

Highway Safety Plan

Application for Federal 402 Grant Funding FISCAL YEAR 2006



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Virginia Department of Motor Vehicles
Transportation Safety Services

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EXECUTIVE SUMMARY OF VIRGINIA'S HIGHWAY SAFETY PROGRAM

DMV's Transportation Safety Services (TSS) 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 areas of Occupant Protection, Alcohol, Traffic Records, Motorcycle Safety and Speed. As you will see in the following pages of this report, Occupant Protection is an issue that needs focused attention if we are to make dramatic improvements. Correct seat 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, continual improvements are needed to strengthen and fine tune existing programs. The Traffic Records area, while it may not have the potential to save lives as the other areas, is also an essential component of every state highway safety program. Without timely, accurate, and comprehensive data, it is impossible to conduct the proper problem identification needed to determine highway safety problems and to allocate resources. With the increase in motorcycle endorsements and registrations, Virginia has experienced an increase in motorcycle crashes. Enforcement, training, education and awareness will be key components to focus on when addressing this issue. And lastly, aggressive driving/speed is also having a profound impact on the safety of Virginia's roadways. A targeted emphasis on enforcement and education will continue to keep the focus on raising awareness of the dangers of aggressive driving/speed.

The following program areas are also eligible for consideration in State and local grants, but to a lesser extent: Planning and Administration, Community Traffic Safety Programs, Emergency Medical Services, Pedestrian/Bicycle Safety, Police Traffic Services, 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 public awareness activities targeting specific priority areas.

COMMONWEALTH OF VIRGINIA HIGHWAY SAFETY OFFICE

Governor – Mark Warner

Virginia’s 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

Designated Coordinator – For the VA Highway Highway Safety Program	David Mitchell, Deputy Commissioner Transportation Safety Services 2300 West Broad Street Room 701 Richmond, VA 23220 Phone: (804) 367-0122 Fax: (804) 367-6631 Email: david.mitchell@dmv.virginia.gov
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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 has 24 staff members including field personnel. Soon the Centralized Accident Processing work center will be transferred to TSS. This unit is responsible for processing the state’s police crash reports into the state database. See organizational chart and position descriptions of Virginia’s highway safety office.

Transportation Safety Board

The Virginia Transportation Safety Board advises the DMV Commissioner, the Secretary of Transportation and the Governor on transportation safety matters pursuant to Section 46.2-224 of the motor vehicle Code of Virginia. The Board is made up of twelve members, 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 Staff and Responsibilities

General Administration Manager III (Assistant Commissioner): Responsible for providing management and oversight to Virginia's highway safety program. This includes monitoring policy and legislation that impacts the Commonwealth's highway safety program.

General Administration Manager II (Director): Responsible for administering the day-to-day operations and programs of the Office of Highway Safety.

Administrative and Office Specialist III (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.

General Administration Manager II (Grants Management): Responsibilities include management and distribution of federal funds to state, local and non-profits.

- Policy Planning Specialist II – Responsible for writing all federal highway safety grant proposals, including the Highway Safety Plan; strategic planning, project development and grants policy.
- 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.

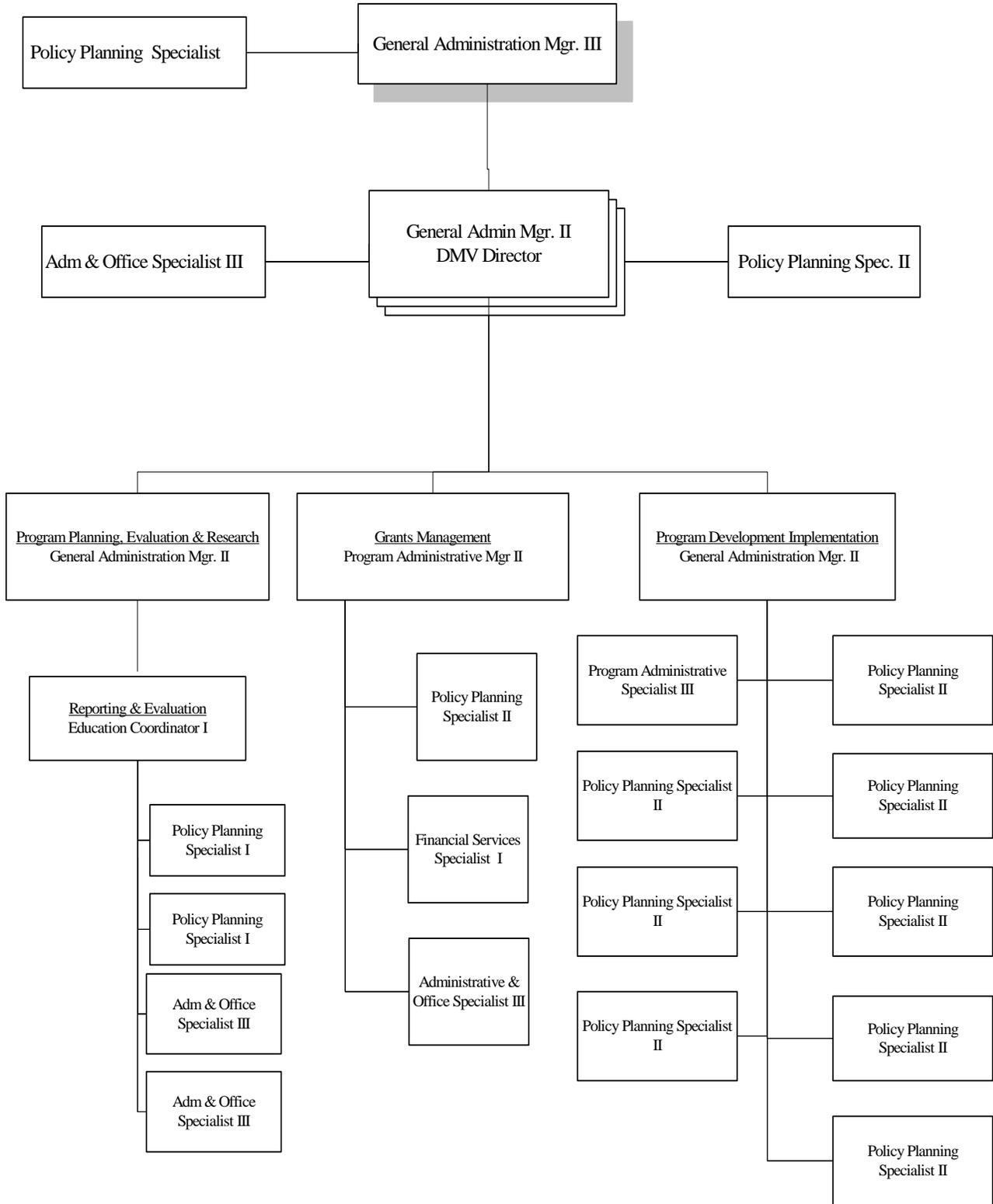
General Administration Manager II (Program Development Implementation): Responsibilities include comprehensive monitoring, tracking and evaluation of approved highway safety projects.

- Policy Planning Specialists II (9 staff located both in headquarters and the field): 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.

General Administration Manager II (Planning, Evaluation and Research): 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 (a 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
Transportation Safety Services
Effective 8/05**



Transportation Safety Services 8/05

Over the years, Virginia's highway safety office staff has participated in and provided various training sessions. From the NHTSA Program Management and Financial Management courses; Media Skills Workshop; and Instructor/Facilitator training, staff has received valuable information from these sessions. In addition, staff has provided training on Project Monitoring and Grants Management and are currently planning an upcoming mandatory grantee workshop.

General Administration Manager III (Assistant Commissioner): Virginia Executive Management Institute, NAGHSR conferences, NHTSA Regional GR Coordinators meetings.

General Administration Manager II (Director): NHTSA Program Management; NHSTA state training for Virginia; grants management workshops.

General Administration Manager II (Grants Management): NHTSA Program Management Training; trained office staff on grants management and monitoring; will be providing grantee training September 2005. Grants staff has attended NHTSA Program Management and Financial Management workshops and office staff training.

General Administration Manager II (Program Development 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 9 staff members: NHTSA Program Management; Project Monitoring and NHTSA DWI; Grants Management; NHTSA Occupant Protection Summit; National Traffic Records Conference; 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; NHTSA Impaired Driving Conference; CTSP Staff training; DMV Fixed Asset/ Equipment Inventory Training; USDOT Traffic Safety Briefing/ the TEAS; Border to Border; training; Legislative Round Tables for primary belt law; 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; Rapid Response Training Class; PIO Workshop; Child Safety Seat Training for Law Enforcement; National Judges College Training on "Courage To Live" program for Pre Teen Drivers; Strategic Planning for TSS and CTSP; NHTSA Check Point Strikeforce training on field sobriety testing; DRE State Coordinators Summit; Passive Sensor workshop.

General Administration Manager II (Evaluation and Research): 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 2004 is 7,458,900. Virginia has 7,037,698 registered vehicles. There are 135 cities and counties and 80 hospitals in the Commonwealth.

Virginia is comprised of 6 geographic districts: Bristol, Roanoke, Staunton, Fairfax, Richmond, and Portsmouth, that combined, have 5,313,167 licensed drivers. 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 *	Death Rate**	US Death 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

* 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 democrat Mark R. Warner. Virginia's legislature (General Assembly) is comprised of two houses, the Senate and the House of Delegates, and is majority Republican. There are 40 Senate members and 100 members of the House of Delegates. In the Senate, there are no Independents, 16 Democrats and 24 Republicans. In the House, there are 2 Independents, 37 Democrats and 61 Republicans.

MAJOR TRAFFIC SAFETY ISSUES/LEGISLATION

The issue of DUI continues to be a concern in Virginia. The issue of DUI, underage drinking and reckless driving continue to be a high priority in Virginia. In 2005, Virginia passed several pieces of legislation to address these issues. The following laws were enacted and became Effective July 1, 05:

It is now a violation of the DUI statute to drive with the following specified levels of certain illegal drugs in one's blood.

- 0.02 mg - cocaine,
- 0.1 mg - methamphetamine
- 0.1 mg - phencyclidine (PCP)
- mg 3-4 methylenedioxymethamphetamine (MDMA ecstasy).

Also, the first offense for refusal of a breath test will be a civil offense punishable by suspension of the person's driving privileges for one year and any subsequent offenses will be criminal offenses.

Additionally, legislation was enacted that prohibits the consumption of alcohol for those persons to whom alcoholic beverages may not be lawfully sold and makes it a Class 1 misdemeanor to give, provide, or assist in the provision of alcoholic beverages to another person, knowing that such person was less than 21 years of age. This legislation also adds consumption to the list of offenses, which can result in the denial of driving privileges. Furthermore, anyone who purchases alcoholic beverages for anyone who is intoxicated, or is less than 21 year of age, or is prohibited by a court order to purchase alcohol may have their license to operate a motor vehicle suspended for up to one year. The courts however, have the discretion to authorize restricted for this offense.

To further enhance DUI penalties DUI laws now also apply to anyone operating a moped. And, adds involuntary manslaughter as a charge for operation of a watercraft or motorboat under the influence if the operator unintentionally causes the death of another person.

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 2005 General Assembly tabled primary seat belt legislation, once again, setting the stage for this issue to come before the 2006 General Assembly. The attempt to repeal Virginia's motorcycle helmet law was before the legislature in 2005. 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 Transportation Safety Board 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 2006 HIGHWAY SAFETY GOALS

- (A) Virginia's goal for occupant protection is to increase seat belt usage. Virginia will strive to increase its statewide seat belt usage rate from 80.4% to 82% by June 2006. In order to achieve this rate, Virginia must decrease lives lost by 1 percent from 922 to 913; lives injured by 1 percent from 78,487 to 77,702; and convert 8% of non-seat belt users to become seat belt users by June 2006.
- (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 1% from 11,504 to 11,389; decrease alcohol/drug-related fatalities 1 percent from 343 to 339 and injuries 1% from 7,911 to 7,832 by June 2006.
- (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 in the Centralized Accident Processing system (CAP) system the number of BAC tests to increase Virginia's BAC testing rate by 5% of drivers involved in fatal alcohol-related crashes; 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.
- (D) Virginia's goal for motorcycle safety is to reduce the death rate. Virginia will strive to decrease the motorcycle fatality rate by 2% from 20.5 to 20.1 and to decrease the motorcycle crash rate by 2% from 73.3 to 71.9 by June 2006.
- (E) Virginia's goal for speed is to decrease speed-related crashes in Virginia. Virginia will strive to decrease the speed-related fatality rate by 2% from 0.47 to 0.46 and to decrease the speed-related injury rate by 1% from 24.94 to 24.69

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 incentive and transfer funds such as 157 Innovative, 405, 154, 163, and 164 highway safety funds under the guidelines, priorities and requirements established under Section 402.

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 Transportation Safety Board 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 Transportation Equity Act of the 21st Century (TEA-21.)

The Commonwealth of Virginia's FY 2006 Highway Safety Plan/Application for 402 federal highway safety grant funding contains a discussion of (a) Virginia's highway safety problems captured by the Department of Motor Vehicles' (DMV) Transportation Safety Services (TSS); (b) projects designed to address the identified problems; and (c) a plan to evaluate the projects identified herein. The FY 2006 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 2006 Highway Safety Plan/Application for 402 federal highway safety grant funding will be based on TSS's mission statement, DMV's Agency Head Agreement along with the goals and objectives outlined under federal guidelines.

TSS 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 Transportation Safety Board; and (5) the Virginia Transportation Safety Board 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 seat belt and child safety seat use as well as to decrease Virginia's fatality rate from 1.2 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, and the Historically Black Colleges and Universities Highway Safety Project.

- **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 2000 – \$820,000

- FY 2001 – \$820,000
 - FY 2002 – \$853,772
 - FY 2003 - \$1,070,783
 - FY 2004 - \$925,000
 - FY 2005 - \$925,000
- **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 2000 – \$1,258,200
 - FY 2005 - \$200,686
- **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 - \$770,786
 - FY 2005 - \$434,072

Note: See attached occupant protection projects awarded in FY 2006.

FY06 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)
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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	*	*	*

*Full year data not yet available.

Objectives:

1. To increase seat belt usage in Virginia from 80.4% to 82% by June 2006.
2. To decrease lives lost by 1 percent from 922 to 913 and lives injured by 1 percent from 78,487 to 77,702 by June 2006.
3. To convert 8% of non-seat belt users to become seat belt users by June 2006.

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 2006.
2. To cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2006.
3. To conduct pre-and-post mobilization observational surveys of safety belt use June 2006.
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 2006.
5. To conduct at least 3, 4-day CPS Technical Certification Classes regionally to meet the NHTSA standard by September 2006.
6. To conduct 4, 2-day law enforcement child passenger safety training workshops by September 2006.
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 2004, the Commonwealth's death rate for alcohol/drug related fatalities was 0.43 deaths per 100 million miles of travel. In 2004, 37 percent of all traffic fatalities in the Commonwealth were alcohol-related and 17 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. In addition, Virginia became eligible for Section 163 funds because the State enacts and enforces a .08 BAC law, and extra resources from Section 154 and 164 transfer 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 1.2 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

Year	2001	2002	2003	2004
Under Age 21	2,801	1,955	1,798	1,860
Adults	27,011	25,293	25,785	27,013
Unknown		74	107	161
Total	29,812	27,322	27,690	29,034

Alcohol-Related				
	Crashes	Fatalities	Fatality Rate	Injuries
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

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

- **Section 410 Impaired Driving Incentive Grant** – Virginia has qualified for this funding because it met the criteria of Basic Grant A or Basic Grant B listed below. This funding was used to support overtime enforcement of DUI laws, to provide training for law enforcement, etc.

Basic Grant A: State demonstrates that it has implemented at least 5 of the following 7 criteria:

- Administrative license revocation.

- A program to prevent drivers under age 21 from obtaining alcoholic beverages.
- A program for intensive impaired driving law enforcement.
- A graduated licensing law with nighttime driving restrictions and zero tolerance.
- A program to target drivers with high BAC.
- Young adult drinking programs to reduce impaired driving by individuals age 21-34.
- An effective system for increasing the rate of testing for BAC of drivers in fatal crashes; in FY2001 and after, the testing rate must be above the national average.

Basic Grant B: State demonstrates:

- A reduction in its percentage of fatally injured drivers with .10 BAC or greater, in each of last 3 years and
- Its percentage of drivers with .10 BAC or greater is lower than the national average for each of last 3 years.

Because Virginia met the Basic Grant A or B criteria, it also qualified for several Supplemental Grants by demonstrating that it implements the following:

- Videotaping of drunk drivers by police.
- A Self-sustaining impaired driving program.
- Laws to reduce driving with suspended license.
- Use of passive alcohol sensors by police.
- Other innovative programs.

410 Funding:

- FY 1998 – \$883,801
- FY 1999 – \$790,949
- FY 2000 – \$951,596
- FY 2002 – \$1,082,898

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 – \$15,784,598. 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 – \$15,472,337 From this \$8.7million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures.
- FY 2005 – \$15,457,362 From this \$9.7million was allocated to Hazard Elimination, while the balance was spent on alcohol countermeasures

Note: See attached impaired driving projects awarded in FY 2006.

FY06 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 11,504 to 11389 by June 2006.
2. To decrease alcohol/drug-related fatalities 1% from 343 to 339 by June 2006.
3. To decrease alcohol/drug-related injuries 1% from 7,911 to 7,832 by June 2006.
4. To increase the total number of arrests/citations completed during the DUI Checkpoint Strike Force Campaign 5 % from 7,901 in 2005 to 8,300 in 2006.
5. To increase the number of DUI checkpoints to 275 by January 2006.
6. To increase participation of enforcement agencies involved in DUI Checkpoint Strike Force campaign from 107 agencies in 2005 to 118 agencies in 2006.

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 from July 4, 2005 through January 4, 2006.
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 and BUI in Virginia.
3. To conduct a statewide, professional judiciary DUI training for 100 judges by September 2006.
4. To conduct 3 SFST instructor courses and 10 SFST basic courses for Law Enforcement by September 2006.

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 2006.

FY06 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 capture in the CAP system the number of BAC tests to increase Virginia's BAC testing rate by 5% of drivers involved in fatal alcohol-related crashes by September 2006.
2. To enhance/modify DMV databases, i.e. the Centralized Accident Processing system, to capture statewide highway safety data (i.e. traffic crash data) to provide accurate, timely highway safety and traffic crash information.
3. To electronically track federal highway safety grant funding through a grants management database to provide accurate, user friendly data.

Tasks:

1. To coordinate the VA TRCC in the development of a traffic records strategic plan.
2. To continue needed modifications in the CAP system to capture the changes that resulted from implementation of the revised FR300 Police Crash Report.
3. To reduce the 5-7 month backlog of entering traffic crash reports into the current CAP system.
4. To reduce the crash data reporting lag time, data entry redundancy and increase accuracy by developing user requirements that will be used to design and develop a

new traffic crash system to allow for direct, electronic entry of crash data by law enforcement.

5. To develop a plan for a standardized, multi-agency database for DUI arrest, testing, conviction, penalty and treatment information.
6. To create a grants management database system that will link DMV grant and financial data to the federal grants tracking system.

4. **Motorcycle Safety Countermeasures:**

The Virginia Rider Training Program (VRTP) oversees motorcycle safety in Virginia. The VRTP has earned a reputation in the motorcycle safety community as an exceptional organization, maintaining the integrity of motorcycle safety training while training a large number of novice and experienced riders. It is not an easy balance, keeping the quality of instruction while accommodating the ever increasing number of students who want to learn how to ride a motorcycle. As the population becomes more “mature”, the number of people interested in and riding motorcycles has increased. In 1989, the VRTP trained 400 students each year. Currently, nearly 9,000 students per year are trained. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists.

FY06 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	1231	63.4
1999	197,513	38	19.2	1320	66.8
2000	201,832	45	22.3	1525	75.6
2001	246,065	44	17.9	1743	70.8
2002	255,775	54	21.1	1648	64.4
2003	263,649	56	21.2	1713	65.0
2004	272,754	56	20.5	2000	73.3

*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 20.5 to 20.1 by June 2006.
2. To decrease the motorcycle crash rate by 2% from 73.3 to 71.9 by June 2006.

Tasks:

1. Expand motorcycle and impaired driving awareness programs from 8 high schools in Virginia to 16 high schools in June 2006.
2. Open 4 additional Virginia Rider Training Program sites in June 2006.
3. Expand the sidecar trike training courses from 4 sites to 6 sites by June 2006.

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 percent 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.

FY06 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

Note: Death/Injury rates per 100 million miles

Objectives:

1. To decrease the speed-related fatality rate by 2% from 0.47 to 0.46
2. To decrease the speed-related injury rate by 1% from 24.94 to 24.69

Tasks:

1. To conduct 4, one week speed enforcement waves by June 2006.
2. To conduct a major paid media campaign to include speed as a focus by June 2006.
3. To conduct a NHTSA regional summit where speed will be a focus by June 2006.

**FY 2006 SUMMARY
COUNTERMEASURE PROGRAMS and OBLIGATIONS**

No.	Countermeasure Programs	Percentage of FY05 Funds	Percentage of FY06 Funds
1	Alcohol *	0%	5%

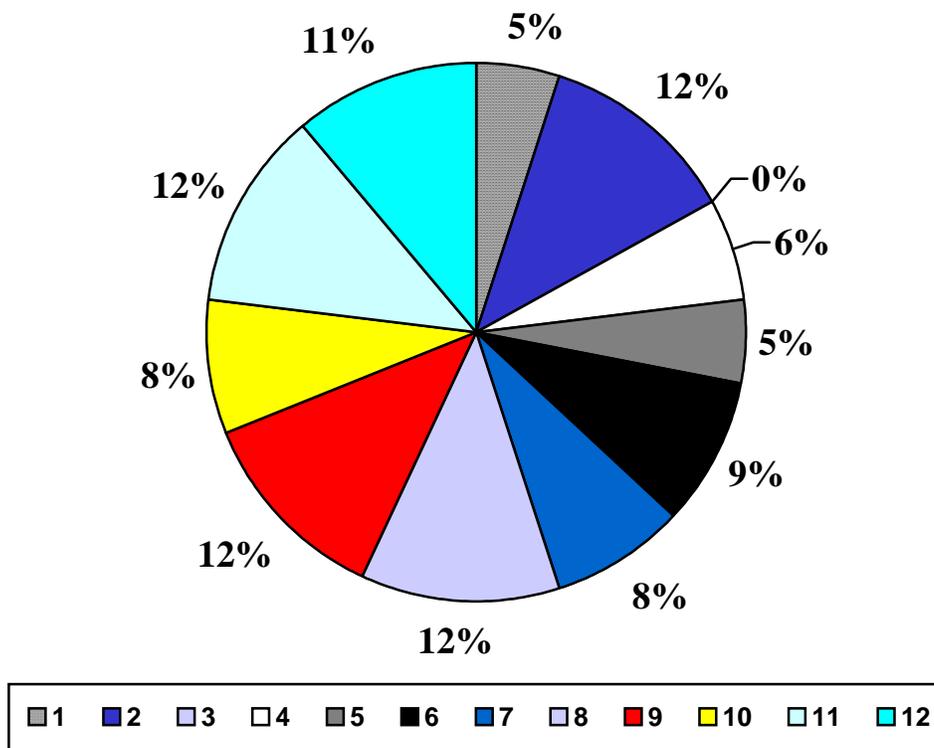
2	Community Programs	21%	12%
3	Emergency Medical Services	1%	0%
4	Motorcycle Safety	4%	6%
5	Occupant Protection **	0%	5%
6	Planning & Administration	9%	9%
7	Pedestrian/Bike Safety	6%	8%
8	Police Traffic Services	15%	12%
9	Roadway Safety	11%	12%
10	Speed Control	9%	8%
11	Traffic Safety	8%	12%
12	Contingency Funds	<u>14%</u>	<u>11%</u>
		100%	100%

* 2005 carry-forward funds in 154 and 410 will be used for 2006 grants.

** 2005 carry-forward funds in 405 and 157 will be used for 2006 grants.

The proposed Countermeasure programs for FY 2006 total an obligation of \$3,400,000.

FY 2006 GRANT FUNDING AWARDED



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 Transportation Equity Act of the 21st Century, **TEA-21**, 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.

Appendix

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 highway safety agency which has adequate powers and is suitably 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 this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety 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 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision 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 which 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 2006 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).

Kam E Chappell for D.B. Smit

Governor's Representative for Highway Safety

9/21/05

Date

FY06 – GRANT FUNDING AWARDED

Project Title	Locality or State Agency	Approved Amount	Section Number	Benefit
Blackstone Police Department's Alcohol Safety Program	Blackstone Town	5,000.00	154	Local
Check Traffic to Enforce & Make Highway Safer	Timberville Town	5,000.00	154	Local
DUI / Occupant Protection	Prince George County	5,000.00	154	Local
Impaired Driving	Berryville Town	5,000.00	154	Local
Impaired Driving/Police Traffic Services	Elkton Town	5,000.00	154	Local
Operation Crackdown	Buena Vista City	5,000.00	154	Local
Selective Enforcement / Occupant Protection	Nottoway County	5,000.00	154	Local
Selective Enforcement Project	Crewe Town	5,000.00	154	Local

Smart, Safe & Sober Selective Enforcement	Amelia County	5,000.00	154	Local
Speed and Alcohol Enforcement Project	Virginia Commonwealth University	5,000.00	154	Local
Drive Responsibly, Buckle Up Strasburg	Strasburg Town	6,000.00	154	Local
Selective Enforcement Project	Farmville Town	6,000.00	154	Local
Operation Safe Roads Video, DUI, Seatbelts, Speed	Sussex County	8,000.00	154	Local
Colonial Heights Highway Safety Project	Colonial Heights City	10,000.00	154	Local
DUI Occupant Safety and Radar Enforcement	Shenandoah County	10,000.00	154	Local
DUI Patrol	Greene County	10,000.00	154	Local
Greensville County Smart, Safe and Sober	Greensville County	10,000.00	154	Local
Operation Ark Angel-Impaired Driving (Alcohol) Select Enforcement 2005-2006	Louisa County	10,000.00	154	Local
Ride Safe II (Reducing Impaired Driving and enhancing Safety)	Culpeper Town	10,000.00	154	Local
See Drunks Drive	Emporia City	10,000.00	154	Local
Continued Eye On DUI	Prince George County	12,000.00	154	Local
Orange CO Occupant Protection and Impaired Driving Grant	Orange County	12,000.00	154	Local
DUI/DUID	Richmond City	15,000.00	154	Local
Driving Under the Influence Selective Enforcement	Winchester City	15,000.00	154	Local
Smart, Safe, & Sober for Brunswick County	Brunswick County	15,000.00	154	Local
Highway Enforcers	Campbell County	18,000.00	154	Local
Page County Transportation Safety Program	Page County	18,000.00	154	Local
Occupant Protection / Aggressive Driver / DUI / DUID	Goochland County	22,500.00	154	Local
Augusta County Sheriff's Office Buckle-up, D.U.I.D Enforcement	Augusta County	25,000.00	154	Local
Operation Target Aggressive Driving	Fauquier County	25,000.00	154	Local
Rockingham CO Traffic Safety Initiative Phase II	Rockingham County	25,000.00	154	Local
Washington Regional Alcohol Program	WRAP	80,000.00	154	Non-Profit
Smart, Safe & Sober Campaign	VACP	225,000.00	154	Non-Profit
2005-2006 Checkpoint Strikeforce Campaign	WRAP	750,000.00	154	Non-Profit
20th Annual College Conference	Virginia Dept of Alcohol & Beverage Control	25,000.00	154	State
Mini Grant - Check Point Strike Force	Virginia Dept of Motor Vehicles	90,000.00	154	State
DUI & Highway Safety Enforcement Equipment	Virginia Dept of State Police	400,000.00	154	State
Selective Enforcement - Driving Under The Influence	Virginia Dept of State Police	450,000.00	154	State

Occupant Protection (Seat Belt, Child Safety Seats)	Lawrenceville Town	5,000.00	157	Local
Operation B.A.S.S. (Bridgewater Alcohol and Safety-seat, Seatbelt)	Bridgewater Town	6,000.00	157	Local
Highway Lifeguard	Powhatan County	20,000.00	157	Local
Statewide Safety Belt and Motorcycle Helmet Use Survey	VA Transportation Research Council	68,000.00	157	State
Selective Enforcement - Occupant Protection	Virginia Dept of State Police	100,000.00	157	State
Support for Implementation of DUI Task Force Recommendations	Virginia Commonwealth University	47,000.00	163	Higher Ed
Virginia's Youth Empowerment Initiative	Carilion Health Systems	260,000.00	163	Non-Profit
Upgrade Speed Detection Equipment - Radar	Virginia Dept of State Police	100,000.00	163	State
Selective Enforcement - Speed	Virginia Dept of State Police	225,000.00	163	State
Smooth Operator	Virginia Dept of Motor Vehicles	250,000.00	163	State
HBCU Highway Safety Project	St. Paul's College	5,000.00	402	Higher Ed
Historically Black Colleges & Universities Highway Safety Grant	Virginia Union University	5,000.00	402	Higher Ed
Project New Enforcement	J Sargent Reynolds Community College	5,000.00	402	Higher Ed
University Police Traffic Services	Old Dominion University Police	6,000.00	402	Higher Ed
HBCU Highway Safety	Norfolk State University	7,500.00	402	Higher Ed
HBCU Highway Safety Project	Hampton University	7,500.00	402	Higher Ed
Young Drivers' Safety-A Case Study: The Infl of Community Impact & Ed Outreach	Norfolk State University	50,000.00	402	Higher Ed
Fundamentals and Advanced Crash Reconstruction Training	Virginia Commonwealth University	85,000.00	402	Higher Ed
Multi-Disciplinary Crash Investigation Team (CIT)	Virginia Commonwealth University	145,000.00	402	Higher Ed
DUI Enforcement HC- FY 2006-Overtime	Henrico County	17,500.00	402	Local
DUI Enforcement HC-FY 2006: Equipment	Henrico County	17,500.00	402	Local
Police Traffic Services & Speed Control	Suffolk City	18,000.00	402	Local
Arlington CO SO Safe Drive Program	Arlington County	20,000.00	402	Local
Checkpoint Strikeforce/Sobriety Checkpoints	Washington County	20,000.00	402	Local
Comprehensive DUI, Speed, & Occupant Restraint Enforcement	Portsmouth City	20,000.00	402	Local
Highway Safety Improvement Initiative	James City County	20,000.00	402	Local
Major Threats Enforcement Response	Hanover County	20,000.00	402	Local
Occupant Protection, Alcohol Enforcement & Drivers Safety Grant Prog 2005	Gloucester County	20,000.00	402	Local

Selective & Intensive Enforcement of Speed & DUI Laws	Chesapeake City	20,000.00	402	Local
In-Car Video Safety	Fauquier County	20,500.00	402	Local
Drive Courteously / Ticket Agressively	Loudoun County	22,000.00	402	Local
Manassas Park Police Drunk/Impaired Driving, Speed & Occupant Safety Enforcement	Manassas Park City	24,000.00	402	Local
Operation: Buckle Up - Slow Down - Save Lives	Frederick County	25,000.00	402	Local
Reduce Intersection Crash Enforcement	Richmond City	25,000.00	402	Local
Smooth Operator of Herndon	Herndon Town	25,000.00	402	Local
Manassas Comprehensive Traffic Safety Program	Manassas City	27,500.00	402	Local
Metropolis Agressive Driving (MAD) Program	Alexandria City	28,500.00	402	Local
Aggressive Driving Program	Arlington County	30,000.00	402	Local
Montgomery, Alleghany, Roanoke, Rockbridge Interstate Enforcement Strategem	Salem City	30,000.00	402	Local
Smooth Operator	Stafford County	32,500.00	402	Local
"Slow Down, Think, Buckle Up or Pay Up 2"	Spotsylvania County	35,000.00	402	Local
Safe Routes to School - \$45,000.00	Department of Motor Vehicles	45,000.00	402	Local
Roadway Safety - Special Enforcement	Prince William County	69,000.00	402	Local
Teen Smart Driver Community Health Initiative	Prince William County	75,000.00	402	Local
CPD Project Safer Streets	Chilhowie Town	5,000.00	402	Local
Community Programs- \$30,000	Virginia Dept of Motor Vehicles	5,000.00	402	Local
FY 2006 Motorcycle Safety Program	Chesterfield County	5,000.00	402	Local
Gordonsville Police Department Alcohol/Speed Countermeasures Program	Gordonsville Town	5,000.00	402	Local
Improved Evidence Gathering	Hillsville Town	5,000.00	402	Local
Know the Flow	New Market Town	5,000.00	402	Local
Laser Enforcement Project	Ashland Town	5,000.00	402	Local
OP & Impaired Driving Selective Enforcement	Pembroke Town	5,000.00	402	Local
Operation Safe Streets	West Point Town	5,000.00	402	Local
Operation South Boston Crack Down	South Boston Town	5,000.00	402	Local
Police Motorcycle Operators Instructor	Richmond City	5,000.00	402	Local
Police Traffic Services	Clintwood Town	5,000.00	402	Local
Project Speed/DUI Enforcement	Glade Spring Town	5,000.00	402	Local
Radar Project	Staunton City	5,000.00	402	Local
SIP (Safe in Pearisburg)	Pearisburg Town	5,000.00	402	Local
Safe, Smart & Sober	Dickenson County	5,000.00	402	Local
Saluted (Saving All Lives Utilizing Traf. Enf. Against.	Rich Creek Town	5,000.00	402	Local

Drunk./Drug/Drivers				
Selective Enforcement	Surry County	5,000.00	402	Local
Selective Enforcement Unit	Gate City Town	5,000.00	402	Local
Selective Enforcement Unit	Mathews County	5,000.00	402	Local
Selective Enforcement, DUI, Seat Belt, and Radar Enforcement	Dinwiddie County	5,000.00	402	Local
Speed (Selective Enforcement Educating Drivers)	Narrows Town	5,000.00	402	Local
Traffic Crash Reduction through Traffic Enforcement	Bedford City	5,000.00	402	Local
402 Grant - Smart, Safe, and Sober	Waverly Town	6,000.00	402	Local
Alcohol / Speed / Occupant Protection	Botetourt County	6,000.00	402	Local
Checkpoint Strikeforce	Wythe County	6,000.00	402	Local
Child Restraint and Occupant Protection Enforcement	Winchester City	6,000.00	402	Local
Impaired Driving Program	Radford City	6,000.00	402	Local
Operation Safe Holiday 2005	Albemarle County	6,000.00	402	Local
Warsaw Selective Enforcement	Warsaw Town	6,000.00	402	Local
Augusta County Sheriff's Office On Scene Witness	Augusta County	7,000.00	402	Local
Operation Highway Safety	Saltville Town	7,000.00	402	Local
Police Traffic Services	Wise Town	7,000.00	402	Local
Traffic Control Solution	Bluefield Town	7,000.00	402	Local
OP/Impaired Driving in Relation to Highway Safety	Richlands Town	7,500.00	402	Local
Safe Routes to School - Richmond - \$45,000.00	Department of Motor Vehicles	7,500.00	402	Local
Safe Routes to School - Richmond- \$45,000	Department of Motor Vehicles	7,500.00	402	Local
Selective Enforcement Hwy 360 "Operation Safe Passage"	Charlotte County	7,500.00	402	Local
Selective Overtime Enforcement Program	Haymarket Town	7,500.00	402	Local
Speed Control Enforcement	Tazewell Town	7,500.00	402	Local
"Slow Down In Our Town"	Front Royal Town	8,000.00	402	Local
DUI/Pre-Emptive Enforcement	Blacksburg Town	8,000.00	402	Local
Operation Highway Safety - OHS Plan	South Hill Town	8,000.00	402	Local
Accident Investigation Crash Trailer	Danville City	8,500.00	402	Local
Blue Ridge Transportation Safety Board Crash Team for the Ronaoke Valley	Roanoke County	8,500.00	402	Local
Aggressive Driver Enhanced Enforcement Project	Rockbridge County	10,000.00	402	Local
Alleghany Highlands Safety Awareness Program	Alleghany County	10,000.00	402	Local
Clarke County Selective Enforcement Safety Program - Phase 2	Clarke County	10,000.00	402	Local
Comprehensive Selective Enforcement	Northampton County	10,000.00	402	Local

DUI Selective Enforcement	King George County	10,000.00	402	Local
Leave Sober, Driver Slower, Live Longer	Bristol City	10,000.00	402	Local
Managerial & Technical Training for Transportation Safety Officials (R=3)	Richmond City	10,000.00	402	Local
Pedestrian Safety Program	Arlington County	10,000.00	402	Local
Police Traffic Services	Appomattox County	10,000.00	402	Local
Police Traffic Services (Selective Enforce. for Occup Protection, Speed and DUI)	Madison County	10,000.00	402	Local
Police Traffic Services/Occupant Protection	Isle of Wight County	10,000.00	402	Local
Rappahannock County Highway Safety Campaign	Rappahannock County	10,000.00	402	Local
Reducing Drunk and Drugged Driving in Montgomery County	Montgomery County	10,000.00	402	Local
Selective Enf. for Arrest of Impaired Drivers/OP Program	Patrick County	10,000.00	402	Local
Selective Enforcement Program	Harrisonburg City	10,000.00	402	Local
Selective Enforcement Program	Richmond County	10,000.00	402	Local
Amherst Highway Traffic Safety Program 2006	Amherst County	10,500.00	402	Local
Enhancing Speed Enforcement with more Radar Units	Albemarle County	10,500.00	402	Local
2.5 Police Traffic Services - Selective Enforcement - Alcohol	Norton City	11,000.00	402	Local
Buckingham CO Selective Enforcement Project	Buckingham County	12,000.00	402	Local
Commuter Speed & DUI Enforcement Program	Northumberland County	12,000.00	402	Local
Operation I-77 Smackdown	Wythe County	12,000.00	402	Local
Traffic Engineering Training (R=1)	Richmond City	12,000.00	402	Local
I-81 Young Traveler Safety Project	Northern Shenandoah Valley Regional Commission	12,500.00	402	Local
Petersburg Smart, Safe & Sober	Petersburg City	12,500.00	402	Local
Fairfax City Alcohol Traffic Safety Program	Fairfax City	13,000.00	402	Local
Highway Safety/Traffic Safety Awareness	Warren County	14,500.00	402	Local
Highway Safety Project	Prince Edward County	15,000.00	402	Local
Operation Highway Safety	York County	15,000.00	402	Local
Operation Safe Roadways	Fredericksburg City	15,000.00	402	Local
Regional Training In Traffic Engineering	Virginia Beach City	15,000.00	402	Local
Central Virginia Regional Crash Team	Central Va Hwy Traffic Safety Board	8,500.00	402	Non-Profit
Traffic Records	New River Crimininal Justice Training Academy	8,500.00	402	Non-Profit
Boost 'em or Belt 'em	Hampton Roads NAPNAP Chapter	12,000.00	402	Non-Profit
Occupant Protection	National Organ. of Black Law Enforcement	15,000.00	402	Non-Profit

Professional Career Development Training	VASITE	15,000.00	402	Non-Profit
Special Nees Car Seat Loaner Program	Children's Hospital/King's Daughters	15,000.00	402	Non-Profit
Annual Virginia Bike Walk Conference & Pedestrian Website	Bikewalk Virginia	25,000.00	402	Non-Profit
Bike Smart - Virginia Education Program	Bikewalk Virginia	30,000.00	402	Non-Profit
Rural/Suburban Safe Routes to School Project	ACCT	30,000.00	402	Non-Profit
Survive The Drive	Drive Safe Hampton Roads	30,000.00	402	Non-Profit
Clock Drawing Test as a Screen to Impaired Drivers	Eastern VA Medical School	35,000.00	402	Non-Profit
Reinforcing Alcohol Prevention (RAP) Program: 2005-2006	Eastern VA Medical School	35,000.00	402	Non-Profit
Truck Safety Programs Coordinator	Virginia Trucking Assoc. Foundation	40,000.00	402	Non-Profit
Occupant Protection in Hampton Rds: Reward-Based Initiatives & Nighttime Safety	ODU Research Foundation	50,000.00	402	Non-Profit
Safe Mobility of Virginia's Employees	Drive Smart of Virginia	50,000.00	402	Non-Profit
Click It or Ticket Community Support & Occupant Protection	Drive Smart of Virginia	60,000.00	402	Non-Profit
Street Smart - Regional Pedestrian and Bicycle Safety Program	Metro Washington Council of Gov	100,000.00	402	Non-Profit
Basic & Advanced Motorcycle Education; Sidecar/Trike Education	Motorcycle Safety League of Va	135,000.00	402	Non-Profit
Highway Safety Project Targeting Speed, Alcohol & Occupant Protection	University of Richmond	5,000.00	402	State
Highway Traffic Safety Enforcement / Speed Reduction	Southside Virginia Training Center	5,000.00	402	State
Safe Kids Walking	Virginia Commonwealth University	12,000.00	402	State
Special Needs Symposium	Virginia Dept of Education	15,000.00	402	State
VASAP Case Management System & Computer Support	VASAP Virginia Alcohol Safety Action Program	18,000.00	402	State
Bicycle & Pedestrian Safety Program	Virginia Dept of Health	25,000.00	402	State
Roadway Safety - Work Zone Safety Public Outreach	Virginia Dept of Transportation	25,000.00	402	State
Mini Grant -Community Programs - \$60,000- Bristol	Virginia Dept of Motor Vehicles	30,000.00	402	State
Highway Safety Educational Materials & Handouts	Virginia Dept of State Police	40,000.00	402	State
Technical Assistance for Highway Safety Programs	Virginia Commonwealth University	40,000.00	402	State
Trends in Motorcycle Crashes & Injuries in VA	VA Transportation Research Council	45,000.00	402	State
Operation Lifesaver, Highway Rail Crossing Safety	Virginia Dept of Rail & Public Transportation	60,000.00	402	State
Training in Traffic Engineering & Traffic Records	Virginia Dept of Transportation	50,000.00	402	State

Training/Conferences	Virginia Dept of State Police	50,000.00	402	State
Training/Travel	Department of Motor Vehicles	50,000.00	402	State
Police Traffic Services	Department of Motor Vehicles	60,000.00	402	State
Police Traffic Services - Mini Grant- \$60,000	Virginia Dept of Motor Vehicles	60,000.00	402	State
Technical Assistance, Training and Administration	VCU Dept of Preventive Medicine	60,000.00	402	State
Judicial Transportation Safety Conference	Department of Motor Vehicles	65,000.00	402	State
Grants Management Systems Upgrade for FMS/Budget	Department of Motor Vehicles	75,000.00	402	State
Annual Conference on Transportation Safety	Virginia Dept of Motor Vehicles	80,000.00	402	State
Teen Safe Driver	Virginia Dept of Education	80,000.00	402	State
Coordinate & Evaluate Highway Safety Paid Media Campaigns	Virginia Dept of Motor Vehicles	90,000.00	402	State
Processing Crash Reports for 2005	Department of Motor Vehicles	90,000.00	402	State
Traffic Record Improvement Project - Continuation (Trip III)	Supreme Court of Va	90,000.00	402	State
DMV Transportation Safety - Administrative Support	Virginia Dept of Motor Vehicles	100,000.00	402	State
HBCU - Highway Safety Project	National Trans. Safety & Health Institute	100,000.00	402	State
Traffic Records	Virginia Commonwealth University	145,000.00	402	State
Highway Safety Corridor Program	Virginia Dept of Transportation	250,000.00	402	State
Planning and Administration	Department of Motor Vehicles	300,000.00	402	State
GrandDriver	Virginia Dept of Aging	350,000.00	402	State
Enhancing Traffic Safety through Bike Patrol Activities	Albemarle County	3,000.00	403	Local
Wytheville PD Drunk Drugged Driving Enforcement- Year One	Wytheville Town	5,000.00	403	Local
Wipe out Underage Drinking and Driving	Buchanan County	12,000.00	403	Local
Mini Grant - Alcohol	Virginia Dept of Motor Vehicles	90,000.00	403	State
Campus Safety Traffic Enforcement	Virginia Polytechnic Institute	6,000.00	405	Higher Ed
Occupant Protection & Training	Virginia Commonwealth University	70,000.00	405	Higher Ed
2.5 Police Traffic Services	Pound Town	5,000.00	405	Local
High Visibility Enforcement	King and Queen County	5,000.00	405	Local
Occupant Protection - Saving Lives	Grundy Town	5,000.00	405	Local
Occupant Protection Overtime Enforcement Project 2.1A	Rocky Mount Town	5,000.00	405	Local
Drive Safely	Grayson County	6,000.00	405	Local

Selective Enforcement/Community Policing: Phase 1	Scott County	6,000.00	405	Local
Selective Speed and Occupant Protection Enforcement	Blacksburg Town	7,000.00	405	Local
OP/Speed/Impaired Driving Project	Pulaski County	7,500.00	405	Local
Raptor	Christiansburg Town	7,500.00	405	Local
Strapped In	Christiansburg Town	7,500.00	405	Local
DUI/Speeding/Seat Belt and Child Safety Seat Enforcement	King William County	8,000.00	405	Local
Galax PD Occ. Prot. - DUI Enf. Initiatives	Galax City	8,000.00	405	Local
Wise County SO Alcohol Education and Enforcement Program	Wise County	8,000.00	405	Local
Total Station for Multi-jurisdiction Regional Crash Reconstruction Team	Montgomery County	8,500.00	405	Local
Selective Enforcement	Essex County	9,000.00	405	Local
Selective Enforcement (Impaired Driving)	Marion Town	9,500.00	405	Local
City/County/Interstate Traffic Task Force	Harrisonburg City	10,000.00	405	Local
Harrisonburg Police Click It or Ticket Initiative	Harrisonburg City	10,000.00	405	Local
Increasing Seat Belt Use in Montgomery CO	Montgomery County	10,000.00	405	Local
Occupant Protection	Middlesex County	10,000.00	405	Local
Occupant Protection / Safety Restraint Program	Roanoke City	10,000.00	405	Local
Pedestrian Safety	Fairfax County	10,000.00	405	Local
Selective Enforcement Unit	Southampton County	10,000.00	405	Local
Selective Enforcement/Seat Belt/DUI	Caroline County	10,000.00	405	Local
Speed and Buckle-Up Enforcement	Accomack County	10,000.00	405	Local
Ticket for You	Dumfries Town	10,000.00	405	Local
AMOIG (All Motorists in Giles)	Giles County	12,000.00	405	Local
Teen Seat Belt Usage	Virginia Beach City	12,600.00	405	Local
Fatality Reduction/Speed Enforcement/Occupant Protection Project	Hampton City	13,500.00	405	Local
Culpeper Click It of Ticket	Culpeper County	15,000.00	405	Local
Selective Enforcement - Occupant Protection	Williamsburg City	15,000.00	405	Local
Operation Buckle Up	New Kent County	20,000.00	405	Local
Selective Enforcement Highway Grant	Norfolk City	20,000.00	405	Local
Click It or Ticket	Fairfax County	65,000.00	405	Local
Reducing DUI & Not Buckling Up among Civilian & Military College Students	Va Tidewater Consortium for Higher Ed	25,000.00	405	Non-Profit
Safety Belt Use: Medical Personnel & Lay Persons Knowledge & Behavior	Physicians Injury Reduction Coalition	50,000.00	405	Non-Profit
Occupant Protection, Impaired Driving, & Traffic Records	VACP	385,000.00	405	Non-Profit

Child Passenger Safety Training	Virginia Dept of Education	10,000.00	405	State
Expanded Older Driver Rehabilitation Program - CJW	Virginia Dept of Aging	10,000.00	405	State
Click It or Ticket Data Base Development	Department of Motor Vehicles	10,700.00	405	State
Occupant Protection "Child Passenger Safety" Assessment	Virginia Dept of Motor Vehicles	28,000.00	405	State
DUI Selective Enforcement & Occupant Protection Enforcement	Gretna Town	5,000.00	410	Local
Impaired Driving / Community Transportation Safety	Glasgow Town	5,000.00	410	Local
Proactive DUI Patrol Campaign	Lexington City	5,000.00	410	Local
Safe Chincoteague Streets 2006	Chincoteague Town	5,000.00	410	Local
Traffic Safety Enforcement	Vinton Town	5,000.00	410	Local
FY 2006 DUI/DUID Program	Chesterfield County	6,000.00	410	Local
Checkpoint/Strikeforce	Craig County	7,000.00	410	Local
Smart, Safe & Sober Smithfield	Smithfield Town	7,000.00	410	Local
"Safe in Salem" DUI/DUID Detection & Occupant Protection	Salem City	7,500.00	410	Local
Highway Safety & DUI / Impaired Driving Enforcement	Carroll County	9,000.00	410	Local
DUI Selective Enforcement	Poquoson City	10,000.00	410	Local
DUI/Occupant Restraint Selective Enforcement	Lynchburg City	10,000.00	410	Local
Highway Safety Through Selective Enforcement	Martinsville City	10,000.00	410	Local
Selective Enforcement Unit	Danville City	10,000.00	410	Local
Impacting Impaired Driving	Roanoke County	12,000.00	410	Local
Land & Water Occupant Protection / Safety Enforcement	Bedford County	12,000.00	410	Local
DUI Education	Virginia Beach City	15,000.00	410	Local
DUI Reduction Campaign	Loudoun County	15,000.00	410	Local
DUI Selective Enforcement	Pittsylvania County	15,000.00	410	Local
Enhanced Impaired Driving Enforcement	Roanoke City	15,000.00	410	Local
Waynesboro DUI Initiative	Waynesboro City	15,000.00	410	Local
Traffic Safety/DUI Enforcement	Newport News City	17,000.00	410	Local
DUI Special Enforcement Task Team	Westmoreland County	20,000.00	410	Local
Driving Under The Influence & Occupant Safety Program	Henry County	20,000.00	410	Local
Operation Saturation	Stafford County	20,000.00	410	Local
Special Emphasis & Joint Jurisdictional Selective Enforcement	Franklin County	20,000.00	410	Local
Aggressive Driving: Evaluation of Smooth Operator Program in Virginia	Inova Regional Trauma Center-Northern VA Injury Prevention Center	30,000.00	410	Non-Profit
Highway Traffic Safety Grant - Alcohol Countermeasures	MADD	150,000.00	410	Non-Profit
The 460 Project	Central Va Hwy Traffic Safety Board	10,000.00	410	State
The VASAP Initiative on the Prevention of Underage Drinking &	VASAP Virginia Alcohol Safety Action Program	13,000.00	410	State

Driving				
Improving Outcomes for DUI Offenders	Virginia Department of MHMRSAS	20,000.00	410	State
Comm. Atty's Svs. Council Highway Safety Project	Commonwealth Attorney's Services Council	25,000.00	410	State
All Component Staff Training	VASAP Virginia Alcohol Safety Action Program	100,000.00	410	State
Selective BUI/DUI Enforcement	Virginia Dept of Game & Inland Fisheries	125,000.00	410	State
Child Passenger Safety Program	Virginia Dept of Health	300,000.00	2003B	State

**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 Transportation Safety Board 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.)

U. S. Department of Transportation

**HIGHWAY SAFETY PROGRAM COST
SUMMARY**

O.M.B. No. 2127-0003

National Highway Traffic Safety Administration
Federal Highway Administration

Page 1 of 1

STATE – VIRGINIA

NUMBER 05-01

Date -- September 1, 2005

Program Area	Approved Prg Costs	Basis for % Change	State/Local Funds	Federally Funded Program				Federal Share to Local
				Previous Balance	Increase (Decrease)	% Change	Current Balance	
PA05-00-00-00	300,000.00		300,000.00					0.00
AL05-00-00-00	150,000.00		37,500.00					75,000.00
EM05-00-00-00								0.00
MC05-00-00-00	190,000.00		47,500.00					95,000.00
OP05-00-00-00	150,000.00		37,500.00					75,000.00
PS05-00-00-00	277,000.00		69,250.00					138,500.00
PT05-00-00-00	400,000.00		100,000.00					200,000.00
TR05-00-00	396,500.00		99,125.00					198,250.00
CP05-00-00	420,000.00		105,000.00					210,000.00
SC05-00-00	350,000.00		87,500.00					175,000.00
RS05-00-00	409,220.00		102,305.00					204,610.00
Contingency Funds	357,280.00		89,320.00					178,640.00
TOTAL NHTSA - 402	3,400,000.00		1,075,000.00					1,550,000.00
154AL-2006-00-00	2,362,500.00		0.00					1,181,250.00
157IN06-00-00	199,000.00		0.00					0.00
163AL06-00-00	882,000.00		0.00					0.00
J3-2006-00-00(2003b)	300,000.00		75,000.00					0.00
402-2006-00-00	4,830,500.00		0.00					0.00
403-2006-00-00	110,000.00		0.00					0.00

405-0P-2006-00-00	980,300.00		2,940,900.00					0.00
J8-2006-00-00 (410)	770,500.00		2,311,500.00					0.00
								0.00
								0.00
TOTAL NHTSA	10,434,800.00		5,259,900.00					1,181,250.00
AA/.08			0.00					
AA/.08 PA	2,029,252.00		0.00					0.00
TOTAL FHWA	2,029,252.00		0.00					698,040.00
TOTAL NHTSA & FHWA	12,464,052.00		5,259,900.00					3,429,290.00

State Official Authorized Signature
 VIRGINIA
 NAME _____
 TITLE _____
 DATE _____

Federal Official(s) Authorized Signature
 NHTSA
 NAME _____
 TITLE _____
 DATE _____
 Effective Date _____

Federal Official(s) Authorized Signature
 FHWA
 NAME _____
 TITLE _____
 DATE _____
 Effective Date _____