNT20	CITY OF HUNTINGTON	FA402SA	85,500.00	62,158.06	23,341.94		72.70%	
402	2HUNT20	CITY OF HUNTINGTON	FA402SB	6,000.00	1,001.46	4,998.54		16.69%	
402	2HUNT20	CITY OF HUNTINGTON	FA402SE	42,000.00	40,696.83	1,303.17	158,641.30	96.90%	70.82%
402	4WHEEL20	CITY OF WHEELING	FA402PM	2,000.00	0.00	2,000.00		N/A	
402	4WHEEL20	CITY OF WHEELING	FA402PT	2,000.00	0.00	2,000.00		N/A	
402	4WHEEL20	CITY OF WHEELING	FA402SA	83,500.00	69,416.85	14,083.15		83.13%	
402	4WHEEL20	CITY OF WHEELING	FA402SB	1,000.00	0.00	1,000.00		N/A	
402	4WHEEL20	CITY OF WHEELING	FA402SE	14,000.00	6,020.88	7,979.12	75,437.73	43.01%	73.60%
402	5CLARK20	CITY OF CLARKSBURG	FA402DE	1,500.00	0.00	1,500.00		N/A	
402	5CLARK20	CITY OF CLARKSBURG	FA402OP	2,000.00	0.00	2,000.00		N/A	
402	5CLARK20	CITY OF CLARKSBURG	FA402PM	25,000.00	20,700.00	4,300.00		82.80%	
402	5CLARK20	CITY OF CLARKSBURG	FA402PT	3,000.00	111.00	2,889.00		3.70%	
402	5CLARK20	CITY OF CLARKSBURG	FA402SA	83,800.00	64,769.66	19,030.34		77.29%	
402	5CLARK20	CITY OF CLARKSBURG	FA402SB	2,500.00	0.00	2,500.00		N/A	
402	5CLARK20	CITY OF CLARKSBURG	FA402SE	35,000.00	19,513.61	15,486.39	105,094.27	55.75%	68.78%
402	6JEFF20	JEFFERSON CO COMM	FA402SA	154,000.00	140,829.61	13,170.39		91.45%	
402	6JEFF20	JEFFERSON CO COMM	FA402SE	11,000.00	9,988.55	1,011.45	150,818.16	90.81%	91.40%
402	7BECK20	CITY OF BECKLEY	FA402DE	7,000.00	0.00	7,000.00		N/A	
402	7BECK20	CITY OF BECKLEY	FA402MC	500.00	0.00	500.00		N/A	
402	7BECK20	CITY OF BECKLEY	FA402OP	7,000.00	3,573.50	3,426.50		51.05%	
402	7BECK20	CITY OF BECKLEY	FA402PM	3,500.00	1,837.00	1,663.00		52.49%	
402	7BECK20	CITY OF BECKLEY	FA402PT	12,000.00	0.00	12,000.00		N/A	
402	7BECK20	CITY OF BECKLEY	FA402SA	73,300.00	65,135.89	8,164.11		88.86%	
402	7BECK20	CITY OF BECKLEY	FA402SB	3,000.00	1,291.47	1,708.53		43.05%	
402	7BECK20	CITY OF BECKLEY	FA402SE	20,000.00	25,236.40	(5,236.40)		126.18%	
402	7BECK20	CITY OF BECKLEY	FA402SO	25,000.00	24,012.34	987.66	121,086.60	96.05%	80.03%
402	8CHAS20	CITY OF CHARLESTON	FA402PT	2,000.00	0.00	2,000.00		N/A	
402	8CHAS20	CITY OF CHARLESTON	FA402SA	1,000.00	0.00	1,000.00		N/A	
402	8CHAS20	CITY OF CHARLESTON	FA402SB	5,000.00	0.00	5,000.00		N/A	
402	8CHAS20	CITY OF CHARLESTON	FA402SE	35,000.00	16,258.55	18,741.45	16,258.55	46.45%	37.81%
402	9BECKLL20	CITY OF BECKLEY	FA402OP	20,449.83	15,449.83	5,000.00		75.55%	
402	9BECKLL20	CITY OF BECKLEY	FA402DE	4,000.00	570.26	3,429.74		14.26%	
402	9BECKLL20	CITY OF BECKLEY	FA402PT	28,000.00	2,188.18	25,811.82		7.81%	
402	9BECKLL20	CITY OF BECKLEY	FA402SA	282,270.17	152,204.47	130,065.70	170,412.74	53.92%	50.91%
402	10WVSP20	STATE POLICE	FA402DD	15,000.00	12,669.83	2,330.17		84.47%	
402	10WVSP20	WV STATE POLICE	FA402SE	115,000.00	115,419.95	(419.95)	128,089.78	100.37%	98.53%
402	11TSRP20	KANAWHA CO COMM	FA402AL	198,620.00	130,697.49	67,922.51	130,697.49	65.80%	65.80%
402	12ABCA20	AL BEVRG CNTRL ADM	FA402AL	63,000.00	36,203.49	26,796.51	36,203.49	57.47%	57.47%
402	14MERC20	MERCER CO COMM	FA402DE	4,000.00	0.00	4,000.00		N/A	
402	14MERC20	MERCER CO COMM	FA402MC	5,000.00	0.00	5,000.00		N/A	
402	14MERC20	MERCER CO COMM	FA402OP	8,000.00	0.00	8,000.00		105.63%	
402	14MERC20	MERCER CO COMM	FA402PM	13,100.00	8,450.00	4,650.00		N/A	
402	14MERC20	MERCER CO COMM	FA402PS	500.00	0.00	500.00		20.00%	
402	14MERC20	MERCER CO COMM	FA402PT	5,500.00	100.00	5,400.00		1077.65%	
402	14MERC20	MERCER CO COMM	FA402SA	96,300.00	59,270.57	37,029.43		N/A	
402	14MERC20	MERCER CO COMM	FA402SB	3,000.00	0.00	3,000.00		605.57%	
402	14MERC20	MERCER CO COMM	FA402SE	30,000.00	18,167.10	11,832.90	85,987.67	179.08%	51.99%
402	15DTASP20	CITY OF BECKLEY DTASP	FA402SA	56,000.00	53,724.00	2,276.00		118.99%	
402	15DTASP20	CITY OF BECKLEY DTASP	FA402SO	150,000.00	66,634.16	83,365.84	120,358.16	44.42%	58.43%
402	18PBC20	PUBLIC SERVICE COMM	FA402SE	10,000.00	9,170.28	829.72	9,170.28	91.70%	91.70%
402	17MONCO20	MONONGALIA CO COMM	FA402SA	1,000.00	0.00	1,000.00		N/A	
402	17MONCO20	MONONGALIA CO COMM	FA402SB	3,000.00	167.37	2,832.63		5.58%	
402	17MONCO20	MONONGALIA CO COMM	FA402SE	25,200.00	13,621.59	11,578.41	13,788.96	54.05%	47.22%
402	18MRGTN20	CITY OF MORGANTOWN	FA402SA	1,000.00	0.00	1,000.00		N/A	
402	18MRGTN20	CITY OF MORGANTOWN	FA402SB	1,000.00	0.00	1,000.00		N/A	
402	18MRGTN20	CITY OF MORGANTOWN	FA402SE	9,000.00	4,870.62	4,129.38	4,870.62	54.12%	44.28%
402	19MORG20	MORGAN CO COMM	FA402SA	62,000.00	49,349.28	12,650.72		79.60%	
402	19MORG20	MORGAN CO COMM	FA402SE	8,000.00	0.00	8,000.00	49,349.28	N/A	70.50%
402	20KANS20	KAN CO COMM-SHERIFFS	FA402PT	2,000.00	0.00	2,000.00		N/A	
402	20KANS20	KAN CO COMM-SHERIFFS	FA402SA	1,000.00	0.00	1,000.00		N/A	
402	20KANS20	KAN CO COMM-SHERIFFS	FA402SB	2,000.00	1,114.76	885.24		55.74%	
402	20KANS20	KAN CO COMM-SHERIFFS	FA402SE	30,000.00	10,968.73	19,031.27	12,083.49	36.56%	34.52%

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402	21PARK20	CITY OF PARKERSBURG	FA402SE	6,000.00	2,716.70	3,283.30	2,716.70	45.28%	45.28%
402	402	TOTAL 402 SAFE COMM AWARDS		2,994,540.00	1,849,613.05	1,144,926.95	1,849,613.05	61.77%	61.77%
402	402	UNAWARDED (2020 TOT \$2,221,915.87)		2,527,080.28	0.00	2,527,080.28	N/A	N/A	N/A
402	402	TOTAL 402 SAFE COMM GRANTS		5,521,620.28	1,849,613.05	3,672,007.23	N/A	N/A	N/A
0.00									
405B	1GHSP20	GHSP OP PUBLIC EDUC	FA405BPE	8,000.00	2,100.00	5,900.00	2,100.00	26.25%	26.25%
405B	2HUNT20	CITY OF HUNTINGTON	FA405BCPS	12,000.00	1,495.90	10,504.10		12.47%	
405B	2HUNT20	CITY OF HUNTINGTON	FA405BCSS	3,500.00	1,878.90	1,621.10		53.68%	
405B	2HUNT20	CITY OF HUNTINGTON	FA405BHV	54,000.00	40,993.48	13,006.52		75.91%	
405B	2HUNT20	CITY OF HUNTINGTON	FA405BPE	25,000.00	16,948.00	8,052.00	61,316.28	67.79%	64.88%
405B	4WHEEL20	CITY OF WHEELING	FA405BCPS	8,000.00	1,590.81	6,409.19		19.89%	
405B	4WHEEL20	CITY OF WHEELING	FA405BCSS	2,500.00	2,500.00	0.00		100.00%	
405B	4WHEEL20	CITY OF WHEELING	FA405BHV	11,000.00	2,817.82	8,182.18		25.62%	
405B	4WHEEL20	CITY OF WHEELING	FA405BPE	800.00	500.00	300.00	7,408.63	62.50%	33.22%
405B	5CLARK20	CITY OF CLARKSBURG	FA405BCPS	5,995.00	0.00	5,995.00		N/A	
405B	5CLARK20	CITY OF CLARKSBURG	FA405BCSS	3,005.00	3,003.40	1.60		99.95%	
405B	5CLARK20	CITY OF CLARKSBURG	FA405BHV	16,000.00	6,160.66	9,839.34		38.50%	
405B	5CLARK20	CITY OF CLARKSBURG	FA405BTRNG	1,000.00	0.00	1,000.00	9,164.06	N/A	35.25%
405B	6JEFF20	JEFFERSON CO COMM	FA405BHV	5,500.00	2,461.39	3,038.61	2,461.39	44.75%	0.02%
405B	7BECK20	CITY OF BECKLEY	FA405BCPS	3,500.00	145.00	3,355.00		4.14%	
405B	7BECK20	CITY OF BECKLEY	FA405BCSS	3,000.00	0.00	3,000.00		N/A	
405B	7BECK20	CITY OF BECKLEY	FA405BHV	26,500.00	16,154.44	10,345.56		60.96%	
405B	7BECK20	CITY OF BECKLEY	FA405BPE	2,000.00	0.00	2,000.00	16,299.44	N/A	46.57%
405B	8CHAS20	CITY OF CHARLESTON	FA405BCPS	3,000.00	675.75	2,324.25		22.53%	
405B	8CHAS20	CITY OF CHARLESTON	FA405BCSS	2,250.00	1,975.00	275.00		87.78%	
405B	8CHAS20	CITY OF CHARLESTON	FA405BHV	25,000.00	13,790.58	11,209.42		55.16%	
405B	8CHAS20	CITY OF CHARLESTON	FA405BTRNG	1,750.00	0.00	1,750.00	16,441.33	N/A	51.38%
405B	9BECKLL20	CITY OF BECKLEY LEL	FA405BCSS	1,500.00	0.00	1,500.00		N/A	
405B	9BECKLL20	CITY OF BECKLEY LEL	FA405BTRNG	20,000.00	1,220.97	18,779.03	1,220.97	6.10%	5.68%
405B	10WVSPOL20	WV STATE POLICE	FA405BHV	112,000.00	104,135.07	7,864.93	104,135.07	92.98%	92.98%
405B	14MERC20	MERCER CO COMM	FA405BCPS	3,000.00	699.87	2,300.13		23.33%	
405B	14MERC20	MERCER CO COMM	FA405BCSS	2,500.00	2,496.60	3.40		99.86%	
405B	14MERC20	MERCER CO COMM	FA405BHV	24,000.00	12,499.20	11,500.80		52.08%	
405B	14MERC20	MERCER CO COMM	FA405BPE	6,000.00	59.50	5,940.50	15,755.17	0.99%	44.38%
405B	15DTASP20	CITY OF BECKLEY DTASP	FA405BTRNG	4,000.00	0.00	4,000.00		N/A	
405B	15DTASP20	CITY OF BECKLEY DTASP	FA405BGEN	29,500.00	3,021.05	26,478.95	3,021.05	10.24%	9.02%
405B	16PSCOM20	PUBLIC SERVICE COMM	FA405BHV	10,000.00	6,000.00	4,000.00	6,000.00	60.00%	60.00%
405B	17MONCO20	MONONGALIA CO COMM	FA405BHV	16,500.00	7,043.68	9,456.32	7,043.68	42.69%	42.69%
405B	18MRGTN20	CITY OF MORGANTOWN	FA405BHV	10,000.00	1,076.68	8,923.32	1,076.68	10.77%	10.77%
405B	19MORG20	MORGAN CO COMM	FA405BHV	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405B	20KANSD20	KAN CO COMM-SHERIFFS	FA405BHV	20,000.00	7,402.92	12,597.08		37.01%	
405B	20KANSD20	KAN CO COMM-SHERIFFS	FA405BTRNG	2,000.00	0.00	2,000.00	7,402.92	N/A	33.65%
405B	21PARK20	CITY OF PARKERSBURG	FA405BHV	5,500.00	4,540.23	959.77	4,540.23	82.55%	82.55%
405B	405B	TOTAL 405B OCC PROT AWARDS		494,800.00	265,386.90	229,413.10	265,386.90	53.64%	53.64%
405B	405B	UNAWARDED (2020 TOT \$288,116.27)		233,230.77	0.00	233,230.77	N/A	N/A	N/A
405B	405B	TOTAL 405B OCC PROT GRANTS		728,030.77	265,386.90	462,643.87	N/A	N/A	N/A
0.00									
405C	1GHSP20	GHSP TRAFFIC RECORDS	FA405C	80,000.00	60,897.85	19,102.05	60,897.85	76.12%	76.12%
405C	2HUNT20	CITY OF HUNTINGTON	FA405C	68,000.00	64,461.39	3,538.61	64,461.39	94.80%	94.80%
405C	4WHEEL20	CITY OF WHEELING	FA405C	40,000.00	23,000.25	16,999.75	23,000.25	57.50%	57.50%
405C	5CLARK20	CITY OF CLARKSBURG	FA405C	160,000.00	159,917.11	82.89	159,917.11	99.95%	99.95%
405C	6JEFF20	JEFFERSON CO COMM	FA405C	40,000.00	0.00	40,000.00	0.00	N/A	0.00%
405C	7BECK20	CITY OF BECKLEY	FA405C	60,000.00	21,409.40	38,590.60	21,409.40	35.68%	35.68%
405C	8CHAS20	CITY OF CHARLESTON	FA405C	10,000.00	6,580.00	3,420.00	6,580.00	65.80%	65.80%
405C	9BECKLL20	CITY OF BECKLEY	FA405C	60,000.00	3,718.71	56,281.29	3,718.71	6.20%	6.20%
405C	10WVSPOL20	WV STATE POLICE	FA405C	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
405C	14MERC20	MERCER CO COMM	FA405C	40,000.00	30,237.18	9,762.82	30,237.18	75.59%	75.59%
405C	19MORG20	MORGAN CO COMM	FA405C	20,000.00	4,606.00	15,394.00	4,606.00	23.03%	23.03%
405C	20KANSD20	KANAWHA CO COMM	FA405C	20,000.00	0.00	20,000.00	0.00	N/A	0.00%
405C	21PARK20	CITY OF PARKERSBURG	FA405C	15,000.00	0.00	15,000.00	0.00	N/A	0.00%
405C	405C	TOTAL 405C TRAFFIC RECORDS AWARDS		618,000.00	374,827.99	243,172.01	374,827.99	60.65%	60.65%
405C	405C	UNAWARDED (2020 TOT \$318,072.89)		480,990.82	0.00	480,990.82	N/A	N/A	N/A
405C	405C	TOTAL 405C TRAFFIC RECORDS GRANTS		1,098,990.82	374,827.99	724,162.83	N/A	N/A	N/A
0.00									
405D	1GHSP20	GHSP PAID MEDIA	FA405DPM	355,000.00	296,763.73	58,236.27	296,763.73	83.60%	83.60%
405D	2HUNT20	CITY OF HUNTINGTON	FA405DHVE	131,000.00	36,274.79	94,725.21		27.69%	
405D	2HUNT20	CITY OF HUNTINGTON	FA405DIDC	77,699.36	77,699.23	0.13		100.00%	
405D	2HUNT20	CITY OF HUNTINGTON	FA405DPM	10,000.00	9,796.00	204.00		97.96%	
405D	2HUNT20	CITY OF HUNTINGTON	FA405DTRNG	177,500.64	26,213.28	151,287.36	149,983.30	14.77%	37.86%
405D	4WHEEL20	CITY OF WHEELING	FA405DGEN	1,500.00	116.51	1,383.49		7.77%	
405D	4WHEEL20	CITY OF WHEELING	FA405DHVE	36,000.00	21,588.77	14,411.23		59.97%	
405D	4WHEEL20	CITY OF WHEELING	FA405DOPB	500.00	0.00	500.00		N/A	
405D	4WHEEL20	CITY OF WHEELING	FA405DPM	2,000.00	0.00	2,000.00		N/A	
405D	4WHEEL20	CITY OF WHEELING	FA405DTRNG	2,000.00	231.65	1,768.35	21,936.93	11.58%	52.23%
405D	5CLARK20	CITY OF CLARKSBURG	FA405DHVE	70,000.00	37,876.79	32,123.21		54.11%	
405D	5CLARK20	CITY OF CLARKSBURG	FA405DOPB	20,500.00	20,000.00	500.00		97.56%	

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405D	5CLARK20	CITY OF CLARKSBURG	FA405DPM	7,500.00	7,050.00	450.00		94.00%	
405D	5CLARK20	CITY OF CLARKSBURG	FA405DTRNG	2,000.00	0.00	2,000.00	64,926.79	N/A	64.93%
405D	6JEFF20	JEFFERSON CO COMM	FA405DHVE	12,000.00	3,956.50	8,043.50	3,956.50	32.97%	32.97%
405D	7BECK20	CITY OF BECKLEY	FA405DHVE	74,000.00	57,009.09	16,990.91		77.04%	
405D	7BECK20	CITY OF BECKLEY	FA405DOPB	8,000.00	840.00	7,160.00		10.50%	
405D	7BECK20	CITY OF BECKLEY	FA405DPM	4,000.00	1,193.00	2,807.00		29.83%	
405D	7BECK20	CITY OF BECKLEY	FA405DTRNG	5,000.00	610.19	4,389.81	59,652.28	12.20%	65.55%
405D	8CHAS20	CITY OF CHARLESTON	FA405DHVE	47,000.00	14,292.44	32,707.56	14,292.44	30.41%	30.41%
405D	9BECKLL20	CITY OF BECKLEY	FA405DTRNG	57,000.00	200.00	56,800.00	200.00	0.35%	0.35%
405D	10WVSP20	WV STATE POLICE	FA405DHVE	285,000.00	234,531.35	50,468.65		82.29%	
405D	10WVSP20	WV STATE POLICE	FA405DIS	3,000.00	185.31	2,814.69		6.18%	
405D	10WVSP20	WV STATE POLICE	FA405DTRNG	2,000.00	0.00	2,000.00	234,716.66	N/A	80.94%
405D	14MERC20	MERCER CO COMM	FA405DGEN	5,000.00	0.00	5,000.00		N/A	
405D	14MERC20	MERCER CO COMM	FA405DHVE	67,000.00	20,166.24	46,833.76		30.10%	
405D	14MERC20	MERCER CO COMM	FA405DOPB	5,000.00	0.00	5,000.00		N/A	
405D	14MERC20	MERCER CO COMM	FA405DPM	10,000.00	8,475.00	1,525.00		84.75%	
405D	14MERC20	MERCER CO COMM	FA405DTRNG	3,000.00	0.00	3,000.00	28,641.24	N/A	31.82%
405D	15DTASP20	CITY OF BECKLEY	FA405DGEN	91,800.00	17,350.73	74,449.27		18.90%	
405D	15DTASP20	CITY OF BECKLEY	FA405DTRNG	20,000.00	0.00	20,000.00	17,350.73	N/A	15.52%
405D	17MONCO20	MONONGALIA CO COMM	FA405DHVE	73,500.00	21,732.28	51,767.72	21,732.28	29.57%	29.57%
405D	18MRGTN20	CITY OF MORGANTOWN	FA405DHVE	29,000.00	9,450.66	19,549.34	9,450.66	32.59%	32.59%
405D	19MORG20	MORGAN CO COMM	FA405DHVE	9,000.00	0.00	9,000.00	0.00	N/A	0.00%
405D	20KANS20	KANAWHA CO COMM	FA405DHVE	44,000.00	24,740.23	19,259.77	24,740.23	56.23%	56.23%
405D	21PARK20	CITY OF PARKERSBURG	FA405DHVE	4,000.00	716.04	3,283.96	716.04	17.90%	17.90%
405D	405D	TOTAL 405D IMP DRIVING AWARDS		1,751,500.00	949,059.81	802,440.19	949,059.81	54.19%	54.19%
405D	405D	UNAWARDED (2020 TOT \$1,140,566.26)		501,716.41	0.00	501,716.41		N/A	N/A
405D	405D	TOTAL 405D IMPAIRED DRIVING GRANTS		2,253,216.41	949,059.81	1,304,156.60		N/A	N/A
0.00									
405E	1GHSP20	GHSP DIST DRIVING	FA405E	11,306.31	10,696.23	610.08	10,696.23	94.60%	94.60%
405E	405E	TOTAL 405E DIST DRIVING AWARDS		11,306.31	10,696.23	610.08	10,696.23	94.60%	94.60%
405E	405E	UNAWARDED (2020 EST \$-0-)		0.00	0.00	0.00		N/A	N/A
405E	405E	TOTAL 405E DIST DRIVING GRANTS		11,306.31	10,696.23	610.08		N/A	N/A
0.00									
405F	1GHSP20	GHSP PAID MEDIA	FA405FMA	40,000.00	38,537.36	1,462.64	38,537.36	96.34%	96.34%
405F	9BECKLL20	CITY OF BECKLEY LEL	FA405FMT	5,000.00	909.27	4,090.73	909.27	18.19%	18.19%
405F	FA405F	TOTAL 405F MOTORCYCLE SFTY AWARDS		45,000.00	39,446.63	5,553.37	39,446.63	87.66%	87.66%
405F	FA405F	UNAWARDED (2020 EST\$35,000)		90,027.27	0.00	90,027.27		N/A	N/A
405F	FA405F	TOTAL 405F MTRCYCL SFTY GRANTS		135,027.27	39,446.63	95,580.64		N/A	N/A
0.00									
FED GRANTS	TOTAL FEDERAL NHTSA AWARDS			5,915,146.31	3,489,030.61	2,426,115.70	3,489,030.61	58.98%	58.98%
FED GRANTS	T/UNWRDD (2020 TOT \$4,006,268.76)			3,833,045.55	0.00	3,833,045.55		N/A	N/A
FED GRANTS	TOTAL FEDERAL NHTSA GRANTS			9,748,191.86	3,489,030.61	6,259,161.25		N/A	N/A
0.00									
405D	CDDP	CDDP TO REIM-GHSP PM	FA405DPM	80,000.00	79,998.89	1.11	79,998.89	100.00%	100.00%
DOHD	2HUNT20	CITY OF HUNTINGTON	DOHD	7,500.00	5,875.67	1,624.33	5,875.67	78.34%	78.34%
DOHD	4WHEEL20	CITY OF WHEELING	DOHD	2,000.00	0.00	2,000.00	0.00	N/A	0.00%
DOHD	5CLARK20	CITY OF CLARKSBURG	DOHD	2,250.00	491.88	1,758.12	491.88	21.86%	21.86%
DOHD	6JEFF20	JEFFERSON CO COMM	DOHD	1,250.00	0.00	1,250.00	0.00	N/A	0.00%
DOHD	7BECK20	CITY OF BECKLEY	DOHD	1,750.00	485.32	1,264.68	485.32	27.73%	27.73%
DOHD	8CHAS20	CITY OF CHARLESTON	DOHD	3,500.00	1,862.32	1,637.68	1,862.32	53.21%	53.21%
DOHD	14MERC20	MERCER CO COMM	DOHD	1,750.00	0.00	1,750.00	0.00	N/A	0.00%
DOHD	17MONCO20	MONONGALIA CO COMM	DOHD	5,750.00	1,287.34	4,462.66	1,287.34	22.39%	22.39%
DOHD	18MRGTN20	CITY OF MORGANTOWN	DOHD	3,000.00	0.00	3,000.00	0.00	N/A	0.00%
DOHD	20KANS20	KAN CO COMM SHERIFFS	DOHD	5,250.00	2,453.20	2,796.80	2,453.20	46.73%	46.73%
DOHD	21PARK20	CITY OF PARKERSBURG	DOHD	750.00	391.32	358.68	391.32	52.18%	52.18%
DOHD	DOHD	TOTAL DOH DISTRACTED DRIVING		34,750.00	12,847.05	21,902.95	12,847.05	36.97%	36.97%
DOHD	DOHD	UNAWARDED		18,697.86	0.00	18,697.86		N/A	N/A
DOHD	DOHD	TOTAL DOH DISTRACTED DRIVING GRANTS		53,447.86	12,847.05	40,600.81		N/A	N/A
0.00									
DOHW	4WHEEL20	CITY OF WHEELING	DOHW	25,000.00	16,554.38	8,445.62	16,554.38	66.22%	66.22%
DOHW	5CLARK20	CITY OF CLARKSBURG	DOHW	7,000.00	197.46	6,802.54	197.46	2.82%	2.82%
DOHW	6JEFF20	JEFFERSON CO COMM	DOHW	8,000.00	286.06	7,713.94	286.06	3.58%	3.58%
DOHW	7BECK20	CITY OF BECKLEY	DOHW	15,000.00	12,874.42	2,125.58	12,874.42	85.83%	85.83%
DOHW	8CHAS20	CITY OF CHARLESTON	DOHW	40,000.00	18,187.61	21,812.39	18,187.61	45.47%	45.47%
DOHW	10WVSP20	WV STATE POLICE	DOHW	30,000.00	26,071.37	3,928.63	26,071.37	86.90%	86.90%
DOHW	14MERC20	MERCER CO COMM	DOHW	38,000.00	6,240.94	31,759.06	6,240.94	16.42%	16.42%
DOHW	17MONCO20	MONONGALIA CO COMM	DOHW	5,000.00	0.00	5,000.00	0.00	N/A	0.00%
DOHW	18MRGTN20	CITY OF MORGANTOWN	DOHW	10,000.00	7,016.53	2,983.47	7,016.53	70.17%	70.17%
DOHW	19MORG20	MORGAN CO COMM	DOHW	7,000.00	0.00	7,000.00	0.00	N/A	0.00%
DOHW	20KANS20	KAN CO COMM SHERIFFS	DOHW	10,000.00	4,860.64	5,139.36	4,860.64	48.61%	48.61%
DOHW	21PARK20	CITY OF PARKERSBURG	DOHW	3,000.00	0.00	3,000.00	0.00	N/A	0.00%
DOHW	DOHWZ	TOTAL DOHWZ AWARDS		198,000.00	92,289.41	105,710.59	92,289.41	46.61%	46.61%
DOHW	DOHWZ	UNAWARDED (2020 EXPCFTD -0-)		238,081.77	0.00	238,081.77		N/A	N/A
DOHW	DOHWZ	TOTAL DOHWZ GRANTS		436,081.77	92,289.41	343,792.36		N/A	N/A

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DOH	STATE	TOTAL CDDP & DOH AWARDS	312,750.00	185,135.35	127,614.65	185,135.35	59.20%	59.20%
DOH	STATE	T/UNAWARDED (2020 EXPCTD \$-0-)	256,779.63	0.00	256,779.63	N/A	N/A	N/A
DOH	STATE	TOTAL STATE DOH GRANTS	569,529.63	185,135.35	384,394.28	N/A	N/A	N/A
	ALL	TOTAL HIGHWAY SAFETY AWARDS	6,227,896.31	3,674,165.96	2,553,730.35	3,674,165.96	59.00%	59.00%
	ALL	T/UNWRDD (2020 EXPCTD \$3,950,000)	4,089,825.18	0.00	4,089,825.18	N/A	N/A	N/A
	ALL	TOTAL HIGHWAY SAFETY GRANTS	10,317,721.49	3,674,165.96	6,643,555.53	N/A	N/A	N/A
					0.00			
	FED	TOTAL PAID MEDIA (MEMO)	897,900.00	584,463.88	384,985.01	584,463.88	65.09%	65.09%

West Virginia Governor's Highway Safety Program
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