

# 2007 Virginia's Highway Safety Plan

Transportation Safety Services

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## EXECUTIVE SUMMARY OF VIRGINIA'S HIGHWAY SAFETY PROGRAM

### Virginia Highway Safety Office Mission Statement

**"To reduce crashes, injuries, fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities."**

The Commonwealth of Virginia long ago recognized highway safety as a major problem affecting every citizen. Death rates, expressed as the number of fatalities per one hundred million miles traveled, were continually on the rise.

In response to this mounting problem, Virginia launched an aggressive, comprehensive, sustainable, highway safety program to effectively address the ever-growing problems of traffic crashes, injuries and fatalities. As travel and population continue to increase, highway safety initiatives which target localities and highways throughout the Commonwealth are vital to the achievement of those goals set at the federal and state levels. These goals target change in human behavior in regards to highway safety thereby reducing crashes, injuries and fatalities on a statewide basis.

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of their analyses, it has been decided that the largest improvements in highway safety for Virginia can be gained in the following program emphasis areas:

- Occupant Protection,
- Impaired Driving,
- Traffic Records,
- Motorcycle Safety and
- Aggressive Driving and Speeding.

Occupant Protection is an issue that needs focused attention in Virginia. The State's most recent safety belt survey indicates a reduction in the use of restraints at 78.6%, down from 80.4%. Correct safety belt use is a proven method to achieve a greater measure of safety in crashes, regardless of the other factors involved. Impaired driving from the use of alcohol/drugs is another persistent problem that contributes to a large portion of fatal and serious injury crashes. While much has been accomplished in the past, improvements are needed to strengthen and enhance existing programs. The area of Traffic Records is a critical component of every state highway safety program. The timeliness and accuracy of comprehensive data is essential in valid problem identification needed to plan strategies and allocate resources toward highway safety. With the increase in motorcycle endorsements and registrations, Virginia has experienced an increase in motorcycle crashes. Enforcement, training, education and awareness are key components to focus on to address this issue. And lastly, aggressive driving (often manifested in speed) has a profound impact on the safety of Virginia's roadways. A targeted emphasis focused on enforcement and education will continue to raise the awareness of the dangers and implications of aggressive driving.

Areas also eligible for consideration in state and local grants, but to a lesser extent: Planning and Administration, Emergency Medical Services, Pedestrian/Bicycle Safety, and Roadway Safety. As decisions are made on grant funding levels, an assessment will be made for the

prospective grants to make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals.

Virginia's Highway Safety Office implements the following functions:

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

## COMMONWEALTH OF VIRGINIA HIGHWAY SAFETY OFFICE

Governor	Timothy M. Kaine
Governor's Highway Safety Representative	D. B. Smit DMV Commissioner
Location of Highway Safety Office	Department of Motor Vehicles 2300 West Broad Street Richmond, Virginia 23220
Governor's Highway Safety Coordinator	David Mitchell, Deputy Commissioner Virginia Highway Safety Office 2300 West Broad Street, Room 701 Richmond, VA 23220 Phone: (804) 367-0122 Fax: (804) 367-6631 Email: david.mitchell@dmv.virginia.gov

## DELEGATION OF AUTHORITY AND ORGANIZATIONAL STAFFING

Legislation that gives written enabling authority for highway safety and the responsibility to carry out assigned state highway safety office functions to the Virginia Department of Motor Vehicles' (DMV) is Virginia Code Section 46.2-222 through 224.

Virginia's Highway Safety Office is comprised of 39 staff members including field personnel, and the Centralized Accident Processing (CAP) work center (15 staff) transferred to the Virginia Highway Safety Office during this year. At the time of this plan development there was one vacancy in the unit. The CAP unit processes the state's police crash reports and enters the information into the state database.

The organizational chart and position descriptions of Virginia's Highway Safety Office are found in the following sections.

### **Board of Transportation Safety**

The Virginia Board of Transportation Safety advises the Commissioner of Motor Vehicles, the Secretary of Transportation and the Governor on transportation safety matters pursuant to §46.2-224 of the Code of Virginia. The Board shall consist of twelve members appointed by the Governor, six of whom represent each of the DMV districts in the state and the remaining represent other modes of transportation (Air, Water, Rail, Motor Carrier, Public Transportation, Pupil Transportation and Pedestrian/Bicycle).

### **Highway Safety Office Staff and Responsibilities**

Deputy Commissioner: Responsible for providing management and oversight to Virginia's highway safety program.

Director: Responsible for planning, organizing and administering the day-to-day operations and programs of the Office of Highway Safety. Directs the administration of Transportation Safety to include Programs Development and Implementation, Grants Management and Traffic Records, Planning, Research, and Evaluation.

**Administrative Assistant:** Responsible for administrative duties for the Highway Safety Office.

**Policy Planning Specialist I:** Responsible for conducting special highway safety projects for the office. Monitors state and federal legislation that impacts highway safety and the Commonwealth of Virginia.

**Deputy Director for Grants Management:** Responsibilities include financial oversight and management of the process to solicit for subgrantees' proposals for meeting highway safety goals and distribution of federal funds to state, local and non-profits.

**Policy Planning Specialist II –** Responsibilities include policy/procedure development for federal grants management; research/seek additional grant opportunities; assist in the coordination of grant applications as required; and coordinate subgrantee training as needed.

**Financial Services Specialist I –** Responsible for preparing and mailing of grant packets (i.e. application, guidelines), and tracking funding through the automated grants management system.

**Administrative and Office Specialist III:** Responsible for tracking, monitoring and processing all grant reimbursement vouchers utilizing the automated grants management system.

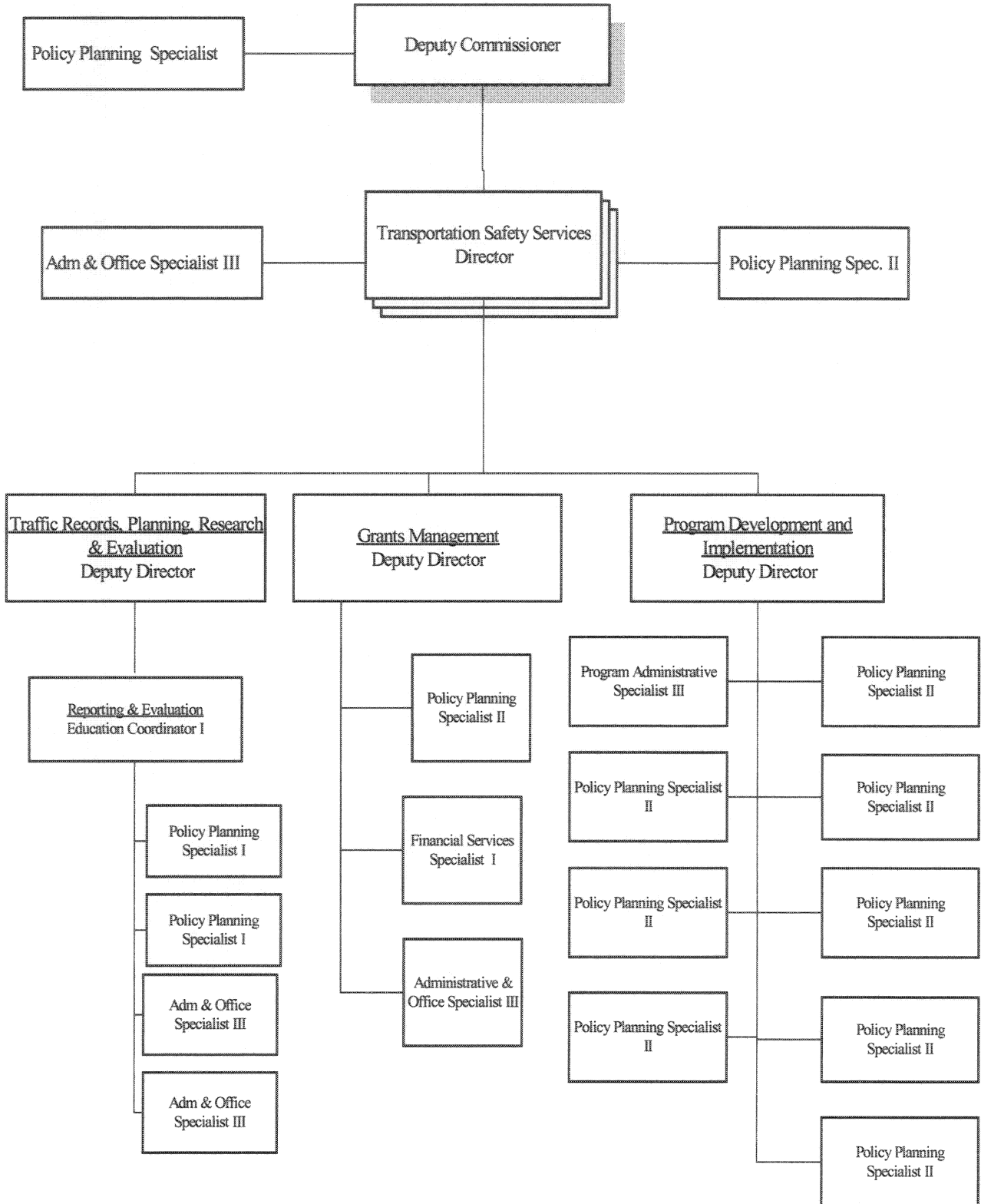
**Deputy Director for Program Development and Implementation:** Responsibilities include comprehensive monitoring, tracking and evaluation of approved highway safety projects.

**Policy Planning Specialists II (8 staff located both in headquarters and the field (1 vacancy)):** Responsibilities include monitoring and evaluation of approved highway safety projects within the various countermeasure areas; dissemination of information; public awareness campaigns and media events, and presentation of safety education programs.

**Deputy Director of Traffic Records, Planning, Research & Evaluation:** Responsibilities include managing, implementing and directing statewide traffic records planning; strategic highway safety planning, the statewide traffic records data system, crash data management and analysis, and serves as coordinator for the state traffic records committee.

**Reporting and Evaluation Education Coordinator I; 2 Policy Planning Specialist I; and 2 Administrative and Office Specialists III (FARS Analyst).** This section is responsible for managing statewide traffic crash data; providing analysis and data pertaining to traffic records and highway safety studies and countermeasure programs; compiling the annual Highway Safety Evaluation Plan; and providing and updating traffic crash data on the agency web site.

**Department of Motor Vehicles  
Virginia Highway Safety Office  
Effective 8/06**







## VIRGINIA'S HIGHWAY SAFETY OFFICE STAFF TRAINING

Virginia's Highway Safety Office staff participates in and provides various training sessions. Some such training includes the following:

- NHTSA Program Management;
- Financial Management;
- Media Skills Workshop; and
- Instructor/Facilitator Training;
- Highway Safety Grant Implementation; and
- Highway Safety Grant Application Instruction.

Staff receives valuable information from these sessions, and they will be hosting mandatory implementation workshops for 2007 grantees across the state. All staff participated in DMV PEAK Training, an initiative to promote the agency's people, ethics, accuracy, and knowledge in approaching their work and responsibilities. Other specific training completed in 2006 is noted below:

Deputy Director (Grants Management): NHTSA Program Management Training; Financial Management Workshop with Maryland staff; Hosted Highway Safety Grant Application Training for applicants; and will host mandatory implementation training for subgrantees.

Policy Planning Specialist II (Grants Management): NHTSA Program Management Training; Financial Management Workshop with Maryland staff; Hosted Highway Safety Grant Application Training for applicants; and will host mandatory implementation training for subgrantees.

Deputy Director (Program Development and Implementation): Traffic Records; NHTSA Program Management and Financial Management workshops; Regional Diversity Workshop, Project Monitoring, Grants Management Automated; Child Passenger Safety Database training; Check Point Strikeforce; Grants Management Procedures.

Policy Planning Specialists II: The following represents combined training of 8 staff members:

NHTSA Program Management;  
Project Monitoring and NHTSA DWI;  
Grants Management;  
NHTSA Occupant Protection Summit;  
Law Enforcement Challenge Awards workshop;  
MTRS revisions/updates; Smart, Safe and Sober Training;  
Annual Conference on Transportation Safety training sessions;  
NHTSA 460 Review;  
VCU Non Profit training;  
CTSP Staff training;  
Border to Border training;  
SMSA Professional Workshop in Managing State Programs;  
Motorcycle Safety Problems and Solutions and Motorcycle Handling Dynamics;  
Certified Instructor for the Child Passenger Safety Training;  
8 Hour Media Skills certification as an Instructor training;  
Law Enforcement Public Information Workshop; DMV Grant Writing Workshop;  
Child Safety Seat Training for Law Enforcement;  
Strategic Planning;  
NHTSA Check Point Strikeforce training on field sobriety testing;

Passive Sensor workshop;  
State DUI Conference;  
Lifesaver Conference;  
NHTSA Mid-Atlantic Region Traffic Safety Summit;  
Rapid Response Training Class; and  
PIO Workshop.

Deputy Director (Traffic Records, Data Management & Reporting): LifeSavers Conference Sessions; Traffic Records Conference sessions; training sessions for non-profits, NHTSA Atlantic Region training and office staff training in grant monitoring.

Reporting and Evaluation Education Coordinator I; 2 Policy Planning Specialist I; and 2 Administrative and Office Specialists III: Traffic Records; Benchmarking training; FARS System-Wide Training.

## STATEWIDE DEMOGRAPHICS

The capitol of Virginia is Richmond. The provisional total population of Virginia for 2005 is 7,567,500. Virginia has 7,246,709 registered vehicles. There are 135 cities and counties and 80 hospitals in the Commonwealth.

Six (6) geographic districts comprise Virginia as follows: Bristol, Roanoke, Staunton, Fairfax, Richmond, and Portsmouth. The combined number of licensed drivers from all DMV districts is 5,362,140. Virginia's law enforcement community consists of 124 sheriff's offices and 250 police departments. It also includes 7 state police divisions within 48 areas of the state and over 1,000 state troopers.

Virginia has a very diverse traffic mixture that includes urban, suburban and rural driving populations, an active tourism market, several military installations, diverse cultural communities that speak many languages, and many college campuses spread out across the state. It also borders two of the busiest metro areas for traffic, Washington D.C. and Maryland. Another factor that adds to Virginia's medley of traffic issues is that it is a secondary seat belt law state (it is primary for children under age 16) that borders states/districts with primary seat belt laws (Maryland, North Carolina and the District of Columbia.)

### Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT*	Fatality Rate**	US Fatality Rate
1986	140,544	1,118	79,188	3,953,628	4,514,377	5,811,700	51,725	2.20	2.60
1987	145,473	1,022	80,114	4,070,041	4,660,657	5,932,300	54,834	1.90	2.51
1988	144,319	1,069	77,735	4,146,101	4,752,331	6,036,900	57,453	1.88	2.42
1989	143,155	999	79,310	4,249,563	4,887,607	6,120,200	59,337	1.72	2.26
1990	134,505	1,071	76,436	4,404,722	4,985,438	6,187,358	60,178	1.82	2.18
1991	122,516	938	70,899	4,429,424	5,023,679	6,288,000	61,099	1.54	2.00
1992	122,887	839	76,615	4,771,565	5,124,916	6,394,000	63,447	1.32	1.83
1993	120,265	875	77,852	4,818,898	5,230,009	6,490,600	65,419	1.34	1.82
1994	126,637	925	82,146	4,845,028	5,383,522	6,551,500	67,609	1.35	1.80
1995	127,126	900	82,400	4,884,271	5,485,309	6,618,358	69,811	1.28	1.79
1996	131,088	869	82,363	4,957,577	5,636,956	6,666,200	71,309	1.21	1.76
1997	129,980	981	81,866	5,021,813	5,724,096	6,737,500	74,142	1.32	1.70
1998	136,138	934	81,221	4,846,666	5,874,607	6,789,200	76,262	1.22	1.65
1999	139,573	877	81,204	4,942,186	6,083,902	6,872,900	79,463	1.10	1.60
2000	141,650	930	79,806	5,034,297	6,313,411	7,078,499	80,452	1.16	1.60
2001	144,585	935	80,187	5,100,631	6,490,834	7,196,800	86,969	1.08	1.54
2002	147,737	913	78,896	5,182,497	6,659,560	7,293,500	75,268	1.21	1.56
2003	154,848	942	78,842	5,257,516	6,833,735	7,386,300	76,830	1.23	1.57
2004	154,907	922	78,487	5,313,167	7,037,698	7,458,900	78,877	1.17	1.52
2005	153,849	946	76,023	5,362,410	7,246,709	7,567,500	80,335	1.18	1.59

\* In millions, starting in 2002 VMT will be based on vehicle count instead of gasoline consumption using Virginia Department of Transportation's Traffic Monitoring System

\*\* Death rate per 100 million miles

## VIRGINIA'S POLITICAL STRUCTURE

Virginia's current governor is Timothy M. Kaine (D). The Commonwealth's bicameral legislature consists of the House of Delegates and Senate of Virginia. The present state Constitution, adopted in 1970, provides that the House of Delegates shall consist of 90 to 100 members and the Senate shall consist of 33 to 40 members. All members of the General Assembly are elected by qualified voters within their respective House and Senate districts. The terms of office are two years for members of the House and four years for members of the Senate. (Members may not hold any other public office during their term of office.) The following table identifies how the legislature is currently comprised:

	Democrats	Republicans	Independents	Totals
Senators	17	23	0	40
Delegates	40	56	3	99

## MAJOR HIGHWAY SAFETY ISSUES/LEGISLATION

The issue of DUI, underage drinking and reckless driving continue to be a high priority in Virginia. In 2006, Virginia passed several pieces of legislation to address these issues. The following laws were enacted and became effective July 1, 2006:

**Providing Alcohol:** This new law requires the court to suspend, for a period of not more than one year, the driving privilege for anyone found guilty of purchasing alcohol for a person who is underage, intoxicated or interdicted (prohibited from using alcohol by court order.) Before this law was enacted, the suspension of a driver's license was at the discretion of the courts.

**Underage Purchase:** This law requires the court, in addition to other penalties, to suspend for at least six months, and not more than one year, the driving privilege of anyone 18 and older, who purchases, consumes or possesses in violation of state law. Previously, a suspension was imposed at the discretion of the courts.

**DUI Punishment:** Clarified the DUI punishment law regarding a second offense. It clarifies that additional punishment for two offenses of DUI is applicable to any second offense occurring within five years after any **prior** offense, rather than a second offense occurring within five years after a first offense.

**Drug Treatment** Allows for the establishment of a drug treatment court in the city of Newport News.

**Vehicle Racing:** If a person causes the death of another person while engaging in a vehicle race in a manner so gross, wanton, and culpable as to show reckless disregard for human life, he is guilty of a felony. It is punishable by a mandatory jail term of not less than one year and not more than 20 years.

**Reckless Driving Definition** – Changes the definition of reckless driving associated with speeding to (i) driving a motor vehicle at a speed of 20 miles per hour or more in excess of the maximum speed limit or (ii) driving in excess of 80 miles per hour regardless of the maximum speed limit.

## CHALLENGES AND STRENGTHS

Even with the more stringent DUI laws recently passed, Virginia continues to face challenges in reducing the incidence of drinking and driving. Virginia continues to face an uphill battle in passing a "true" open container law. Also, after making several unsuccessful attempts to pass primary seat belt legislation, Virginia's secondary seat belt law still stands. The 2006 General Assembly tabled primary seat belt legislation, once again, setting the stage for this issue to come before the 2007 General Assembly. The attempt to repeal Virginia's motorcycle helmet law was before the legislature in 2006. Again, this measure was defeated. Even with these challenges, Virginia continues to place these issues as top priorities in its highway safety program and will continue to work towards enhancing its efforts to effectively address them.

Virginia counts as its strengths the traffic safety laws currently in place that are some of the most stringent in the country; its experienced Highway Safety office staff; the work of the Governor-appointed Board of Transportation Safety whose members volunteer their time to the cause of highway safety; its ability to continuously qualify for and effectively manage highway safety grant funding, as well as, the strong partnerships it has nurtured with highway safety advocates on the local, state and federal levels. Also, having a Governor whose administration is proactive and supportive of programs and legislation that strengthen Virginia's highway safety program greatly enhances the states' efforts.

## VIRGINIA'S FY 2007 HIGHWAY SAFETY GOALS

- (A) Virginia's goal for occupant protection is to increase safety belt usage. Virginia will strive to increase its statewide safety belt usage rate from 78.6% to 82% by June 2007. In order to achieve this rate, Virginia must realize the following changes by June 2007:
- fatalities decrease from non-restraint use by 1% from 454 to 450;
  - injuries decrease by 1% from 76,023 to 75,263; and
  - conversion of 16% or 250,000 of non-safety belt users to become safety belt users.
- (B) Virginia's goal for impaired driving is to reduce the number of alcohol/drug-related crashes, injuries and fatalities. Virginia will strive to decrease alcohol/drug-related crashes as follows:
- decrease crashes 1% from 11,495 to 11,380;
  - decrease fatalities by 1% from 322 to 319; and
  - decrease injuries by 1% from 7,512 to 7,439 by June 2007.
- (C) Virginia's goal for traffic records is to improve the collection and accessibility of traffic records system data to provide enhanced traffic records data to customers and to improve customer service. Virginia will strive to capture the number of BAC tests to increase Virginia's BAC testing rate by 5% of drivers involved in fatal alcohol-related crashes in the Centralized Accident Processing System (CAPS); to enhance/modify DMV databases, i.e. the Centralized Accident Processing system, to more efficiently capture statewide highway safety data (i.e. traffic crash data) to provide accurate, timely highway safety and traffic crash information and to electronically track federal highway safety grant funding through a grants management database to provide accurate, user friendly data.
- implement the traffic records strategic plan by September 2007.
  - increase the number of reportable Commercial Motor Vehicle (CMV) crashes being uploaded into the federal Safety Net program by 20% by September 2007.
  - reduce the 2 month backlog to 1 month for entering traffic crash reports into the CAPS by September 2007.
  - hire an architect and developer to begin designing Virginia's Traffic Records Electronic Data System (TREDS) to allow for direct, electronic entry of crash data by law enforcement by September 2007.
- (D) Virginia's goal for motorcycle safety is to reduce the fatality rate. Virginia will strive to decrease the motorcycle fatality and crash rates as follows by June 2007:
- decrease fatality rate by 2% from 23.9 to 23.4 and
  - decrease crash rate by 2% from 80.5 to 78.9.
- (E) Virginia's goal for speed is to decrease speed-related crashes in Virginia. Virginia will strive to decrease the speed-related fatality rate as follows by June 2007:
- decrease fatality rate by 2% from 0.50 to 0.49; and
  - decrease injury rate by 1% from 22.16 to 21.94.





**HIGHWAY SAFETY PLAN  
(402 APPLICATION FOR FUNDING)**

This section describes the process used by the Commonwealth of Virginia in utilizing federal 402 performance-based funding. In addition, the process includes 405 Occupant Protection funds and transfer funds such as 157 154, 163, and 164 and those available pursuant to SAFETEA-LU consistent with the guidelines, priorities and requirements established therein.

**A. PROBLEM IDENTIFICATION**

Virginia's Highway Safety Office conducts extensive problem identification to develop and implement the most effective and efficient plan for the distribution of federal funds. Problem identification is vital to the success of our highway safety program and ensures that the initiatives implemented address the crash, fatality, and injury problems within the Commonwealth; provides the appropriate criteria for the designation of funding priorities, and provides a benchmark for administration and evaluation of the overall highway safety plan.

The problem identification conducted resulted in the following actions:

- Collection and analysis of traffic crash data – The Virginia Highway Safety office compares prior year HSP data with current year data. From that data, along with additional information, we determine which goals need to be set or remain the same.
- Source of data – Virginia is fortunate to have a Centralized Accident Processing System, Citizen Services System and the Fatality Analysis Reporting System located on site that allows staff to download and analyze traffic crash, vehicle, driver and conviction data.
- Virginia's Highway Safety Office, in conjunction with our Board of Transportation Safety and a team of partner agencies, utilizes specific locality data/problem identification with other Virginia data, to plan and implement statewide programs to address our highway safety issues including enforcement and awareness campaigns.

Based on this information, a plan is developed that provides funding priority to:

- Projects that support statewide goals.
- Projects that identify problems by High Emphasis Communities. High Emphasis Communities are determined using the following methodology: (1) all jurisdictions in Virginia are ranked in terms of their crash severity problem; (2) jurisdictions are stratified by type (i.e. county, city and town). Those jurisdictions with the highest ranking in each DMV district are selected as High Emphasis Communities. The "Crash Severity Score" (CSS) is computed as follows:

$$\begin{aligned}
 \text{CSS} = & \frac{(\text{Total Crashes})}{(\text{Total Licensed Drivers})} + \frac{(\text{Total Fatalities})}{(\text{Total Crashes})} \\
 & + \frac{(\text{Total Injuries})}{(\text{Total Crashes})} + \frac{(\text{Total Alcohol-Related Crashes})}{(\text{Total Crashes})}
 \end{aligned}$$

- Projects that creatively incorporate "alcohol awareness and occupant protection safety".

- Innovative projects with potential statewide applications or ability to transfer to other jurisdictions.
- Projects from state, local and nonprofit organizations that have statewide significance and address the federal program areas under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The Commonwealth of Virginia's FY 2007 Highway Safety Plan/Application for 402 federal highway safety grant funding contains a discussion of the following:

- (a) Virginia's highway safety problems supported by the Virginia Highway Safety Office;
- (b) projects designed to address the identified problems; and
- (c) a plan to evaluate the projects identified herein.

The FY 2007 Highway Safety Plan is submitted in accordance with NHTSA Order 960-2A and FHWA Order 7510.3A dated June 10, 1983.

## **B. SETTING GOALS AND OBJECTIVES**

The goals and objectives that will be accomplished utilizing the funds outlined in Virginia's 2007 Highway Safety Plan/Application for 402 federal highway safety grant funding are based on Virginia Highway Safety Office's mission statement, DMV Commissioner's or Agency Head Agreement along with the goals and objectives outlined under federal guidelines.

Virginia Highway Safety Office continues to identify, analyze, recommend and implement resolutions for highway safety problems on a statewide basis. Through the state's Centralized Accident Processing System (CAPS), crash data can be programmatically broken down as follows: (1) local, political subdivision -- county, city and town, (2) DMV district and (3) statewide.

Participation in the priority ratings of individual projects requests include: (1) local priorities; (2) DMV Transportation Safety Headquarters and Field Personnel; (3) program managers with knowledge and expertise in specific problem areas; (4) a specifically, appointed Allocations Committee of the Virginia Board of Transportation Safety; and (5) the Virginia Board of Transportation Safety advising the DMV Commissioner and the Secretary of Transportation.

Local input and solutions are processed from the applicable local agency through the local Transportation Safety Commission, Transportation Safety Field Coordinator and the affected state agency. This network of cooperation between state and local governments and non-profit organizations provides for an effective and efficient problem solution team.

## **C. PERFORMANCE GOALS**

### **1. Occupant Protection Countermeasures:**

Virginia's seat belt law is secondary and through our legislative process, Virginia continues to work towards making its law primary. Our occupant protection program's primary purpose is to increase the public's awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use as well as to decrease Virginia's fatality rate from 1.18 to 1.0 by 2008. With incentive funding programs such as 157 Innovative Seat Belt, 157 Incentive, and Section 405 Occupant Protection, Virginia has taken steps to maintain our goal of increased seat belt use by implementing a 4-week, regional, high visibility seat belt enforcement campaign (Click It or Ticket), safety technicians and advocates that travel throughout the state to educate and assist parents and caregivers in child safety seat safety and correct safety seat installations.

- **Section 157 Innovative Grant** – Virginia was eligible for this grant program because the state outlined an innovative plan to increase its overall seat belt use rate. This plan provides for statewide enforcement combined with targeted media campaigns. Virginia qualified for this grant based on its application outlining the state's Click it or Ticket campaign plans. This campaign included an intense two-week enforcement mobilization and high-visibility public education plan.

- FY 2002 - \$ 853,772
- FY 2003 - \$1,070,783
- FY 2004 - \$ 925,000
- FY 2005 - \$ 120,808

- **Section 157 Incentive Grant** – Virginia qualified for this funding in 2000 because it met the following criteria: (1) the state's seat belt use rate exceeds the national average for two years, or (2) the state's seat belt use rate in the previous calendar year exceeds the state's base seat belt use rate. Virginia used this funding to support statewide occupant protection initiatives.

- FY 1999 - \$ 43,700
- FY 2000 - \$1,258,200
- FY 2005 - \$ 267,077

- **Section 2003(b) Child Passenger Protection Education Grant**– Virginia was eligible for this grant program because the state outlined a detailed plan to increase child restraint usage. The plan included information describing how the program supports efforts to prevent highway death and injuries to children, a public information and education program, and training for child passenger safety professionals. This funding was used to increase awareness and educate the driving public about child passenger safety and related laws; increase training efforts on the correct usage of child safety restraint devices.

- FY 2000 – \$171,890
- FY 2001 – \$167,290
- FY 2002 - \$168,921
- FY 2003 - \$167,748

- **Section 405 Occupant Protection Incentive Grant** – Virginia was eligible for this grant program because it met the 4 criteria elements listed below. This funding was used to support public information and education campaigns such as the ABC mobilization and Child Passenger Safety Awareness Week; to support increasing awareness and educating the public on child safety restraint laws; occupant protection trainings, school competitions, etc.

- Minimum fine or penalty points for occupant protection law violations.
- Statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- Statewide child passenger safety education program.
- Child passenger law that requires minors to be properly secured in a child safety seat.

- FY 1999 - \$243,960
- FY 2000 - \$248,964
- FY 2001 - \$436,762
- FY 2002 - \$462,636
- FY 2003 - \$780,827
- FY 2004 - \$770,788

- FY 2005 - \$739,003
- FY 2006 - \$719,576

Note: See attached occupant protection projects awarded in FY 2007.

**FY07 Goal:** To increase seat belt usage in Virginia.

Calendar Year	Safety Belt Use Rates (%)	Child Safety Seat Use Rate (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
1998	73.6	54.9	91,201	15,866
1999	69.9	83.2	91,746	17,294
2000	69.9	81.9	87,692	16,583
2001	72.3	85.6	80,932	11,439
2002	70.4	91.0	71,551	14,034
2003	74.6	91.1	64,755	13,236
2004	79.9	98.1	65,893	13,490
2005	80.4	N/A	67,195	13,960
2006	78.6	N/A	*	*

\*Full year data not yet available.

Objectives:

1. To increase safety belt usage in Virginia from 78.6% to 82% by June 2007.
2. To decrease lives lost by 1 percent from 946 to 937 by June 2007.
3. To decrease lives injured by 1 percent from 76,023 to 75,263 by June 2007.
4. To convert 16% of non-seat belt users to become seat belt users by June 2007.

**Tasks:**

1. To implement a statewide, high visibility seat belt enforcement campaign with a strong media component (with earned and paid media) for 4 weeks in May 2007.
2. To cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2007.
3. To conduct pre-and-post mobilization observational surveys of safety belt use by June 2007.
4. To cover at least 85% of Virginia's low income population with information through Virginia's Child Passenger Safety and Education Campaign by September 2007.
5. To conduct at least 3, 4-day CPS Technical Certification Classes regionally to meet the NHTSA standard by September 2007.
6. To conduct 4, 2-day law enforcement child passenger safety training workshops by September 2007.
7. Contract a training coordinator to schedule and conduct training for the CIOT mobilization to focus on law enforcement in the areas of media relations and looking beyond the traffic ticket.

**2. Alcohol Countermeasures:**

Virginia continues to address and implement effective, statewide programs to reduce crashes, injuries and fatalities resulting from impaired driving. In 2005, the Commonwealth's death rate for alcohol/drug related fatalities was 0.40 deaths per 100 million miles of travel. In 2005, 34 percent of all traffic fatalities in the Commonwealth were alcohol-related and 14 percent of the

total were within 15-20 years of age, below the legal age for consumption of alcoholic beverages.

Convictions for DUI/Drug offenses show underage drinking is still a problem that warrants action and use of program resources to reduce the use of alcohol and drugs by youth. Data is essential in assisting Virginia in identifying and plotting the geographical locations where alcohol/drug driving is most prevalent and to help allocate program resources. The data also assist in identifying repeat offender and youth-alcohol problems and in focusing the use of funds for new initiatives.

In the past, funds from the Section 402 Federal grant program have been used to make many progressive improvements in the prevention, enforcement and treatment programs for impaired drivers. Additional resources have also been available because Virginia qualified for Section 410 Alcohol incentive grant funds.

Virginia plans to maintain and enhance its level of programs with consistent enforcement, public information and education, licensing, intervention and prevention to reduce alcohol and drug related crashes, injuries and fatalities on its roadways from local and statewide perspectives. These efforts will greatly enhance Virginia's goal of decreasing its fatality rate from 1.18 to 1.0 by 2008. Major programs in Virginia include the prevention of drunk driving and underage drinking and driving DUI Task Force, ABC, WRAP and MADD, the Maryland/Virginia aggressive driving initiative as well as selective enforcement projects such as Checkpoint Strike Force, a statewide effort involving state and local agencies.

**DUI/DUID CONVICTIONS**

<b>Category</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Under Age 21	2,801	1,955	1,798	1,860	2,338
Adults	27,011	25,293	25,785	27,013	26,503
Unknown	0	74	107	161	99
<b>Total</b>	<b>29,812</b>	<b>27,322</b>	<b>27,690</b>	<b>29,034</b>	<b>28,940</b>

**Alcohol-Related**

<b>Year</b>	<b>Crashes</b>	<b>Fatalities</b>	<b>Fatality Rate</b>	<b>Injuries</b>
1997	11,340	302	0.40	9,124
1998	11,027	336	0.44	8,555
1999	10,942	364	0.46	8,359
2000	11,085	355	0.43	8,251
2001	11,265	358	0.41	8,211
2002	11,788	375	0.50	8,465
2003	11,388	361	0.47	7,819
2004	11,504	343	0.43	7,911
2005	11,495	322	0.44	7,512

\*Determined using medical examiner data in addition to police reports.

**Section 410 Impaired Driving Incentive Grant** – Virginia qualified for the Low Fatality Rate criteria. Virginia has an Alcohol-Related Fatality Rate of less than 0.5 per 100 million vehicle miles traveled (VMT). This funding was used to support overtime enforcement of DUI laws, to provide training for law enforcement, etc.

410 Funding:

- FY 1998 - \$ 883,801
- FY 1999 - \$ 790,949
- FY 2000 - \$ 951,596
- FY 2002 - \$1,082,898
- FY 2006 - \$2,277,539

163 (.08):

- FY 1998 - \$3,412,268
- FY 1999 - \$3,106,382
- FY 2000 - \$3,781,095
- FY 2001 - \$2,950,162
- FY 2002 - \$3,241,036
- FY 2003 - \$2,202,985
- FY 2004 - \$1,938,802
- FY 2005 - \$1,416,555

- **Section 154/164 Transfer Funds** – Virginia has been “penalized” for failure to enact/conform to two pieces of legislation: (1) prohibiting open containers of alcohol from the passenger compartment of a vehicle and (2) providing specific penalties for repeat DUI offenders. This amount was transferred from highway construction funds to the Section 402 program. The funds can be spent for alcohol countermeasure programs and Hazard Elimination programs.

- FY 2001 - \$5,811,049. Approximately \$4.3 million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.
- FY 2002 - \$6,207,765. Approximately \$4.5 million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.
- FY 2003 - \$13,784,598. The Virginia General Assembly passed, and the Governor signed, a conforming repeat DUI offender law in 2003. Therefore, Virginia was only penalized for failure to enact a conforming open container law (Section 154).
- FY 2004 - \$14,366,903. From this \$8.7million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.
- FY 2005 - \$14,154,846. From this \$9.7million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.
- FY 2006 - \$13,696,078. From this \$7,194,084 was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.

**FY07 Goal:** To reduce the number of alcohol/drug-related crashes, injuries and fatalities in Virginia.

**Objectives:**

1. To decrease alcohol/drug-related crashes 1% from 11,495 to 11,380 by June 2007.
2. To decrease alcohol/drug-related fatalities 1% from 322 to 319 by June 2007.
3. To decrease alcohol/drug-related injuries 1% from 7,512 to 7,437 by June 2007.
4. To conduct an assessment of the Checkpoint Strike Force Campaign during 2007.
5. To increase the number of DUI checkpoints to 300 by January 2007.
6. To increase participation of enforcement agencies involved in DUI Checkpoint Strike Force campaign from 118 agencies in 2006 to 125 agencies in 2007.

**Tasks:**

1. To implement a statewide DUI Checkpoint Strike Force campaign (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January.
2. To continue implementation of approved recommendations of the Governor's Task Force to Combat Driving Under the Influence of Drugs and Alcohol that relate to current efforts to address DUI in Virginia.
3. To conduct a statewide judiciary conference focusing on DUI issues for 100 judges by September 2007.
4. To conduct a SFST Training Assessment by September 2007.

**3. Traffic Records Countermeasures:**

Virginia continues to review and enhance its databases and data elements for linkage of traffic records systems and identification of necessary data elements to ascertain and analyze traffic safety problems in accordance with implementing a comprehensive, statewide Safety Management System (SMS). By utilizing highway safety funding sources to implement Traffic Records data collection methods such as the Citizen Services System (CSS), the Centralized Accident Processing System (CAPS), the Highway Traffic Records Information System (HTRIS), the Micro Traffic Records System (MTRS), and the Virginia Criminal Information Network (VCIN), Virginia continues to strive for a standardized set of common data elements and the most efficient and effective linkage capabilities for crash reports, criminal and driver records and health records.

- **Section 411 Data Improvement Incentive Grants** – Virginia was eligible for this funding for six years because it met the criteria below. The funding was used to implement effective data improvement programs. The first year of qualification, Virginia met the criteria under Option A :
  - Establish a multi-disciplinary highway safety data and traffic records coordinating committee.
  - Complete a highway safety data and traffic records assessment or audit within the last five years.
  - Initiate development of a multi-year highway safety data and traffic records strategic plan (with performance-based measures) -- approved by the coordinating committee.

Because Virginia received a First Year Grant, it was then eligible for Second and Subsequent Year Grants. To qualify, Virginia had to:



- Submit or update a data and traffic records multi-year plan, identifying goals, performance-based measures and priorities; and that specifies how incentive funds will be used.
  - Certify that the coordinating committee continues to support the multi-year plan.
  - Report annually on the progress made to implement the plan.
- 
- FY 1999 - \$ 63,100
  - FY 2000 - \$173,600
  - FY 2001 - \$297,039
  - FY 2002 - \$224,151

Note: No State was eligible to receive a grant under this section for more than six years. See attached traffic records projects awarded in FY 2007.

**FY07 Goal:** To improve the collection and accessibility of traffic records system data to provide enhanced traffic records data to customers and to improve DMV customer service.

**Objectives:**

1. To modify DMV's current crash database to capture statewide highway safety data (i.e. traffic crash data) to provide accurate, timely highway safety and traffic crash information.
2. To design and implement a statewide, comprehensive, automated crash reporting system for the collection of crash data by law enforcement.

**Tasks:**

1. To coordinate the VA TRCC in the implementation of the traffic records strategic plan by September 2007.
2. To increase by 20% the number of reportable CMV crashes being uploaded into the federal Safety Net program by September 2007.
3. To reduce the 2 month backlog to 1 month current of entering traffic crash reports into the current CAP system by September 2007.
4. To hire an architect and developer to begin designing Virginia's Traffic Records Electronic Data System (TREDS) to allow for direct, electronic entry of crash data by law enforcement by September 2007.

**Motorcycle Safety Countermeasures:**

The Virginia Rider Training Program (VRTP) is the official motorcyclist safety program in Virginia. The VRTP uses the curriculum developed and endorsed by the Motorcycle Safety Foundation and has earned a reputation in the motorcycle safety community as an exceptional program. This program maintains the integrity of motorcycle safety training while offering training to a large number of novice and experienced riders. It is important to maintain the balance between the quality of instruction and accommodating the ever increasing number of students who want to learn how to ride a motorcycle. As the population is becoming more "mature", the number of people interested in and riding motorcycles increases. In 1989, the VRTP trained 400 students annually. Nearly 10,000 students are trained annually. The VRTP

continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists.

The Governor's Motorcycle Advisory Council was created in 2005 to elevate the "Motorcycle Virginia" work group efforts that began in 2004. The group, comprised of state agencies involved in tourism, public safety, and transportation, produced more than 50,000 "Watch for Motorcycles" bumpers tickers and launched a Web site featuring Virginia's motorcycle routes, safety guidelines, and motorcycle resource links ([www.motorcycleva.com](http://www.motorcycleva.com)).

**FY07 Goal:** To reduce the motorcycle death rate in Virginia.

Calendar Year	Motorcycle Endorsements*	Motorcycle Fatalities	Motorcycle Fatality Rate **	Motorcycle Crashes	Motorcycle Crash Rate **
1998	194,112	41	21.1	1,231	63.4
1999	197,513	38	19.2	1,320	66.8
2000	201,832	45	22.3	1,525	75.6
2001	246,065	44	17.9	1,743	70.8
2002	255,775	54	21.1	1,648	64.4
2003	263,649	56	21.2	1,713	65.0
2004	272,754	56	20.5	2,000	73.3
2005	284,300	68	23.9	2,289	80.5

\*Virginia licensed drivers with motorcycle endorsements.

\*\*Fatality and crash rates per 10,000 motorcycle endorsements

**Objectives:**

1. To decrease motorcycle fatality rate by 2% from 23.9 to 23.4 by June 2007.
2. To decrease the motorcycle crash rate by 2% from 80.5 to 78.9 by June 2007.

***Tasks:***

1. Expand motorcycle and impaired driving awareness programs from 16 high schools in Virginia to 25 high schools in June 2007.
2. Conduct on-site monitoring and evaluation of training facilities for 17 permanent and 6 mobile training sites by September 2007.
3. Maintain 6 sidecar trike training courses by June 2007.

**5. Speed Countermeasures:**

Aggressive drivers are becoming more common and more dangerous on our congested roadways. According to NHTSA, more than 60 percent of drivers see unsafe driving by others, including speeding, as a major personal threat to themselves and their families. NHTSA has estimated that aggressive drivers cause two-thirds of all fatal crashes (28,400 people) and are responsible for nearly 35% of all crashes or 2,214,800 crashes. According to the AAA Mid-Atlantic Transportation poll, aggressive drivers remain the top threat on Virginia-Washington area roads. Forty-three (43%) of drivers are more worried by speeding, tailgating, reckless driving, rage behavior, and darting across lanes than any other danger. The Smooth Operator program responds to this issue of public concern through news media efforts, a public education and awareness campaign, and increased law enforcement activity.

**FY07 Goal:** To decrease speed-related crashes in Virginia.

Calendar Year	Speed-Related Death Rate	Speed-Related Injury Rate
1999	0.43	26.76
2000	0.49	27.30
2001	0.44	26.60
2002	0.52	31.30
2003	0.51	32.02
2004	0.47	24.94
2005	0.50	22.16

Note: Death/Injury rates per 100 million miles

**Objectives:**

1. To decrease the speed-related fatality rate by 2% from 0.50 to 0.49
2. To decrease the speed-related injury rate by 1% from 22.16 to 21.94

***Tasks:***

1. To conduct 4, one week speed enforcement waves by September 2007.
2. To conduct a major paid media campaign to include speed as a focus by September 2007.

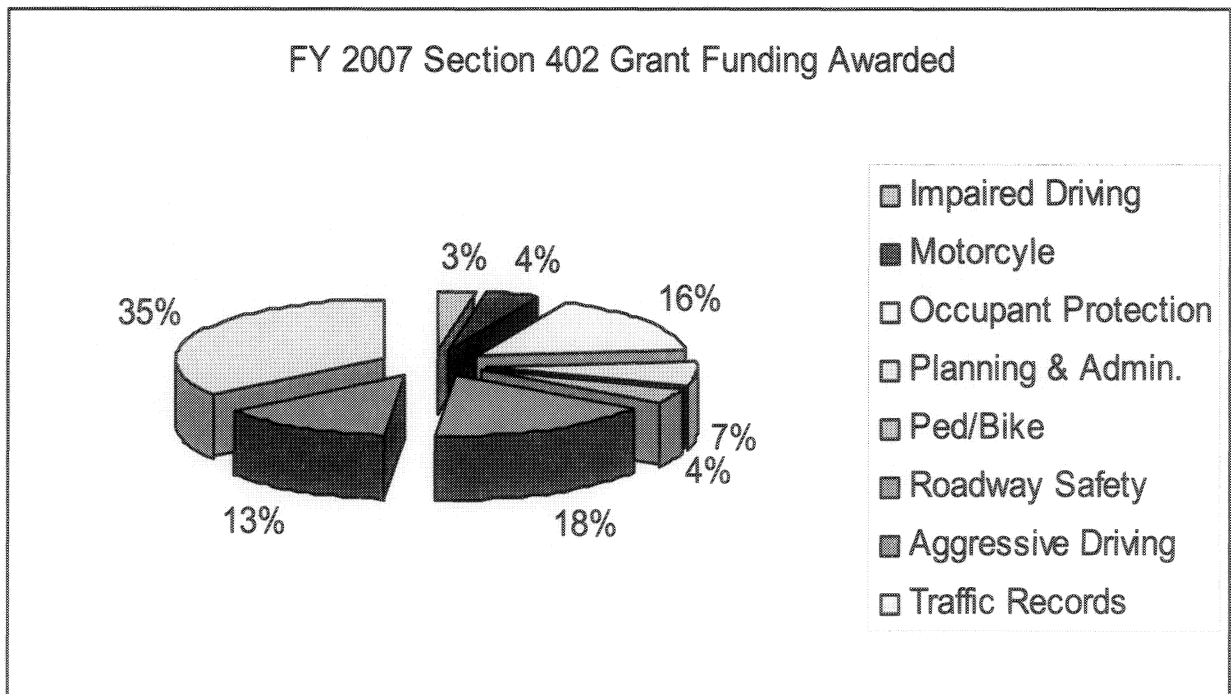
**FY 2007 SUMMARY  
COUNTERMEASURE PROGRAMS and OBLIGATIONS**

No.	Countermeasure Programs	Percentage of FY06 Funds	Percentage of FY07 Funds
1	Impaired Driving *	5%	3%
2	Community Programs	12%	0%
3	Emergency Medical Services	0%	0%
4	Motorcycle Safety	6%	4%
5	Occupant Protection **	5%	16%
6	Planning & Administration	9%	7%
7	Pedestrian/Bike Safety	8%	4%
8	Police Traffic Services	12%	0%
9	Roadway Safety	12%	18%
10	Aggressive Driving	8%	13%
11	Traffic Records	12%	35%
12	Contingency Funds	<u>11%</u>	<u>0%</u>
		100%	100%

\* 2006 carry-forward funds in 154 and 410 will be used for 2007 grants.

\*\* 2006 carry-forward funds in 405 and 157 will be used for 2007 grants.

The proposed Countermeasure programs for FY 2007 total an obligation of \$4,472,118.



#### **D. Summary of Application for 402 Grant Funding**

Through sound leadership, proactive partnerships and the unwavering commitment and hard work of dedicated staff and countless numbers of transportation safety officials and organizations, Virginia has been successful in forging partnerships that has allowed us to implement many successful statewide, highway safety program initiatives. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides States a method to continue building and improving their highway safety system. Virginia pledges to continue establishing new and innovative programs that will capitalize on our strengths in an effort to expand and enhance our overall highway safety program. We will, through a systematic, cooperative, statewide effort, continue to build upon the success we have achieved in striving for the most effective and efficient highway safety program in the nation.

## CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a state agency having responsibility to maintain a state highway safety office. DMV has adequate powers and is equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of the Commonwealth of Virginia are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety objectives and programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the local benefit via the political subdivisions of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any



secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.

- 3) Any available drug counseling, rehabilitation, and employee assistance programs.
- 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended,

ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



\_\_\_\_\_  
Governor's Representative for Highway Safety

9-5-06

\_\_\_\_\_  
Date

**Code of Virginia Regarding Legislative Authority for the  
Virginia Highway Safety Office**

§ 46.2-222. General powers of Commissioner with respect to transportation safety.

The Commissioner shall have the following general powers to carry out the purposes of this article:

1. To employ required personnel.
2. To enter into all contracts and agreements necessary or incidental to the performance of the Department's duties and the execution of its powers under this article, including, but not limited to, contracts with the United States, other states, and agencies and governmental subdivisions of the Commonwealth.
3. To accept grants from the United States government and its agencies and instrumentalities and any other source. To these ends, the Department shall have the power to comply with conditions and execute agreements necessary, convenient or desirable.
4. To do all acts necessary or convenient to carry out the purposes of this article.

(1984, c. 778, § 46.1-40.3; 1989, c. 727.)

§ 46.2-223. Additional powers and duties of Commissioner.

The Commissioner shall have the following powers and duties related to transportation safety:

1. To evaluate safety measures currently in use by all transport operators in all modes which operate in or through the Commonwealth, with particular attention to the safety of equipment and appliances and methods and procedures of operation;
2. To engage in training and educational activities aimed at enhancing the safe transport of passengers and property in and through the Commonwealth;
3. To cooperate with all relevant entities of the federal government, including, but not limited to, the Department of Transportation, the Federal Railway Administration, the Federal Aviation Administration, the Coast Guard, and the Independent Board of Transportation Safety in matters concerning transportation safety;
4. To initiate, conduct, and issue special studies on matters pertaining to transportation safety;
5. To evaluate transportation safety efforts, practices, and procedures of the agencies or other entities of the government of the Commonwealth and make recommendations to the Secretary of Transportation, the Governor, and the General Assembly on ways to increase transportation safety consciousness or improve safety practices;
6. To assist entities of state government and political subdivisions of the Commonwealth in enhancing their efforts to ensure safe transportation, including the dissemination of relevant materials and the rendering of technical or other advice;
7. To collect, tabulate, correlate, analyze, evaluate, and review the data gathered by various entities of the state government in regard to transportation operations, management, and accidents, especially the information gathered by the Department of Motor Vehicles, the Department of State Police, and the State Corporation Commission;
8. To develop, implement, and review, in conjunction with relevant state and federal entities, a comprehensive highway safety program for the Commonwealth, and to inform the public about it;
9. To assist towns, counties and other political subdivisions of the Commonwealth in the development, implementation, and review of local highway safety programs as part of the state program;



10. To review the activities, role, and contribution of various state entities to the Commonwealth's highway safety program and to report annually and in writing to the Governor and General Assembly on the status, progress, and prospects of highway safety in the Commonwealth;
11. To recommend to the Secretary of Transportation, the Governor, and the General Assembly any corrective measures, policies, procedures, plans, and programs which are needed to make the movement of passengers and property on the highways of the Commonwealth as safe as practicable;
12. To design, implement, administer, and review special programs or projects needed to promote highway safety in the Commonwealth;
13. To integrate highway safety activities into the framework of transportation safety in general; and
14. To administer the Traffic Safety Fund established pursuant to § 46.2-749.2:10 and to accept grants, gifts, bequests, and other moneys contributed to, deposited in, or designated for deposit in the Fund.

(1984, c. 778, § 46.1-40.4; 1989, c. 727; 1990, cc. 1, 317; 1998, c. 743.)

#### § 46.2-224. Board of Transportation Safety.

There is hereby established within the Department of Motor Vehicles a Board of Transportation Safety, hereinafter referred to in this section as "the Board," to advise the Commissioner of Motor Vehicles, the Secretary of Transportation, and the Governor on transportation safety matters. The Board shall elect a chairman and meet at his call, and shall seek to identify the elements of a comprehensive safety program for all transport modes operating in Virginia. In addition, the Board may consider, study, and report on the following issues: (i) the identification of the unique safety needs of each particular mode of transportation; (ii) the identification of the common elements of safe transportation operation, regardless of mode of transportation; (iii) the adoption of proven safety practices and technology in use in one mode to other modes of transportation; (iv) the identification of the common elements of accident situations; and (v) the allocation of grant funds made available to the Department.

The Board shall consist of twelve members appointed by the Governor, subject to confirmation of the General Assembly. One member shall be appointed from each of the geographic operating districts used by the Department and shall reside in the district from which he is appointed. The remaining members shall be at-large members representing transportation safety interests in the areas of air, rail, water, motor carriers, pupil transportation, pedestrians, bicyclists, and public transit and, insofar as practical, should reflect fair and equitable statewide representation. Members shall serve for terms of four years, and no member shall serve for more than two full consecutive terms. Appointment and confirmation of Board members under this section shall occur only as the terms of the current members of the Board expire under prior law.

Board members shall be reimbursed for their necessary and actual expenses incurred in the performance of their duties.

(1984, c. 778, §§ 46.1-40.5, 46.1-40.6; 1989, c. 727; 1990, cc. 1, 317; 1992, c. 95; 2000, c. 141; 2002, c. 249.)

FY 2007 Grant Awards				
All Programs				
SUBGRANTEE NAME	PROJECT TITLE	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Albemarle County	Enhancing Traffic Safety Through Increased Bike Patrol	402	\$ 5,000.00	Local
Alliance for Community Choice in Transportation	Safe Routes to School	402	30,000.00	Local
Arlington County	Selective Traffic Enforcement Program	402	60,000.00	Local
Arlington County	Arlington County Sheriff's Office Safe Drive Program	402	26,409.00	Local
Bedford, City of	Central Virginia Regional Crash Team	402	10,000.00	Local
Blacksburg, Town of	Speed Enforcement	402	13,474.00	Local
Bland County	Gone in 60 Seconds - Part 2	402	8,500.00	Local
Brunswick County	Smart, Safe & Sober for Brunswick County	402	14,220.00	Local
Campbell County	Highway Protection	402	20,000.00	Local
Children's Hospital/King's Daughters	Special Needs Child Passenger Safety Program	402	15,960.00	Local
Christiansburg, Town of	Raptor	402	9,500.00	Local
Court Community Corrections ASAP	Alleghany/Roanoke/Rockbridge Multi-Regional Enforc.	402	30,000.00	Local
Drive Safe Hampton Roads	Survive the Drive	402	72,303.00	Local
Farmville, Town of	Selective Enforcement Project	402	20,720.00	Local
Frederick County	Operation Buckle - Up, Slow Down and Save Lives	402	25,000.00	Local
Goochland County	Occupant Protection/Aggressive Driver/DUI/DUID	402	40,000.00	Local
Grottoes, Town of	Community Awareness of Vehicular Education & Safety	402	1,500.00	Local
Hampton Roads NAPNAP Chapter	Boost'em or Belt'em	402	16,000.00	Local
Hampton, City of	Speed Enforcement/Occupant Protection Project	402	24,810.00	Local
Harrisonburg, City of	Selective Enforcement	402	15,000.00	Local
Haymarket, Town of	Selective Overtime Enforcement Program	402	9,350.00	Local
Maryland Dept Trans - Hwy Safety Office	Smooth Operator	402	200,000.00	Local
Metro Washington Council of Gov	Street Smart:Regional Pedestrian Bike Safety Outreach	402	75,000.00	Local
Middlesex County	Concentrated Highway Initiative on Life (CHIL)	402	15,370.00	Local
Montgomery County	Increasing Seat Belt Use in Montgomery County	402	15,000.00	Local
Motorcycle Safety League of Virginia	Basic & Advanced Motorcycle Education	402	186,604.00	State
New River Crimininal Justice Training Academy	Academy Traffic Records Training Program	402	8,101.00	Local
Norfolk, City of	Selective Enforcement Highway Grant	402	18,700.00	Local
Norton, City of	Speed Enforcement/Occupant Protection	402	13,726.00	Local
Nottoway County	Selective Enforcement (Occupant Protection/Speed)	402	8,000.00	Local
Pearisburg, Town of	STEP (Speed-Traffic Enforcement in Pearisburg	402	7,500.00	Local
Pembroke, Town of	OP and Impaired Driving Selective Enforcement	402	7,365.00	Local
Portsmouth, City of	DUI, Speed, Occupant Restraint Enforcement	402	38,838.00	Local
Pound, Town of	Police Traffic Services / Speed Enforcement	402	6,000.00	Local
Powhatan County	Highway Safety Check-Up	402	23,000.00	Local
Prince George County	In-Car Camera Equipment	402	22,500.00	Local
Prince William County	Safety on All Roadways	402	91,280.00	Local
Prince William County	Partners for Safe Teen Driving Parent Awareness	402	125,000.00	Local
Rappahannock County	Click It or Ticket	402	12,626.00	Local
Richlands, Town of	Occupant Protection & Impaired Driving	402	9,237.00	Local
Richmond, City of	Transportation Engineering Training	402	15,200.00	Local
Richmond, City of	Transportation Engineering Count Boards	402	8,000.00	Local
Roanoke County	Regional Crash Team	402	10,000.00	Local
Roanoke, City of	Occupant Protection Through Crash Reduction	402	10,000.00	Local
Rockbridge County	Aggressive Driver Enhanced Enforcement Project	402	8,000.00	Local
Rocky Mount, Town of	Occupant Protection Overtime Enforcement Project	402	5,000.00	Local
Shenandoah, Town of	C.O.N.N.E.C.T	402	5,590.00	Local
South Hill, Town of	Operation Highway Safety 2007	402	10,000.00	Local
Southampton County	Southampton's Click It or Ticket and DUI Project	402	20,000.00	Local
Southwest Law Enforcement Academy	Traffic Records Project Proposal	402	8,500.00	Local
Stafford County	Stafford County Enhanced Traffic Safety Effort	402	52,800.00	Local
Strasburg, Town of	Promoting Safety in Our Streets- DUI & Speeding	402	7,400.00	Local
Supreme Court of Virginia	Traffic Record Improvement Project (TRIP)	402	90,000.00	Local
Virginia Beach, City of	Teen Seat Belt Usage	402	12,600.00	Local
Virginia Beach, City of	Regional Training in Traffic Engineering	402	15,000.00	Local
Virginia Commonwealth University	Occupant Protection and Training - TSTC	402	73,000.00	State
Virginia Commonwealth University	Multi-Disciplinary Crash Investigation Team	402	135,000.00	State
Virginia Commonwealth University	Fundamentals & Advanced Crash Reconstruction Training	402	90,000.00	State
Virginia Commonwealth University	Technical Assistance - STS Committee	402	40,000.00	State
Virginia Commonwealth University	Technical Assistance, Training, and Administration	402	65,000.00	State
Virginia Dept of Health	Childhood Bicycle and Pedestrian Safety Program	402	30,000.00	State
Virginia Dept of State Police	Occupant Protection Selective Enforcement	402	100,000.00	State
Virginia Dept. of Aging	Expansion of Older Driver Rehabilitation Program	402	25,000.00	State
Virginia Dept. of Education	Analysis of Vehicles Passing Stopped School Buses	402	31,400.00	State
Virginia Dept. of Motor Vehicles	NHTSA-402 Planning and Administration	402	300,000.00	State
Virginia Dept. of Motor Vehicles	Processing Crash Reports for 2006	402	92,182.00	State



SUBGRANTEE NAME	PROJECT TITLE	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Virginia Dept. of Motor Vehicles	CAP/HTRIS for information Technology	402	144,000.00	State
Virginia Dept. of Motor Vehicles	DMV Travel and Training	402	50,000.00	State
Virginia Dept. of State Police	Speed Selective Enforcement	402	233,000.00	State
Virginia Dept. of Transportation	Traffic Records Electronic Data System (TREDS)	402	1,000,000.00	State
Virginia Dept. of Transportation	Highway Safety Corridor	402	200,000.00	State
Virginia Dept. of Transportation	Training in Traffic Engineering and Traffic Records	402	50,000.00	State
Virginia Health Information	Crash Outcomes, Data Evaluation System (CODES)	402	151,177.00	State
Winchester, City of	Child Restraint and Occupant Protection Enforcement	402	10,000.00	Local
Woodstock, Town of	2006 Slow Down in Our Town	402	5,182.00	Local
Wythe County	Interstate Selective Enforcement Grant	402	17,494.00	Local
<b>Total 402 Awards</b>			<b>\$ 4,472,118.00</b>	
Accomack County	Selective Enforcement	154	\$ 18,000.00	Local
Albemarle County	Increasing Traffic Safety Through Increased Traffic Patrol	154	25,692.00	Local
Alexandria, City of	DUI/Aggressive Driving Enforcement Program	154	41,000.00	Local
Alleghany County	Alleghany Highlands Safer Highways	154	12,500.00	Local
Altavista, Town of	Selective Enforcement and Traffic Checking Details	154	5,000.00	Local
Amelia County	Amelia County Sheriff's Office	154	19,000.00	Local
Amherst County	Amherst Highway Traffic Safety Program 2007	154	15,000.00	Local
Appomattox County	Police Traffic Services	154	12,500.00	Local
Ashland, Town of	Traffic Safety Project	154	6,519.00	Local
Augusta County	Augusta Sheriff's Alcohol Safety Action Program	154	32,000.00	Local
Bedford County	Occupant Protection Safety Enforcement (Land Only)	154	20,000.00	Local
Bedford, City of	2006 Crash Reduction Highway Safety Grant	154	7,000.00	Local
Blacksburg, Town of	DUI Pre-Emptive Enforcement	154	10,000.00	Local
Blackstone, Town of	Selective Enforcement	154	12,150.00	Local
Bluefield, Town of	True View In-Car Camera Systems	154	9,790.00	Local
Botetourt County	Alcohol/Speed/Occupant Protection	154	10,000.00	Local
Bridgewater, Town of	Bridgewater B.A.S. S. (Bridgewater Al., Safety Seat/Belt & S	154	10,300.00	Local
Bristol, City of	Leave Sober, Drive Slower, Live Longer	154	11,080.00	Local
Buchanan County	DUI Special Enforcement	154	15,990.00	Local
Buckingham County	Buckingham County DUI Enforcement Program	154	15,600.00	Local
Buena Vista, City of	Operation "Crackdown II"	154	7,000.00	Local
Caroline County	Selective Enforcement DUI/Seat Belts Saving Lives	154	10,500.00	Local
Carroll County	Highway Safety and DUI/Impaired Driving Enforcement	154	13,360.00	Local
Central Virginia Hwy. Traffic Safety Board	Regional Enforcers	154	10,000.00	Local
Charlotte County	Selective Enforcement Hwy. 360	154	8,000.00	Local
Chesapeake, City of	DUI/Speed Enforcement - Chesapeake PD	154	20,000.00	Local
Chilhowie, Town of	CPD Project Safer Streets - Part II	154	8,657.00	Local
Chincoteague, Town of	Safe Chincoteague Streets 2007	154	5,000.00	Local
Christiansburg, Town of	Strapped In	154	8,540.00	Local
Christiansburg, Town of	Project Straight Home	154	5,000.00	Local
Clarke County	Selective Enforcement Safety Program Phase 3	154	5,292.00	Local
Clintwood, Town of	Highway Traffic Safety	154	9,350.00	Local
Colonial Heights, City of	Colonial Heights Highway Safety Project	154	10,000.00	Local
Commonwealth Attorney's Services Council	CASC Highway Safety Project	154	25,000.00	State
Craig County	Checkpoint/Strikeforce	154	8,000.00	Local
Culpeper County	Safety First on Culpeper Roads	154	14,800.00	Local
Culpeper, Town of	Drive Safe	154	15,000.00	Local
Cumberland County	Cumberland County Traffic Enforcement Enhancement	154	19,914.00	Local
Danville, City of	Speed Enforcement	154	10,000.00	Local
Dayton, Town of	S.T.E.P. Special Traffic Enforcement Program	154	9,700.00	Local
Dickenson County	Smile, You Are On Camera	154	12,635.00	Local
Drive Smart of Virginia	Safe Mobility of Virginia's Employees	154	70,000.00	State
Dumfries, Town of	Dumfries Ticket for You	154	13,200.00	Local
Emporia, City of	Digital In-Car Cameras	154	13,785.00	Local
Essex County	Essex Highway Safety Program	154	11,700.00	Local
Fairfax, City of	City of Fairfax alcohol Traffic Safety Program	154	14,016.00	Local
Fauquier County	Aggressive Driving In-Car Video/ Alco-Sensor Project	154	45,727.00	Local
Floyd County	Enforcement Grant	154	10,126.00	Local
Franklin County	Joint Jurisdictional Alcohol Selective Enforcement	154	20,000.00	Local
Fredericksburg, City of	Pursuit Reduction	154	5,000.00	Local
Front Royal, Town of	Safe and Sober Streets	154	9,580.00	Local
Galax, City of	Galax PD Crash Severity Reduction Program	154	17,304.00	Local
Gate City, City of	Selective Enforcement Unit	154	10,990.00	Local
Giles County	Traffic Enforcement Aggressive Mobilization (TEAM)	154	10,000.00	Local
Gloucester County	Highway Safety Grant	154	30,000.00	Local
Gordonsville, Town of	Alcohol/Speed/Safety Restraint Countermeasures	154	5,000.00	Local
Grayson County	Drive Safely - 2	154	12,810.00	Local



SUBGRANTEE NAME	PROJECT TITLE	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Greene County	DMV DUI Patrol	154	15,600.00	Local
Greensville County	Greensville County Smart, Safe and Sober	154	7,500.00	Local
Gretna, Town of	DUI Selective Enforcement and Occupant Protection	154	5,000.00	Local
Hanover County	Major Threats Enforcement Response	154	31,784.00	Local
Harrisonburg, City of	Harrisonburg Police Click-It or Ticket Initiative	154	10,900.00	Local
Harrisonburg, City of	City/County/Interstate Traffic Task Force	154	5,000.00	Local
Henrico County	CRASH (Crash Reduction and Safer Highway) Initiative	154	81,750.00	Local
Henry County	DRUNK DRIVING INCREASE OCCUPANT SAFETY	154	20,000.00	Local
Herndon, Town of	Smooth Operator of Herndon	154	22,040.00	Local
Hillsville, Town of	Operation Safe Streets	154	6,700.00	Local
Isle of Wight County	Countywide Interdiction: Traffic Enforcement (CITE)	154	15,000.00	Local
James City County	Highway Safety Initiative	154	20,000.00	Local
King and Queen County	Safety in Numbers	154	5,000.00	Local
King George County	King George County Selective Enforcement	154	13,350.00	Local
King William County	King William Sher. Off Speed Enf., Occ. and Child Safety En	154	14,600.00	Local
Lee County	D.U.I Saturation patrol and Checkpoints	154	6,800.00	Local
Lexington, City of	Impaired Driver Project	154	5,000.00	Local
Loudoun County	Safe Driver Campaign	154	44,000.00	Local
Louisa County	Ark Angel Highway Alcohol, Speed and Seatbelt	154	20,000.00	Local
Lynchburg, City of	DUI/Occupant Restraint Selective Enforcement	154	20,000.00	Local
Madison County	Police Traffic Services (DUI, Speeding, OP)	154	11,000.00	Local
Manassas Park, City of	DUI/DUID, Speeding, Occupant Safety Selective	154	31,211.00	Local
Manassas, City of	Manassas Comprehensive Traffic Safety Program	154	26,500.00	Local
Marion, Town of	Selective Enforcement - Impaired Driving	154	10,000.00	Local
Martinsville, City of	Highway Safety	154	20,000.00	Local
Mathews County	Selective Enforcement	154	11,400.00	Local
Montgomery County	Reducing Drunk and Drugged Driving	154	15,000.00	Local
New Kent County	Operation Buckle Up	154	32,100.00	Local
New Market, Town of	Capture the Data	154	6,000.00	Local
Newport News, City of	Police Traffic Services	154	28,126.00	Local
Northampton County	Comprehensive Speed Enforcement	154	23,449.00	Local
Northumberland County	Northumberland County Selective Enforcement Program	154	20,989.00	Local
Orange County	Orange County Traffic Calming and Fatalities Reduction	154	12,000.00	Local
Page County	Page County Transportation Safety Program	154	16,400.00	Local
Patrick County	Selective Enforcement Impaired Drivers and OP	154	18,500.00	Local
Pennington Gap, Town of	DUI Enforcement, Speed Enforcement	154	5,500.00	Local
Petersburg, City of	Speed Enforcement and Occupant Protection	154	15,000.00	Local
Piedmont ASAP	Piedmont Regional DUI Task Force	154	10,000.00	Local
Pittsylvania County	DUI Selective Enforcement	154	24,000.00	Local
Poquoson, City of	Selective Enforcement Increase DUI Arrests & Speeding	154	25,100.00	Local
Prince Edward County	Prince Edward CO SO 2007 Highway Safety Plan	154	15,000.00	Local
Pulaski County	Impaired Driving/Speed/Occupant Protection	154	7,760.00	Local
Pulaski, Town of	Safe on the Street - A Project We Can Live With	154	9,595.00	Local
Purcellville, Town of	Smooth Operator of Purcellville	154	10,050.00	Local
Quantico, Town of	Impaired Driver Enforcement	154	6,765.00	Local
Rich Creek, Town of	TOP DAWG (Traffic or Patrol, Drunks Always Will Go)	154	6,000.00	Local
Richmond County	Selective Enforcement Program	154	16,250.00	Local
Richmond, City of	Traffic Enforcement and Safety Initiative	154	57,340.00	Local
Roanoke County	Police Traffic Services	154	15,000.00	Local
Roanoke County	Reducing DUI Related Crashes	154	20,000.00	Local
Roanoke, City of	Impaired Driving Enforcement	154	15,000.00	Local
Rockingham County	Smart Safe and Sober	154	24,837.00	Local
Russell County	DUI Reduction in Russell County	154	7,685.00	Local
Salem, City of	Safe in Salem	154	15,000.00	Local
Saltville, Town of	Operation Highway Safety - Continued Second Year	154	7,800.00	Local
Shenandoah County	Safe Roads Program	154	12,000.00	Local
Smithfield, Town of	Equipment Enforcement	154	11,233.00	Local
Smyth County	Police Traffic Svs./DUI /Speeding Enforcement & OP	154	19,264.00	Local
South Boston, Town of	Community Outreach	154	10,200.00	Local
Spotsylvania County	Operation Clean Sweep One	154	61,595.00	Local
Stanley, Town of	Town of Stanley Transportation Safety Program	154	9,500.00	Local
Suffolk, City of	Police Traffic Services and Speed Control	154	35,000.00	Local
Supreme Court of Virginia	Reduce Impaired Driving- Crashes, Injuries & Fatalities	154	100,000.00	State
Sussex County	Operation Safe Roads Video, DUI, Seat Belt and Speed	154	10,185.00	Local
Tazewell County	Tazewell County Highway Safety Program	154	20,000.00	Local
Tazewell, Town of	In-Car Monitoring System	154	7,617.00	Local
Timberville, Town of	Buckle Up/Ticket or Arrest	154	5,000.00	Local
University of Richmond	Operation Safer Streets	154	15,000.00	Local
Vinton, Town of	Selective Enforcement Unit	154	10,000.00	Local



SUBGRANTEE NAME	PROJECT TITLE	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Virginia Beach, City of	DUI Enforcement	154	45,000.00	Local
Virginia Commonwealth University	Zero Tolerance	154	17,400.00	State
Virginia Dept of Alcohol & Beverage Control	Annual College Conference	154	30,500.00	State
Virginia Dept of Motor Vehicles	DUI Task Force Init. Implementation/Closeout	154	48,645.00	State
Virginia Dept of State Police	DUI Selective Enforcement	154	450,000.00	State
Virginia Dept of State Police	DUI Selective Enforcement	154	610,830.00	State
Virginia Dept. of MHMRSAS	Improving Outcomes for DUI Offenders	154	20,000.00	State
Virginia Dept. of Motor Vehicles	Upgrading CTSP Presentation Equipment	154	20,311.00	State
Virginia Dept. of Motor Vehicles	Judicial Transportation Safety Conference	154	65,000.00	State
Virginia Dept. of Motor Vehicles	Annual Conference on Transportation Safety (ACTS)	154	80,000.00	State
Virginia Polytechnic Institute & State University	Virginia Tech Police Department	154	10,000.00	Local
Virginia Tidewater Consortium for Higher Ed	Reducing DUI /Buckling Up Among Civilian/Military	154	25,000.00	Local
Warren County	Safe, Smart, Sober	154	14,000.00	Local
Warsaw, Town of	Safe Community	154	5,200.00	Local
Washington County	Highway Safety Enforcement	154	20,000.00	Local
Waverly, Town of	Eyewitness In-Car Video Camera Project	154	5,000.00	Local
Waverly, Town of	Selective Enforcement Project	154	5,000.00	Local
Waynesboro, City of	Waynesboro DUI/Aggressive Driving Campaign	154	15,000.00	Local
Weber City, City of	Video Evidence Protection for Selective Enforcement	154	10,990.00	Local
West Point, Town of	Operation Rolling Thunder	154	14,450.00	Local
Westmoreland County	Westmoreland County Selective Enforcement	154	20,000.00	Local
Winchester, City of	Driving Under the Influence Selective Enforcement	154	25,000.00	Local
Wise County	Highway Safety Traffic Enforcement Program	154	12,041.00	Local
Wise, Town of	Police Traffic Services & Digital In-car Camera	154	7,000.00	Local
WRAP	Washington Regional Alcohol Program	154	90,000.00	Local
WRAP	2006/07 Checkpoint Strikeforce Campaign	154	1,000,000.00	Local
Wythe County	Checkpoint Strikeforce Grant	154	9,500.00	Local
Wytheville, Town of	Drunk and Drugged Driving Enforcement	154	15,223.00	Local
York County	Operation Highway Safety	154	25,788.00	Local
<b>Total for 154 Transfer Funds</b>			<b>\$ 4,853,960.00</b>	
Drive Smart of Virginia	Click It or Ticket	405	\$ 73,352.00	State
Fairfax County	Smooth Operator/Click it or Ticket	405	100,000.00	Local
Grundy, Town of	Occupant Protection - Saving Lives	405	5,000.00	Local
Lawrenceville, Town of	Selective Enforcement Occupant Protection	405	10,000.00	Local
Staunton, City of	Speed/Seatbelt Enforcement	405	10,000.00	Local
Virginia DOT Research Council	Safety Belt and Motorcycle Helmet Use in Virginia	405	65,000.00	State
<b>Total for 405 Occupant Protection Funds</b>			<b>\$ 263,352.00</b>	
<b>Total FY 2007 Grant Awards</b>			<b>\$ 9,589,430.00</b>	





U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Federal Highway Administration

### HIGHWAY SAFETY PROGRAM COST SUMMARY

Commonwealth of Virginia  
2007-HSP-01  
September 1, 2006

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/(Decrease)	Current Balance	
AL	\$124,350	\$31,088				\$124,350
MC	186,604	46,651				186,604
OP	730,515	182,629				541,555
PA	300,000	300,000				0
PS	171,400	42,850				110,000
RS	803,200	200,800				438,200
SC	597,089	149,272				164,089
TR	1,558,960	389,740				167,778
<b>Total NHTSA 402</b>	<b>\$4,472,118</b>	<b>\$1,343,030</b>				<b>\$1,732,576</b>
J2	\$263,352	\$65,838				\$198,352
154PA	0	0				0
154AL	4,853,960	1,213,490				3,355,374
154HE	0	0				0
<b>Total NHTSA</b>	<b>\$5,117,312</b>	<b>\$1,279,328</b>				<b>\$3,553,726</b>
<b>Total FHWA</b>	<b>\$0</b>	<b>\$0</b>				<b>\$0</b>
<b>Total NHTSA &amp; FHWA</b>	<b>\$9,589,430</b>	<b>\$2,622,358</b>				<b>\$5,286,302</b>

State Official Authorized Signature:

*Kathy A. Delvischer/me*

Name

Deputy Director, Transportation Safety Grants  
Management

Title

September 5, 2006

Date

Federal Official Authorized Signature:

Name

Title

Date