

# VIRGINIA HIGHWAY SAFETY PLAN

Application for Federal 402 Grant Funding  
**FISCAL YEAR 2009**



VIRGINIA HIGHWAY SAFETY OFFICE

## TABLE OF CONTENTS

<b>SECTION TITLE OR HEADING</b>	<b>PAGE NO.</b>
Executive Summary of Virginia's Highway Safety Program	1
Commonwealth of Virginia Highway Safety Office	3
Virginia Highway Safety Office Organizational Chart	4
Virginia Highway Safety Office Mission Statement	5
Delegation of Authority and Organizational Staffing	5
Virginia Highway Safety Office Staff Training	7
Virginia's FY2009 state highway safety goals	9
Virginia's Political Structure	11
Major Highway Safety Issues/Legislation	12
Virginia Demographics	14
Performance Plan	15
Problem ID Summary	18
Virginia's FY2009 Highway Safety Plan	24
FY 2009 Paid Media Plan	33
FY 2008 Summary – Countermeasure Programs and Obligations	35
Certification Regarding Lobbying	36
State Certification and Assurance	37
Statutory Authority for Virginia's Highway Safety Program (Code of Virginia)	46
Appendix	
FY 2009 Projects Awarded by Program Area	A-1
Cost Summary (Form 217)	A-2

## Executive Summary of Highway Safety Programs

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

The FY 2009 Highway Safety Plan is submitted in accordance with NHTSA Order 960-2A and FHWA Order 7510.3A dated June 10, 1983.

The Highway Safety Plan identifies Virginia's key safety needs and guide investment decisions to achieve significant reductions in injuries and deaths on all public roads. The plan is intended to:

- Address safety challenges on all public roads so that safety programs can align and leverage the Commonwealth's resources across all stakeholder programs;
- Provide a comprehensive framework, with specific data driven goals, objectives and emphasis areas for reducing highway injuries and deaths on all public roads.
- Integrate the four "E" approach of transportation safety-Engineering, Education, Enforcement and Emergency Medical Services(EMS); and
- Improve travel time reliability and congestion by decreasing crashes.

The National Highway Safety Act of 1966 provides federal grants to states to support coordinated national highway safety programs. The Virginia Highway Safety Office (VAHSO) is responsible for administering these federal highway safety funds and performs 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 and Evaluation: Includes monitoring and evaluating approved highway safety projects, data analysis and the preparation of the Annual Evaluation Report; and
- Public Information and Education: Includes development and coordination of numerous media events and public awareness activities targeting specific priority areas

The VAHSO provides grants for programs which are designed to reduce the number of crashes, injuries, fatalities and related economic losses resulting from traffic crashes on Virginia's roadways. Local governments, law enforcement agencies, state agencies, academic institutions and private non-profits can apply for NHTSA's pass-through funding for projects related to various areas of highway safety.

Virginia transportation safety officials have systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it has been determined that Virginia can make a positive impact on improving highway safety by placing a major emphasis on the following program areas:

**Occupant Protection** is an issue that needs focused attention in Virginia. Correct safety belt use is a proven method to achieve a greater measure of safety in crashes, regardless of the other factors involved.

**Impaired Driving** resulting from the use of alcohol/drugs is another persistent problem that contributes to a large portion of fatal and serious injury crashes. While much has been accomplished in the past, improvements are needed to strengthen and enhance existing programs.

**Motorcycle Safety** has become even more important. With the increase in motorcycle classifications and registrations, Virginia has experienced an increase in motorcycle crashes. Enforcement, training, education and awareness are key components to focus on to address this issue.

**Aggressive Driving** (often manifested in speed) has a profound impact on the safety of Virginia's roadways. A targeted emphasis focused on enforcement and education will continue to raise the awareness of the dangers and implications of aggressive driving.

**Traffic Records** is a critical component of every state highway safety program. The timeliness and accuracy of comprehensive data is essential in valid problem identification needed to plan strategies and allocate resources toward highway safety.

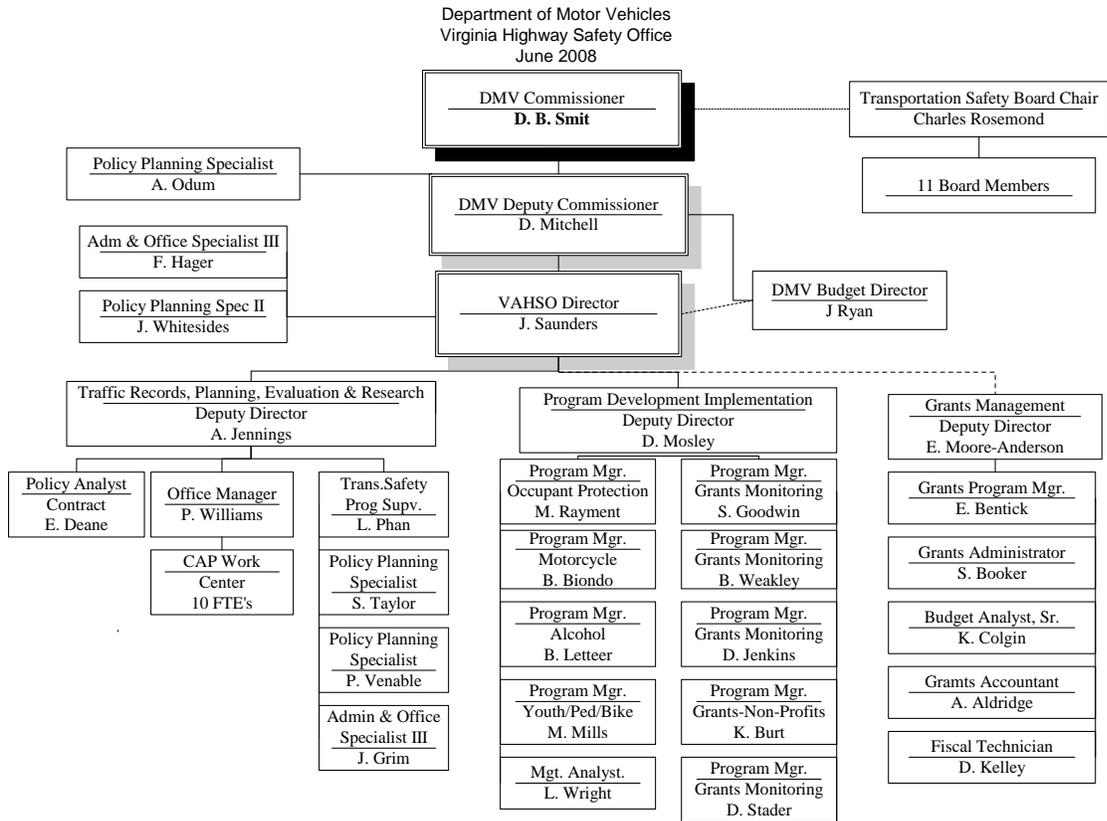
**Management Oversight** is the ultimate responsibility of the Highway Safety Office to ensure specific and focused projects and activities and effective financial oversight and stewardship of Federal grant funds.

Areas also eligible for consideration in state and local grants, but to a lesser extent: Planning and Administration, Pedestrian/Bicycle Safety, and Roadway Safety. As decisions are made on grant funding levels, an assessment will be made for the prospective grants to make a meaningful contribution to traffic safety and assist the Commonwealth in achieving its safety goals.

**COMMONWEALTH OF VIRGINIA HIGHWAY SAFETY OFFICE**

Governor	Timothy M. Kaine
Governor's Highway Safety Representative	D. B. Smit DMV Commissioner
Governor's Highway Safety Coordinator	David Mitchell DMV Deputy Commissioner
Governor's Highway Safety Office Director	John Saunders
Location of Highway Safety Office	Department of Motor Vehicles 2300 West Broad Street Richmond, Virginia 23220 Phone: (804) 367-8107

# Organizational Chart



## Virginia Highway Safety Office Mission Statement

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

## Delegation of Authority and Organizational Staffing

The Code of Virginia, Section 46.2-222 through 224, 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).

Virginia's Highway Safety Office is comprised of 32 staff members including field personnel, and the Centralized Accident Processing (CAP) work center. The CAP unit processes the state's police crash reports and enters the information into the state database.

In October 2006, the Grants Management program and staff were realigned to report directly to the budget section of the Financial Management Services Administration. This transfer of responsibilities put into place internal controls allowing for a system of checks and balances between the awarding of grants and the distribution of grant funding. The working relationship has not changed as a result of this realignment.

Brief descriptions of each position of Virginia's Highway Safety Office are as follows;

### **Board of Transportation Safety**

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

**Governor's Highway Safety Representative:** The Commissioner of the Department of Motor Vehicles serves as the Governor's Highway Safety Representative.

**Governor's Highway Safety Coordinator:** Responsible for providing agency oversight of Virginia's highway safety program.

**Governor's Highway Safety Office Director:** Provides direct oversight and is responsible for planning, organizing and administering the operations and programs of the Office of Highway Safety. Directs the administration of the Highway Safety Office to include Program Development and Implementation, in addition to Traffic Records, Planning, Research, and Evaluation.

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

**Deputy Director of Traffic Records Management, Reporting and Analysis:** Responsibilities include managing, implementing and directing the statewide traffic records data system, crash data management and analysis, strategic highway safety planning, and serving as the coordinator for the state traffic records committee.

**Program Managers/Grant Managers:** Responsibilities include monitoring and evaluation of approved highway safety projects within the various countermeasure areas; dissemination of information; public awareness campaigns and media events, and presentation of safety education programs.

**Deputy Director Grants Management:** Responsible for the financial oversight and management of the grant process and policy and procedure development for effective and efficient grants management.

**Policy Planning Specialist II:** Responsible for conducting special highway safety administrative projects. Develops and monitors the budget for the Highway Safety Office, Monitors state and federal legislation coordinates completion and submission of the Highway Safety Plan and Annual Evaluation Report.

**Transportation Traffic Records Supervisor:** Supervises staff 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.

**CAP Work Center:** Enters data from police report regarding, fatalities, medical, school bus, and uninsured related crashes

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

## Virginia's Highway Safety Office Staff Training

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

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

Staff receives valuable information from these sessions, In addition staff will host mandatory implementation workshops for 2009 grantees across the state. Other specific training completed in 2008 is noted below:

- NHTSA Regional Summit
- Project Monitoring;
- Grants Management Automated;
- Child Passenger Safety Database training;
- Check Point Strikeforce;
- Grants Management Procedures.

Program Managers/Program Monitors: The following represents combined training for these managers:

- Grants Management;
- NHTSA Region Youth Driver Summit;
- Law Enforcement Challenge Awards Workshop;
- Smart, Safe and Sober Training;
- Annual Conference on Transportation Safety training sessions;
- CTSP Staff training;
- Border to Border training;
- SMSA Professional Workshop in Managing State Programs;
- Motorcycle Safety Problems and Solutions and Motorcycle Handling Dynamics;
- Certified Instructor for the Child Passenger Safety Training;
- Law Enforcement Public Information Workshop; DMV Grant Writing Workshop;
- Child Safety Seat Training for Law Enforcement;
- NHTS CPSF Planning Workshop;
- NHTSA Media Planning Workshop;
- Lifesaver Conference;
- NHTSA Media Coordinator Skills Training.

Deputy Director (Traffic Records Management, Reporting and Analysis)

- LifeSavers Conference Sessions;
- Traffic Records Conference sessions;
- Training sessions for Non-profits;
- NHTSA Atlantic Region training;

Transportation Safety Program Safety Program Supervisor, (two) Policy Planning Specialists and (one) Administrative and Office Specialist III

- Traffic Records and
- Benchmarking training

Administrative and Office Specialist III and (one) Policy Planning Specialist

- FARS System-Wide Training
- Annual FARS Conference

## Virginia's FY 2009 State Goals

To reduce from 2005 levels, the annual number of injuries and deaths due to motor vehicle crashes in Virginia by 100 deaths and 4,000 injuries by 2010. To reduce fatality rate per 100 million miles traveled from 1.25 to 1.0 by December 2009.

### Trend Statistics

CY	Crashes	Fatalities	Injuries	Licensed Drivers	Registered Vehicles	Population	VMT*	Fatality Rate**	US Fatality Rate
2002	147,737	913	78,896	5,182,497	6,659,560	7,293,500	75,268	1.21	1.56
2003	154,848	942	78,842	5,257,516	6,833,735	7,386,300	76,830	1.23	1.57
2004	154,907	922	78,487	5,313,167	7,037,698	7,458,900	78,877	1.17	1.52
2005	153,849	946	76,023	5,362,410	7,246,709	7,567,500	80,335	1.18	1.59
2006	151,692	961	73,348	5,394,888	7,386,061	7,640,249	81,094	1.19	1.42
2007	145,405	1,026	68,822	5,436,825	7,500,308	7,712,091	82,077	1.25	1.45

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

\*\* Death rate per 100 million miles

The Virginia Highway Safety Office in conjunction with state transportation officials has systematically analyzed highway safety problems and corrective strategies. Based on the results of this analysis, it has been determined that Virginia can make a positive impact on improving highway safety by placing a major emphasis on the following program areas:

### **Occupant Protection**

**Performance Goal:** Increase statewide safety belt usage rate

### **Impaired Driving**

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

### **Motorcycle Safety**

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

### **Speed/Aggressive Driving**

**Performance Goal:** To decrease speed related fatalities

### **Traffic Records**

**Performance Goal:** To complete implementation of the Traffic Records Electronic Data System (TREDS) to include electronic collection of crash data, crash location data entry, reporting and analysis.

## **Program Management and Oversight**

**Performance Goal:** To ensure effective financial oversight and stewardship of Federal grant funds.

## Virginia's Political Structure

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

	Democrats	Republicans	Independents	Totals
Senators	21	19	0	40
Delegates	45	53	2	100

## Major Highway Safety Issues /Legislation

Virginia's secondary seat belt law still stands after making several unsuccessful attempts to pass primary seat belt legislation. Efforts to pass this most important legislation will continue and it is believed that primary seat belt legislation will be addressed during the 2009 session. Even with Virginia's stringent DUI laws the state continues to face challenges in reducing the incidence of drinking and driving and continues to face an uphill battle in passing an open container law. Also, the attempt to repeal Virginia's motorcycle helmet law was before the legislature in 2008; however, the measure was defeated. Virginia continues to place these issues as top priorities in its highway safety program and will continue to work towards enhancing its efforts to effectively address them.

Virginia counts as its strengths the traffic safety laws currently in place that are some of the most stringent in the country; its experienced Highway Safety Office staff; the work of the Governor-appointed Board of Transportation Safety 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.

The following laws were enacted and became effective July 1, 2008, with the exception of the DUI law listed which became effective January 1, 2008:

**Driver's Licenses Issued to Persons Convicted of Driving Under the Influence:** Prohibits the Department of Motor Vehicles from issuing or reinstating the driver's license of a person who has been convicted of driving under the influence or a related offense during the three-year period following the conviction, unless the person provides proof that he has in effect a motor vehicle liability insurance policy with limits that are double the minimum limits required generally for motor vehicle liability insurance policies. This law will apply only to policies issued or renewed on or after January 1, 2008.

**Mopeds:** Eliminates the \$50 cap on fines for operating a moped faster than 35 mph, while under the age of 16, or without carrying identification.

**Wireless telecommunications devices:** Prohibits use of wireless telecommunications devices by persons operating school buses, except in emergencies.

**Punishment for underage drinking and driving; penalty:** Provides that "zero tolerance" (0.02% BAC) underage drinking and driving is punishable as a Class 1 misdemeanor

**Alcohol-Related Reckless Driving:** This law provides the Commissioner of the Department of Motor Vehicles the authority to not reinstate the driver's license of a person required to complete an alcohol safety action program for a conviction of reckless driving until notification of enrollment is received by the Department.

**Ignition Interlock and Loss of Restricted License:** This law reduces the driver's blood alcohol content from 0.025 to 0.02 for triggering the ignition interlock and requires the system to be in place for six consecutive months provided the driver has no alcohol-related violations of the interlock requirements.

**Child Restraint Devices; Booster Seat Age; Rear Facing Child Restraint Devices:** This law increases the booster seat age requirement from through age five to through age seven and prohibits any person from securing a child in the front passenger seat with a rear facing child restraint device unless the vehicle does not have a back seat and is not equipped with a passenger side airbag or the airbag has been deactivated. An exemption to this law can be granted based on the size/weight of the child but requires an evaluation and written statement from a physician in order to qualify. The law no longer exempts the use of child restraint devices for the rear cargo area of vehicles.

**Holders of Provisional Driver's Licenses** This law prohibits provisional drivers license holders from using any cellular telephone or any other wireless telecommunications device while operating a motor vehicle, except in an emergency or when parked or stopped.

## State Demographics Analysis

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, Maryland and Washington D.C.

There are 135 cities and 95 counties in Virginia. The capitol is located in Richmond. The provisional total population of Virginia for 2007 is 7,712,091. Virginia has 7,500,308 registered vehicles. There are 72,676.85 roadway miles, of those 61,561.21 are secondary roads (84.7%) and, 9,997.11 are primary roads (13.8%) and 1,118.53 are Interstate roads (1.5%).

The combined number of licensed drivers in Virginia is 5,436,825. Virginia's law enforcement community consists of 125 city and county sheriff's offices and 242 police departments which includes private, institutional and collegiate departments. It also includes 7 state police divisions within 48 areas of the state and 1,959 state troopers.

There are 79 Acute Care hospitals, 5 Level 1 Trauma Centers, 3 Level 2 Trauma Centers and 6 Level 3 Trauma Centers.

## Performance Plan

### Problem Identification Process Description

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.

1) The problem identification process is as follows:

- 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, and driver and conviction data.
- The Virginia Highway Safety Office, in conjunction with our Board of Transportation Safety and a team of partner agencies, utilizes specific locality data/problem identification along with other Virginia data, to plan and implement statewide programs to address our highway safety issues including enforcement and awareness campaigns.

2) Project/activities are selected and developed as follows:

- Local input and solutions are processed from the applicable local agency through the local Transportation Safety Commission, when applicable, Transportation Safety Program Managers 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.
- Determination of selection and the priority ratings of individual projects requests include: (1) DMV Transportation Safety Headquarters and Field Personnel (2) program managers with knowledge and expertise in specific problem areas (3) a specifically, appointed Allocations Committee of the Virginia Board of Transportation Safety and (4) the Virginia Board of Transportation Safety advising the DMV Commissioner and the Secretary of Transportation.

3) The following criteria is utilized in the selection of projects and activities:

- Projects that support statewide goals.

- Projects that identify problems by High Emphasis Communities. High Emphasis Communities are determined using the following methodology: (1) regions in Virginia are ranked in terms of their crash severity problem (2) counties/cities/towns within regions are ranked in terms of their crash severity problem, and (3) jurisdictions are stratified by type (i.e. county, city and town). The “Crash Severity Score” (CSS) is computed using crashes, vehicle miles traveled, fatalities, injuries, local licensed drivers, total licensed drivers, alcohol-related crashes, alcohol-related fatalities, alcohol-related injuries, speed-related crashes, speed-related fatalities and speed related injuries.

### Crash Severity Score Formulas

$\frac{\text{Crashes}}{\text{VMT}}$	+	$\frac{\text{Fatalities}}{\text{Crashes}}$	+	$\frac{\text{Injuries}}{\text{Crashes}}$	+	$\frac{\text{Local Licensed Drivers}}{\text{Total Licensed Drivers}}$	=	<b>Overall</b>
$\frac{\text{A/R Crashes}}{\text{VMT}}$	+	$\frac{\text{A/R Fatalities}}{\text{A/R Crashes}}$	+	$\frac{\text{A/R Injuries}}{\text{A/R Crashes}}$	+	$\frac{\text{Local Licensed Drivers}}{\text{Total Licensed Drivers}}$	=	<b>Alcohol Related</b>
$\frac{\text{S/R Crashes}}{\text{VMT}}$	+	$\frac{\text{S/R Fatalities}}{\text{S/R Crashes}}$	+	$\frac{\text{S/R Injuries}}{\text{S/R Crashes}}$	+	$\frac{\text{Local Licensed Drivers}}{\text{Total Licensed Drivers}}$	=	<b>Speed Related</b>

VMT: Vehicle Miles Traveled  
 Total Licensed Drivers  
 A/R: Alcohol Related  
 S/R: Speed Related

A/R – Alcohol-Related  
 S/R – Speed-Related  
 VMT – Vehicle Mile Traveled

- Projects that creatively incorporate “alcohol awareness and occupant protection safety”.
- Innovative projects with potential statewide applications or ability to transfer to other jurisdictions.

- Projects from state, local and nonprofit organizations that have statewide significance and address the federal program areas under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

### **Listing/Description of Information Sources Used in Problem Identification**

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

- 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, and driver and conviction data.

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 and (4) Virginia Board of Transportation Safety.

Local input and solutions are processed from the applicable local agency through the local Transportation Safety Commission, when applicable, Transportation Safety Program Managers 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.

## **Problem Identification Summary**

The Overall Crash Severity Scores(CSS), which were determined by using crashes, vehicle miles traveled, fatalities, injuries, local licensed drivers, total licensed drivers, alcohol-related crashes, alcohol-related fatalities, alcohol-related injuries, speed-related crashes, speed-related fatalities and speed related injuries, revealed that the Staunton region continued in 2007 to be Virginia's leading overall emphasis area.

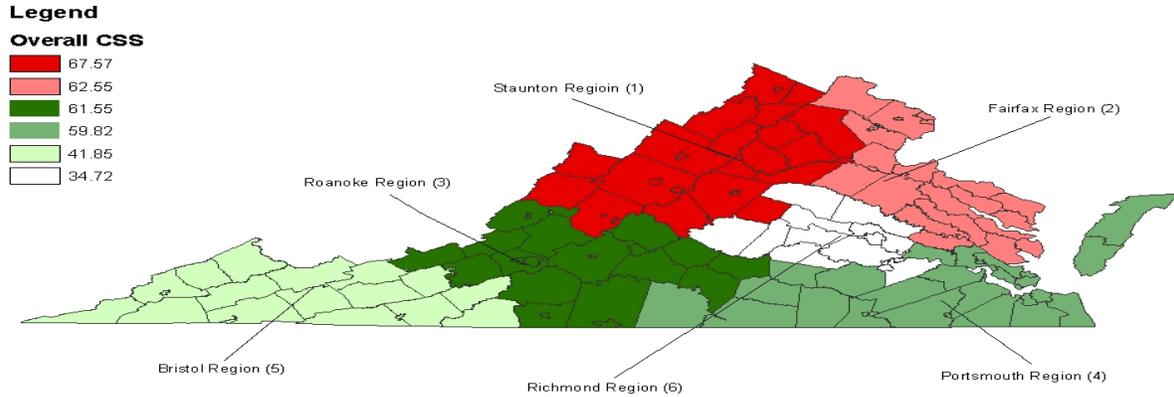
The Fairfax region in 2007 was the Crash Severity Score (CSS) leader in speeding following the analysis of speed- related crashes, injuries, fatalities, vehicle miles traveled, local-licensed drivers, and total licensed drivers. In 2006 Fairfax region ranked 2<sup>nd</sup> behind the Portsmouth region.

The Staunton region in 2007 was the Crash Severity Score (CSS) leader following the analysis of alcohol-related crashes, injuries and fatalities, vehicle miles traveled, local licensed drivers, and total licensed drivers. In 2006 Staunton region ranked 4<sup>th</sup> behind the Portsmouth, Fairfax and Roanoke regions.

The percentage of FY 2009 of federal grant funds awarded by Virginia a closely reflect the CSS percentages which were a result of the analysis. The slight disparity that is noted is attributed to increased cost for overtime hours in Northern Virginia as compared to rural areas of the state. Additionally, smaller law enforcement agencies were often unable to utilize additional funding because of their limited manpower.

The following maps and charts provide an overview and results of the problem identification analysis.

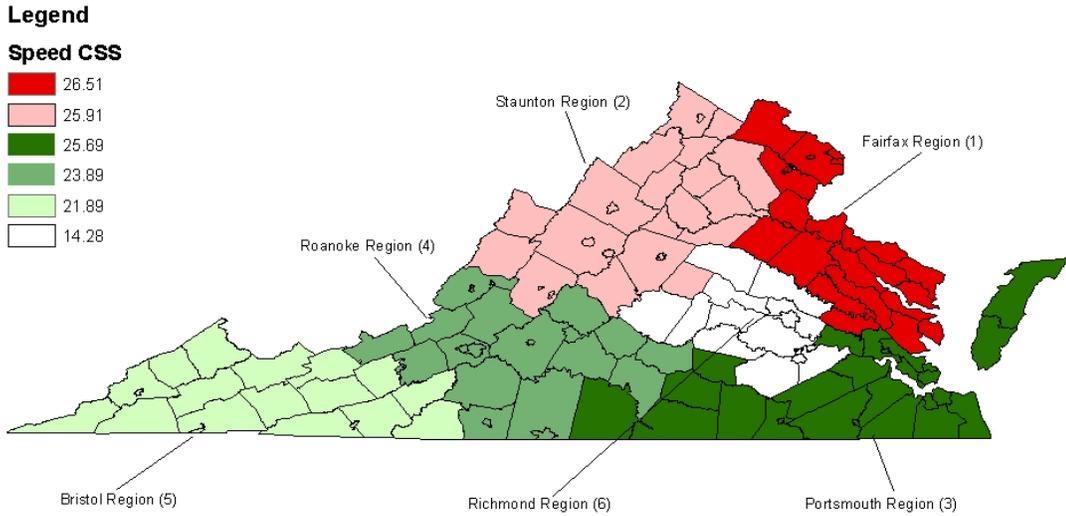
**2007 Overall Crash Severity Scores (CSS)  
by VAHSO Regions**



**COMPARATIVE SUMMARY OF CRASH SEVERITY SCORES  
FY 2006 – FY 2007**

REGION	FY 2006 OVERALL			FY 2007 OVERALL			% Increase (Decrease)
	Score	#	%	Score	#	%	
Staunton	67.7453	1	20%	67.5666	1	21%	1%
Fairfax	66.7747	2	20%	62.5515	2	19%	-1%
Roanoke	60.2851	4	18%	61.5544	3	19%	1%
Portsmouth	62.264	3	19%	59.818	4	18%	-1%
Bristol	43.1646	5	13%	41.8461	5	13%	0%
Richmond	33.5111	6	10%	34.7211	6	11%	1%
	333.7448		100%	328.0577		100%	1%

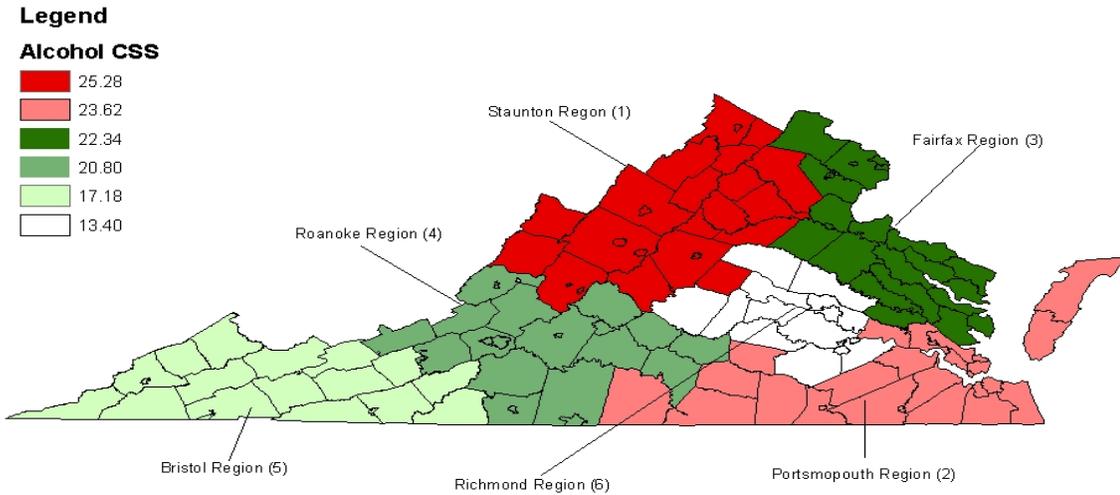
2007 Speed-Related Crash Severity Scores (CSS)  
by VAHSO Regions



**SPEED**

REGION	FY 2006			FY 2007			% Increase (Decrease)
	Score	#	%	Score	#	%	
Fairfax	28.1506	2	20%	26.5069	1	19%	-1%
Staunton	26.1758	3	18%	25.9126	2	19%	1%
Portsmouth	29.3516	1	20%	25.6877	3	19%	-1%
Roanoke	22.8138	4	16%	23.8862	4	17%	1%
Bristol	22.6709	5	16%	21.8932	5	16%	0%
Richmond	14.0402	6	10%	14.2754	6	10%	0%
	143.2029		100%	138.1620		100%	0%

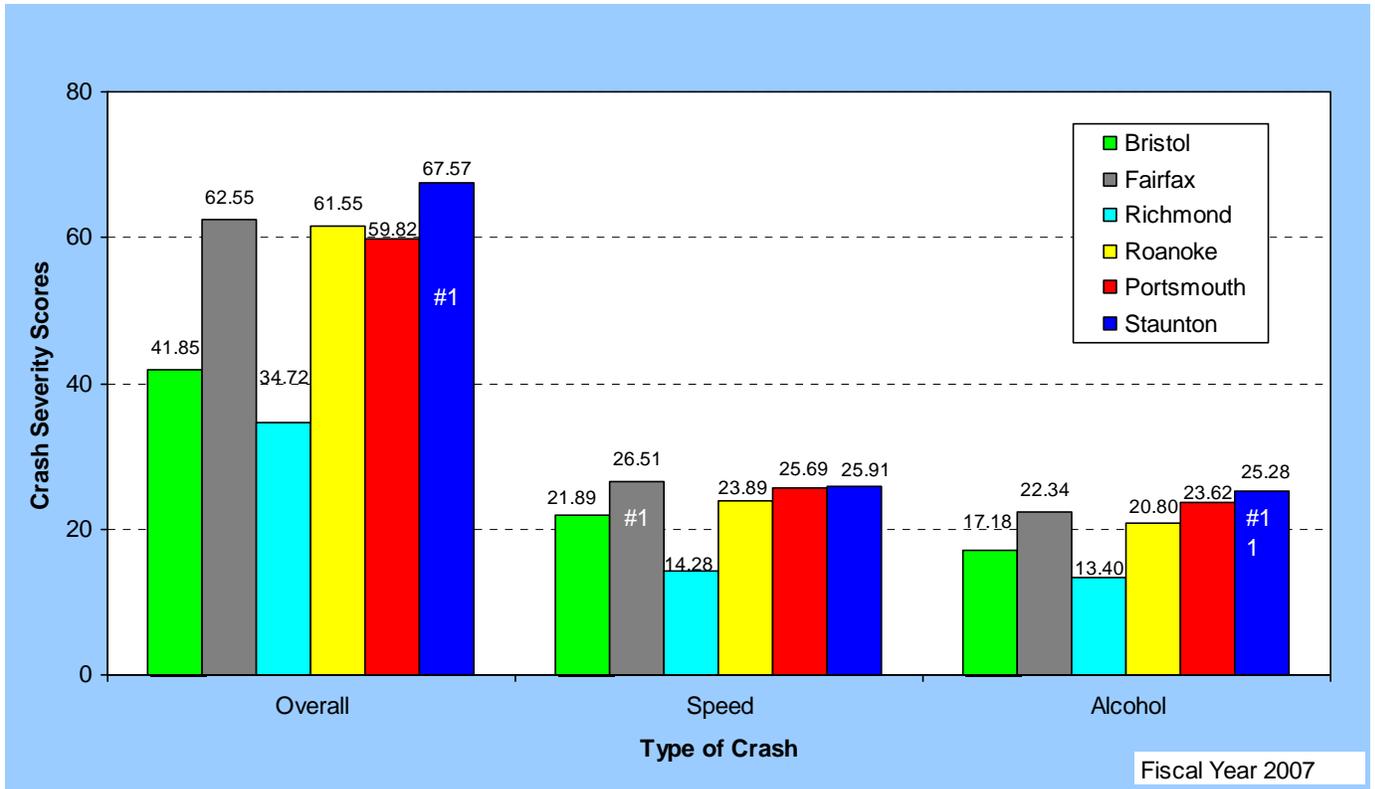
**2007 Alcohol-Related Crash Severity Scores (CSS)  
by VAHSO Regions**



**ALCOHOL**

REGION	FY 2006			FY 2007			% Increase (Decrease)
	Score	#	%	Score	#	%	
Staunton	22.4818	4	18%	26.2818	1	21%	3%
Portsmouth	25.626	1	20%	23.6152	2	19%	-1%
Fairfax	24.2026	2	19%	22.3413	3	18%	-1%
Roanoke	22.698	3	18%	20.7964	4	17%	-1%
Bristol	17.985	5	14%	17.1837	5	14%	0%
Richmond	12.6987	6	10%	13.4027	6	11%	1%
	125.6921		100%	123.6211		100%	1%

## Ranking of 2007 Crash Severity Scores – Overall, Speed & Alcohol By VAHSO Region



**2009 HIGHWAY SAFETY GRANT RECOMMENDATIONS  
SELECTIVE ENFORCEMENT AND OTHER STATEWIDE PROJECTS**

REGIONS	Board Recommended	%	CSS Overall	%
Staunton	\$ 687,954	14%	\$ 991,800	21%
Fairfax	1,226,772	25%	918,184	19%
Roanoke	723,477	15%	903,547	19%
Portsmouth	849,197	18%	878,059	18%
Bristol	627,693	13%	614,252	13%
Richmond	700,415	15%	509,666	11%
<b>Total Local Enforcement</b>	<b>\$ 4,815,508</b>	<b>100%</b>	<b>\$ 4,815,508</b>	<b>100%</b>
State Police	2,197,180			
<b>Total Enforcement</b>	<b>\$ 7,012,688</b>			
Other (State, Non-Profits, Higher Ed)	\$ 6,527,521			
<b>Total FY-2009</b>	<b>\$ 13,540,209</b>			

## Virginia's 2009 Highway Safety Plan

### 1. Occupant Protection Countermeasures:

Virginia's seat belt law is secondary and through our legislative process, Virginia continues to work towards making its law primary. Our occupant protection program's primary purpose is to increase the public's awareness of the lifesaving benefits of correct and consistent safety belt and child safety seat use. With occupant protection funding programs such as Sections 402 and 405, 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). In addition, the State has partnered with NHTSA in a pilot project called Click It or Ticket: Next Generation. This project will conduct additional media and enforcement mobilization in July and November of 2007 and March 2008. To increase the awareness of child passenger safety, Child Passenger Safety Technicians and advocates travel throughout the state to educate and assist parents and caregivers in child safety seat safety and correct safety seat installations.

- **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.

This funding was used to support public information and education campaigns such as the ABC mobilization and Child Passenger Safety Awareness Week, increasing awareness and educating the public on child safety restraint laws, occupant protection trainings, school competitions, etc.

Section 405 Available Funding:

- FY 2007 - \$395,664 (Carry Forward)
- FY 2009 - 711,324 (Effective October 1, 2008)

**Click It or Ticket Next Generation Cooperative Agreement DTNH22-06-H-00033** – Virginia has partnered with NHTSA to pilot this project which continues the momentum created by CIOT with interim mobilization or emphasis periods. This would bridge the national mobilization periods with similar intense and concentrated efforts throughout the year. This enhancement of

the already successful CIOT model could potentially increase safety belt use gains across the Commonwealth.

Balance Available for Click It or Ticket Next Generation:

- \$188,622

**FY09 Goal:** Increase the statewide safety belt usage rate.

2004	2005	2006	2007	2008	2009	2010	2011
79.9	80.4	78.6	79.9	78.7	82.0	82.8	83.6

**Overall Safety Restraint Data**

Calendar Year	Safety Belt Use Rates (%)	Safety Belt Convictions	Child Safety Seat Convictions & Safety Belt Convictions (Minor)
2002	70.4	71,551	14,034
2003	74.6	64,755	13,236
2004	79.9	65,893	13,490
2005	80.4	67,195	13,960
2006	78.6	69,072	13,964
2007	79.9	70,306	15,050
2008	*	*	*

\*Full year data not yet available.

**Performance Measures**

- Increase safety-belt usage rate to 82% by July 2009
- Decrease fatalities from non-restraint use by 1% from 452 to 448 by Dec. 2009
- Decrease injuries by 1% from 68,822 to 68,134 by Dec. 2009
- Convert 16% or 250,000 non-safety belt users to become safety belt users by Dec. 2009

**Strategies**

1. To implement a statewide, high visibility seat belt enforcement campaign with particular emphasis on high activity locations with a supporting media campaign and enforcement mobilization for two weeks in November 2008, and March 2009.
2. To cover 85% of Virginia's population with law enforcement participating in the Click It or Ticket Campaign by June 2009.
3. To conduct pre-and-post mobilization observational surveys of safety belt use by June 2009.
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 2009.
5. To conduct at least 3, 4-day CPS Technical Certification Classes regionally to meet the NHTSA standard by September 2009.
6. To conduct 4, 2-day law enforcement child passenger safety training workshops by September 2009.

7. Conduct training for the CIOT mobilization to focus on law enforcement in the areas of media relations and looking beyond the traffic ticket.
8. Continue to utilize Law Enforcement Liaisons to emphasis support of the Virginia Highway Safety Office priorities with law enforcement statewide.

Total Section 402 Funding Obligated:

- \$1,115,451

Note: See attached occupant protection projects awarded in FY 2009

## 2. Alcohol Countermeasures:

Virginia continues to address and implement effective, statewide programs to reduce crashes, injuries and fatalities resulting from impaired driving. In 2006, the Commonwealth's death rate for alcohol/drug related fatalities was 0.46 deaths per 100 million miles of travel. In 2006, 39 percent of all traffic fatalities in the Commonwealth were alcohol-related with 16 percent of the total within 15-20 years of age, below the legal age for consumption of alcoholic beverages.

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

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

Virginia plans to maintain and enhance its level of programs with consistent enforcement, public information and education, licensing, intervention and prevention to reduce alcohol and drug related crashes, injuries and fatalities on its roadways from local and statewide perspectives. Major partners in Virginia are Virginia State Police, local enforcement, AAA, ABC, WRAP and MADD.

**DUI/DUID Convictions**

Category	2002	2003	2004	2005	2006	2007
Under Age 21	1,955	1,798	1,860	2,338	2,257	2,225
Adults	25,293	25,785	27,013	26,503	26,457	26,653
Unknown	74	107	161	99	70	63
Total	27,322	27,690	29,034	28,940	28,784	28,941

<b>Alcohol-Related Fatalities</b>				
Year	Crashes	* Fatalities	**Fatality Rate	Injuries
2002	11,788	375	0.50	8,465
2003	11,388	361	0.47	7,819
2004	11,504	343	0.43	7,911
2005	11,495	322	0.40	7,512
2006	11,736	374	0.46	7,543
2007	11,215	378	0.46	7,130

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

\*\* Fatality rate per 100 million miles.

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

Total Section 410 Funding Available:

- FY 2007 - \$4,783,917 (Carry Forward)

**Section 154/164 Transfer Funds** – Virginia has been “penalized” for failure to enact/conform to legislation: (1) prohibiting open containers of alcohol from the passenger compartment of a vehicle; therefore, funding was transferred from highway construction funds to the Section 402 program. These funds can be spent for alcohol countermeasures programs and Hazard Elimination programs. 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).

Total Sections 154/164 Transfer Funds Available:

- FY 2008 - \$16,673,109 From this \$8,836,748 was allocated to Hazard Elimination and \$7,836,361 to Alcohol countermeasures

**FY09 Goal:** To reduce the number of alcohol/drug-related crashes, injuries and fatalities in Virginia.

<b>Alcohol-Related Crashes</b>								
2003	2004	2005	2006	2007	2008	2009	2010	2011
11,388	11,504	11,495	11,736	11,215	11,103	10,992	10,882	10,773

### Alcohol-Related Fatalities

2003	2004	2005	2006	2007	2008	2009	2010	2011
361	343	322	374	378	374	370	367	363

### Alcohol-Related Injuries

2003	2004	2005	2006	2007	2008	2009	2010	2011
7,819	7,911	7,512	7,543	7,130	6,987	6,848	6,711	6,576

### Performance Measures

1. To decrease alcohol-related crashes from 11,103 to 10,992 by Dec. 2009.
2. To decrease alcohol-related fatalities from 374 to 370 by Dec. 2009.
3. To decrease alcohol-related injuries from 6,987 to 6,848 by Dec. 2009.

### Strategies

1. To implement a statewide DUI Checkpoint Strike Force campaign (to include saturation patrols and checkpoints) supported with a comprehensive (earned and paid) media component year round with special emphasis between the months of July and January.
2. To conduct a statewide judiciary conference focusing on DUI issues.

Total Section 402 Funding Obligated:

- \$96,789

Note: See attached alcohol and impaired driving projects awarded in FY 2009

### **3. Motorcycle Safety Countermeasures:**

The Virginia Rider Training Program (VRTP) is the official motorcyclist safety program in Virginia. The VRTP uses the curriculum developed and endorsed by the Motorcycle Safety Foundation and has earned a reputation in the motorcycle safety community as an exceptional program. This program maintains the integrity of motorcycle safety training while offering training to a large number of novice and experienced riders. It is important to maintain the balance between the quality of instruction and accommodating the ever increasing number of students who want to learn how to ride a motorcycle. Nearly 11,000 students are trained annually. The VRTP continues to make strides in student training and awareness and maintaining a low incidence of impaired motorcyclists.

The Governor's Motorcycle Advisory Council was created in 2005 and is comprised of state agencies involved in tourism, public safety, and transportation. The council produced more than 100,000 "Watch for Motorcycles" bumpers tickers and launched a Web site featuring Virginia's motorcycle routes, safety guidelines, and motorcycle resource links ([www.motorcycleva.com](http://www.motorcycleva.com)).

**FY08 Goal:** To reduce the number of motorcycle fatalities and Injuries in Virginia

**Motorcycle Fatalities**

2003	2004	2005	2006	2007	2008	2009	2010	2011
56	56	68	70	126	88	80	73	66

**Motorcycle Injuries**

2003	2004	2005	2006	2007	2008	2009	2010	2011
1,507	1,802	2,006	2,206	2,284	2,261	2,239	2,216	2,194

**Motorcycle Fatality and Crash Rates**

Calendar Year	Motorcycle Endorsements*	Motorcycle Fatalities	Motorcycle Fatality Rate **	Motorcycle Crashes	Motorcycle Crash Rate **
2002	255,775	54	21.1	1,648	64.4
2003	263,649	56	21.2	1,713	65.0
2004	272,754	56	20.5	2,000	73.3
2005	284,300	68	23.9	2,289	80.5
2006	297,756	70	23.5	2,499	83.9
2007	312,588	126	40.3	2,601	83.2

\*Virginia licensed drivers with motorcycle endorsements.

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

**Performance Measures**

1. To decrease motorcycle fatalities from 88 to 80 by Dec. 2009
2. To decrease motorcycle injuries from 2,261 to 2,239 by Dec.2009
3. To decrease the motorcycle fatality rate by 2% from 40.3 to 39.5 by Sept. 2009.

**Strategies**

1. Conduct a Motorist Awareness Campaign in April/May of 2009.
2. Promote 411 "Information you can Live With"
3. Distribute public service announcement that focuses on motorcycle riders.
4. Conduct on-site monitoring and evaluation of training facilities.
5. Maintain 6 sidecar trike training courses by June 2008.
6. Conduct crash investigation courses for law enforcement.
7. Conduct DUI detection training for law enforcement.
8. Collect and analyze motorcycle crash data.

Total Section 402 Funding Obligated:

- \$351,557

Note: See attached motorcycle projects awarded in FY 2009.

#### 4. Speed /Aggressive Countermeasures:

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

**FY09 Goal:** To decrease the number of speed related injuries and fatalities

##### Speed-related Fatalities

2003	2004	2005	2006	2007	2008	2009	2010	2011
391	370	398	414	434	430	425	421	417

##### Speed-related Injuries

2003	2004	2005	2006	2007	2008	2009	2010	2011
24,604	19,668	17,800	16,684	15,719	15,090	14,487	13,907	13,351

#### Performance Measures:

1. To decrease speed-related fatalities from 430 to 425 by Dec. 2009.
2. To decrease speed-related injuries from 15,090 to 14,487 by Dec. 2009.
3. Decrease fatality rate by 2% from 0.53 to 0.52 by Dec 2009.
4. Decrease injury rate by 1% from 19.15 to 19.00 by Dec 2009.

#### Strategies:

1. To conduct 4, one-week speed enforcement waves.
2. To conduct a major paid media campaign to include speed and occupant protection .
3. Participate in Smooth Operator campaign and activities
4. Support Virginia State Police and Operation Air, Land and Speed

Total Section 402 Funding Obligated:

- \$2,248,760

Note: See attached speed/aggressive driving projects awarded in FY 2009

#### 5. 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 Traffic Records Coordinating Committee (TRCC). By utilizing highway safety funding sources to implement

Traffic Records data collection methods such as the Centralized Accident Processing System (CAPS), the Traffic Records Electronic Data System (TREDS), the Crash Outcome Data Evaluation System (CODES), and the Traffic Records Improvement Program (TRIP) Virginia continues to implement 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 408 Traffic Safety Information System Improvement Grant** – Virginia was eligible for this funding because it met the criteria below.

- 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 and the Governor's Highway Safety Representative.

Because Virginia received a first year grant, it was then eligible for second and subsequent year grants. To qualify, Virginia:

- Submitted an updated 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.

Total Section 408 Funding Available:

- FY 2007 - \$739,498 (Carry Forward)

**FY09 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.

**Performance Measures:**

1. Integrate the collection of 27 motorcycle safety course data fields into TREDS by September 2009.
2. Implement 100% scanning of 150,000 police crash reports by September 2009.
3. Automate the submission of 6,000 SNET qualified commercial motor vehicle crash records to Virginia State Police by September 2009.
4. Implement CAP to TREDS migration of 300 data fields September 2009.
5. Implement RNS to TREDS integration of specific crash location fields by September 2009.
6. Implement TREDS Reporting and Analytics tool of 300 standard reports by September 2009.

## **Strategies**

1. To continue to phase in the implementation of the Traffic Records Electronic Database (TREDS) by March2009.

Total Section 402 Funding Obligated:

- \$436,590

Note: See attached traffic records projects awarded in FY 2009.

## **6. Program Management and Oversight:**

The Virginia Highway Safety Office is a data driven organization committed to focusing on national priorities which present nationwide safety challenges as well those highway safety challenges specific to Virginia.

**FY09 Goal:** To ensure effective financial oversight and stewardship of federal grant funds

### **Performance Measures:**

1. Ensure 100% documentation of all federal fund expenditures by Sept. 2009.
2. Complete and file quarterly monitoring reports on 100% of all grant recipients within 30 days of the completion of the quarter.
3. Complete 100% sub-recipient grant training by Oct. 2008.

## **Strategies**

1. Develop standard requirements check off sheet for all grant files.
2. Develop equipment inventory data base
3. Develop standard monitoring form for use by the project monitors.
4. Develop on-site monitoring schedule to ensure routine onsite visits of all grant recipients.

## FY 2009 Paid Media Plan

### **Click It or Ticket**

#### Funding Allocated:

\$350,000.00 paid media for radio, television, cable and web based applications statewide for the May Mobilization, with particular attention to the target areas of low belt use as well as the Latino community. This will be two weeks at a minimum of 250 GRP's per market and will include a 1:1 ratio as well as logo/click through presence on all media websites. Additionally, a \$100,000.00 budget has been allocated for media to support another Click It or Ticket "mini-mobilization" in September.

#### Method of Assessment:

Schedules of paid media will be provided to assess that all time ran as contracted and that all "no charge" spots ran in accordance with insertion orders.

#### Evaluation:

Contracted media buyer will evaluate media buy based on reach, frequency and GRP's. There will also be an attempt to capture clicks from the web banners.

### **Checkpoint Strikeforce**

#### Funding Allocated:

\$1,000,000.00 media for radio, television, cable and internet/web based applications that will be spread over approximately ten different flights statewide, including the Latino community, further it will include a public relations firm as well as a production company which will oversee all creative and earned media aspects of this campaign.

#### Method of Assessment:

Schedules will be provided of paid media to assess that all time ran as contracted and that all "value added" time and promotion ran in accordance with the insertion orders.

#### Evaluation:

There will be an opinion survey conducted as well as all contractors will be required to evaluate paid media based on reach, frequency, GRP's, and hits/clicks. Public relations contractor will provide number of "earned media" opportunities that they were able to achieve.

### **Smooth Operator:**

#### Funding Allocated:

Smooth Operator is in the process of expanding, and therefore, the media plan has not been completely set. It is anticipated that there will be \$200,000.00 budgeted for radio, television, cable and a larger percentage will be invested in the internet and web based advertising methods. This will be spread in flights around the four waves of enforcement throughout the year in the Northern Virginia market.

#### Method of Assessment:

Schedules will be provided of paid media to assess that all time ran as contracted and all "value added" time and promotion ran in accordance with the insertion orders.

Evaluation:

Contracted media buyer will evaluate media buy based on reach, frequency, GRP's and hits/click.

**Street Smart:**

Funding Allocation:

Paid media allocated to television, cable and radio for this pedestrian safety program in the Northern Virginia. \$75,000.00 has been budgeted to be flighted over two media cycles.

Method of Assessment:

Schedules will be provided of paid media to assess that all time ran as contracted and all "value added" time and promotion ran in accordance with the insertion orders.

Evaluation:

Contracted media buyer will evaluate media buy based on reach, frequency and GRP's.

**HERO Campaign:**

Funding Allocation:

\$125,000.00 of paid media will be used to promote this statewide designated driver program designed to support Checkpoint Strikeforce.

The Highway Safety Office plans to allocate this over several "high focus" time frames such as the holidays, 4<sup>th</sup> of July etc. We will require the 1:1 spot ratio for all flights scheduled as well as logo/click through presence on all media websites.

Method of Assessment:

Schedules will be provided of paid media to assess that all time ran as contracted and that all "no charge" spots ran in accordance with insertion orders.

Evaluation:

Contracted media buyer will evaluate media buy based on reach, frequency and GRP's. There will also be an attempt to capture clicks from the web banners.

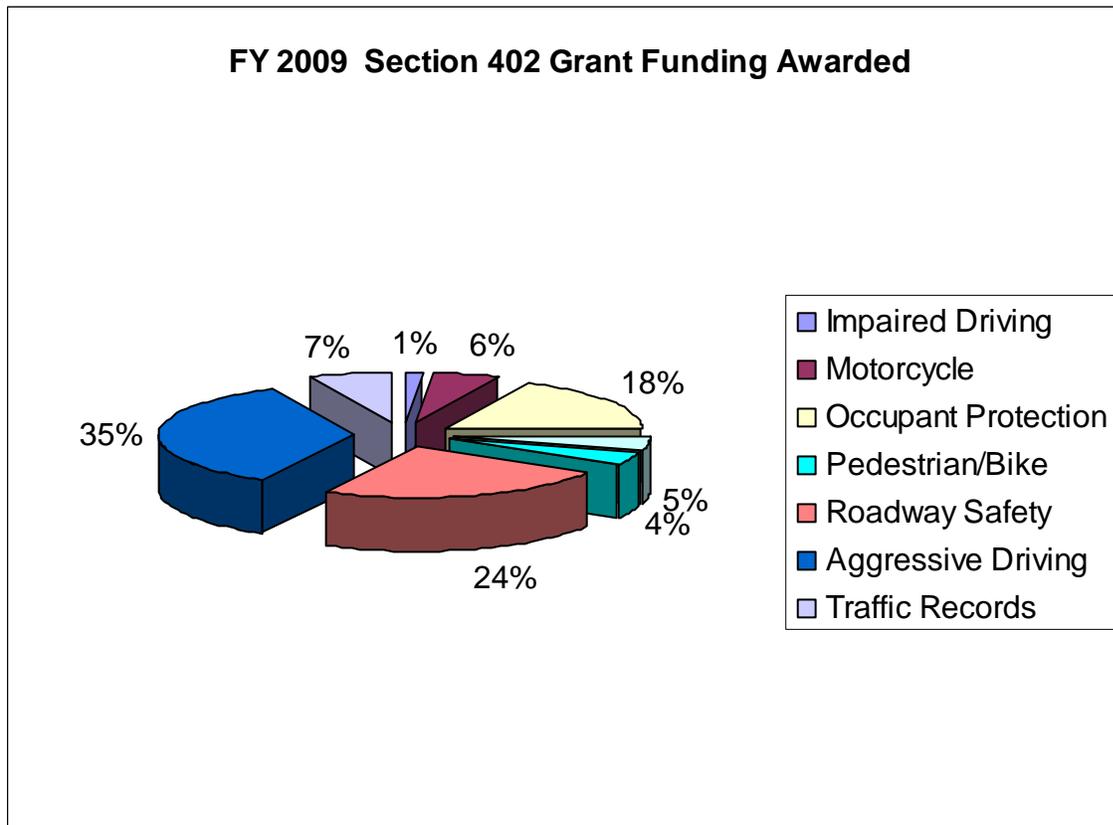
**Other:**

An additional \$75,000.00 has been allocated for media to address issues such as Motorcycle 411-Info You Can Live With-the Highway Safety Office's motorcycle safety program, or other issues such as speed as dictated by data.

These programs will be assessed and evaluated by the appropriate personnel for accuracy, flight compliance, reach, frequency and GRP's goals met.

**FY 2009 SUMMARY  
COUNTERMEASURE PROGRAMS and OBLIGATIONS  
Section 402 Grant Funding Awarded**

<b>Program</b>	<b>Obligation</b>	<b>Percentage</b>
Impaired Driving	\$ 96,789	2%
Motorcycle	351,557	6%
Occupant Protection	1,115,451	18%
Pedestrian/Bike	271,244	4%
Roadway Safety	1,530,655	24%
Speed/Aggressive Driving	2,248,760	35%
Traffic Records	436,580	7%
	<b>\$ 6,351,036</b>	<b>100%</b>



## 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 sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients 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 are not limited to, the following:

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

## Certifications and Assurances

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

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

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

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

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

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

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

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

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

#### **BUY AMERICA ACT**

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

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

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

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

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

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

originated may pursue available remedies, including suspension and/or debarment.

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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

8-21-08

\_\_\_\_\_  
Date

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

§ 46.2-222. General powers of Commissioner with respect to transportation safety.  
The Commissioner shall have the following general powers to carry out the purposes of this article:

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

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

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

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

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

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

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

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

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

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

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

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

## **APPENDIX A-1**

**FY 2009 Grant Awards**  
All Programs

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Narrows Town	Selective Enforcement	154	\$ 5,000.00	Local
Tappahannock Town	Selective Enforcement	154	5,000.00	Local
Orange Town	Selective Enforcement	154	5,000.00	Local
Clincho Town	Selective Enforcement	154	5,000.00	Local
White Stone Town	Selective Enforcement	154	5,012.00	Local
Colonial Beach Town	Selective Enforcement	154	5,075.00	Local
Shenandoah Town	Selective Enforcement	154	5,600.00	Local
Glade Spring Town	Selective Enforcement	154	7,000.00	Local
Windsor Town	Selective Enforcement	154	7,020.00	Local
Radford University	Selective Enforcement	154	7,200.00	Local
Broadway Town	Selective Enforcement	154	7,300.00	Local
Haysi Town	Selective Enforcement	154	7,470.00	Local
Covington City	Selective Enforcement	154	7,500.00	Local
West Point Town	Selective Enforcement	154	7,500.00	Local
Mt. Jackson Town	Selective Enforcement	154	7,925.00	Local
Timberville Town	Selective Enforcement	154	8,000.00	Local
Gretna Town	Selective Enforcement	154	9,000.00	Local
Gate City Town	Selective Enforcement	154	9,000.00	Local
Victoria Town	Selective Enforcement	154	9,335.89	Local
Damascus town	Selective Enforcement	154	9,735.00	Local
William and Mary Police Department	Selective Enforcement	154	9,785.00	State
Town of Vinton	Selective Enforcement	154	10,200.00	Local
Marion Town	Selective Enforcement	154	10,482.00	Local
South Hill Town	Selective Enforcement	154	10,510.00	Local
Greensville County	Selective Enforcement	154	11,392.00	Local
Rocky Mount Town	Selective Enforcement	154	12,000.00	Local
Old Dominion University	Traffic Enforcement Safety Grant	154	12,200.00	State
Tazewell Town	Selective Enforcement	154	13,450.00	Local
Haymarket Town	Selective Enforcement	154	13,680.00	Local
Nelson County	Selective Enforcement	154	14,095.00	Local
City of Danville	Selective Enforcement	154	14,260.00	Local
King William County	Selective Enforcement	154	14,800.00	Local
Albemarle County	Selective Enforcement	154	15,140.00	Local
Ashland Town	Selective Enforcement	154	15,180.00	Local
Charlotte County	Selective Enforcement	154	15,264.00	Local
Town of Culpeper	Selective Enforcement	154	16,100.00	Local
Commission on VASAP	Public Information and Education	154	16,200.00	State
Piedmont ASAP	Selective Enforcement	154	17,150.00	Local
Wytheville Town	Selective Enforcement	154	17,180.00	Local
Vienna Town	Selective Enforcement	154	17,200.00	Local
Pulaski Town	Selective Enforcement	154	17,650.00	Local
Charles City County	Selective Enforcement	154	17,700.00	Local
Prince Edward County	Selective Enforcement	154	18,000.00	Local
Charlottesville City	Selective Enforcement	154	18,000.00	Local
Clarksville Town	Selective Enforcement	154	18,035.00	Local
J. Sargeant Reynolds Community College	Selective Enforcement	154	18,750.00	Local
Waynesboro City	Selective Enforcement	154	18,780.00	Local
Halifax County	Selective Enforcement	154	18,855.50	Local
Caroline County	Selective Enforcement	154	19,100.00	Local

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Buchanan County	Selective Enforcement	154	\$ 19,500.00	Local
Mecklenburg County	Selective Enforcement	154	20,400.00	Local
Isle of Wight County	Selective Enforcement	154	20,515.00	Local
Wise County	Selective Enforcement	154	20,950.00	Local
Virginia Commonwealth University	Selective Enforcement	154	21,900.00	Local
University of Richmond	Selective Enforcement	154	22,606.00	Local
Chesapeake City	Selective Enforcement	154	23,900.00	Local
Cumberland County	Selective Enforcement	154	24,468.00	Local
Richmond County	Selective Enforcement	154	25,800.00	Local
Town of Farmville	Selective Enforcement	154	28,230.00	Local
Powhatan County	Selective Enforcement	154	29,090.00	Local
Manassas City	Selective Enforcement	154	29,507.50	Local
Manassas Park City	Selective Enforcement	154	29,975.00	Local
Virginia Department of Motor Vehicles	40-Hour Parent/Teen Driving Guide	154	32,400.00	State
Department of Health	Teen Driving Safety	154	32,750.00	State
Franklin County	Selective Enforcement	154	33,500.00	Local
Washington County	Selective Enforcement	154	34,950.00	Local
Gloucester County	Selective Enforcement	154	40,000.00	Local
Newport News City	Selective Enforcement	154	40,380.00	Local
Department of Forensic Science	DFS 2009 Highway Safety Grant App	154	40,674.47	State
Goochland County	Selective Enforcement	154	41,000.00	Local
Alexandria City	Selective Enforcement	154	42,925.00	Local
Virginia Department of Alcoholic Beverage Control	23rd Annual College Conference	154	45,000.00	State
Commonwealth Attorney's Svs. Council	Highway Safety Project (CASC)	154	46,030.00	State
City of Portsmouth	Selective Enforcement	154	48,534.25	Local
Virginia Department of Motor Vehicles	Statewide SFST Training Program	154	56,100.00	State
Virginia Department of Motor Vehicles	Traffic Records Strategic Planning Programs	154	57,191.00	State
Virginia Department of Motor Vehicles	Judicial Transportation Safety Conference	154	65,000.00	State
Spotsylvania County	Selective Enforcement	154	68,110.00	Local
Supreme Court of Virginia	Reduce Impaired Driving-related Crashes	154	77,600.00	State
Virginia Department of Motor Vehicles	Office Administrative Support	154	78,000.00	State
Commission on VASAP	Commission on VASAP Training Conference	154	82,495.00	State
Prince William County	Selective Enforcement	154	90,470.50	Local
Prince William County	Partners for Safe Teen Driving	154	110,743.00	Local
Washington Regional Alcohol Program	Impaired Driving Prevention & Education	154	121,110.00	Local
MADD	MADD - Alcohol Countermeasures	154	176,601.70	Local
Virginia State Police Association, Inc.	Virginia State Police Association/YOVASO	154	299,240.70	Local
Virginia State Police	DUI and Highway Safety Equipment	154	382,600.00	State
Virginia Department of Motor Vehicles	VA Highway Safety Office Media	154	400,000.00	State
Virginia State Police	DUI - Selective Enforcement	154	450,000.00	State
Virginia Chiefs of Police	VA Law Enforcement Training and Resources	154	597,359.00	Local
Virginia State Police	Air, Land and Speed	154	849,000.00	State
Washington Regional Alcohol Program	Checkpoint Strikforce Campaign	154	1,033,000.00	Local
	Total 154 Transfer Funds		\$ 6,414,267.51	

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Warsaw Town	Selective Enforcement	402	\$ 5,000.00	Local
Independence Town	Selective Enforcement	402	5,494.00	Local
VCU	Safe Kids Virginia Promoting Transportation Safety	402	5,827.00	State
Appalachia Town	Selective Enforcement	402	6,220.00	Local
Kilmarnock Town	Selective Enforcement	402	7,200.00	Local
Onancock Town	Selective Enforcement	402	7,240.98	Local
Pearisburg Town	Selective Enforcement	402	8,000.00	Local
Remington Town	Selective Enforcement	402	8,200.00	Local
Pennington Gap Town	Selective Enforcement	402	8,200.00	Local
Chase City Town	Selective Enforcement	402	8,438.00	Local
Purcellville Town	Selective Enforcement	402	8,500.00	Local
Lebanon Town	Selective Enforcement	402	8,723.00	Local
Altavista Town	Selective Enforcement	402	8,800.00	Local
Pound Town	Selective Enforcement	402	8,898.00	Local
Coeburn Town	Selective Enforcement	402	9,000.00	Local
Gordonsville Town	Selective Enforcement	402	9,150.00	Local
Strasburg Town	Selective Enforcement	402	9,220.00	Local
St. Paul Town	Selective Enforcement	402	9,350.00	Local
La Crosse Town	Selective Enforcement	402	9,447.00	Local
Botetourt County	Selective Enforcement	402	9,485.00	Local
Russell County	Selective Enforcement	402	9,798.00	Local
Staunton City	Selective Enforcement	402	9,984.00	Local
Rappahannock County	Selective Enforcement	402	9,999.50	Local
Dayton Town	Selective Enforcement	402	10,000.00	Local
Grottoes Town	Selective Enforcement	402	10,000.00	Local
Onley Town	Selective Enforcement	402	10,000.00	Local
Louisa Town	Selective Enforcement	402	10,475.00	Local
Boydton Town	Selective Enforcement	402	10,487.00	Local
Buena Vista City	Selective Enforcement	402	10,650.00	Local
Cedar Bluff Town	Selective Enforcement	402	10,700.00	Local
Lawrenceville Town	Selective Enforcement	402	10,800.00	Local
Clintwood Town	Selective Enforcement	402	10,994.00	Local
Hillsville Town	Selective Enforcement	402	11,550.00	Local
Virginia Polytechnic Institute	Selective Enforcement	402	12,000.00	Local
New Market Town	Selective Enforcement	402	12,200.00	Local
Nottoway County	Selective Enforcement	402	12,341.52	Local
Front Royal Town	Selective Enforcement	402	12,400.00	Local
Mathews County	Selective Enforcement	402	13,100.00	Local
Bluefield Town	Selective Enforcement	402	13,250.00	Local
Floyd County	Selective Enforcement	402	13,800.00	Local
Clarke County	Selective Enforcement	402	14,354.00	Local
Bedford City	Selective Enforcement	402	14,500.00	Local
Rockbridge County	Selective Enforcement	402	14,500.00	Local
Saltville Town	Selective Enforcement	402	14,650.00	Local
Lee County	Selective Enforcement	402	14,794.00	Local
Va. Sec. Inst. of Trans. Eng. - VASITE	VASITE Continuing Education Courses	402	15,000.00	Local
Dickenson County	Selective Enforcement	402	15,450.00	Local
Virginia State Police	Youth Training & Educational Outreach	402	15,580.00	State
Alleghany County	Selective Enforcement	402	16,000.00	Local
City of Danville	Regional Crash Team	402	16,000.00	Local
Hopewell City	Selective Enforcement	402	16,465.00	Local
King & Queen County	Selective Enforcement	402	16,550.00	Local
Scott County	Selective Enforcement	402	16,600.00	Local

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Town of Wise	Selective Enforcement	402	\$ 16,882.00	Local
King George County	Selective Enforcement	402	16,950.00	Local
Patrick County	Selective Enforcement	402	17,000.00	Local
Madison County	Selective Enforcement	402	17,615.00	Local
Galax City	Selective Enforcement	402	17,816.00	Local
Amherst County	Selective Enforcement	402	18,000.00	Local
Shenandoah County	Selective Enforcement	402	18,000.00	Local
Warren County	Selective Enforcement	402	18,000.00	Local
Safe Kids Coalition - Children's Hospital of the Kings	Child Passenger Safety Program	402	18,000.00	Local
Waverly Town	Selective Enforcement	402	18,081.00	Local
Richlands Town	Selective Enforcement	402	18,287.00	Local
Virginia: Hampton Roads Chapter Napnap	Seated Right for Life	402	18,480.00	Local
Southampton County	Selective Enforcement	402	19,095.00	Local
Fairfax City	Selective Enforcement	402	19,143.00	Local
Roanoke County	Selective Enforcement	402	19,450.00	Local
Culpeper County	Selective Enforcement	402	20,000.00	Local
Greene County	Selective Enforcement	402	20,500.00	Local
Orange County	Selective Enforcement	402	20,660.00	Local
Tazewell County	Selective Enforcement	402	20,750.00	Local
Essex County	Selective Enforcement	402	21,720.00	Local
Craig County	Selective Enforcement	402	21,800.00	Local
Prince George County	Selective Enforcement	402	21,844.00	Local
Montgomery County	Regional Crash Team	402	22,000.00	Local
Bedford City	Regional Crash Team	402	23,000.00	Local
Lynchburg City	Regional Crash Team	402	23,100.00	Local
Accomack County	Selective Enforcement	402	23,225.00	Local
Va Trucking Assoc. Foundation	Truck Safety Programs Coordinator	402	23,513.00	Local
Stafford County	Selective Enforcement	402	24,628.95	Local
Campbell County	Selective Enforcement	402	25,000.00	Local
City of Martinsville	Selective Enforcement	402	25,000.00	Local
Town of Dumfries	Selective Enforcement	402	25,000.00	Local
Roanoke County	Selective Enforcement	402	25,500.00	Local
Northampton County	Selective Enforcement	402	25,525.00	Local
Bristol City	Selective Enforcement	402	26,225.00	Local
Poquoson City	Selective Enforcement	402	27,292.00	Local
Blacksburg Town	Selective Enforcement	402	27,500.00	Local
Christiansburg Town	Selective Enforcement	402	27,500.00	Local
York County	Selective Enforcement	402	29,800.00	Local
Roanoke County	Selective Enforcement	402	29,860.00	Local
Westmoreland County	Selective Enforcement	402	30,360.00	Local
Buckingham County	Selective Enforcement	402	32,875.00	Local
Montgomery County	Selective Enforcement	402	32,990.00	Local
Herndon Town	Selective Enforcement	402	33,300.00	Local
Petersburg Treasurer	Selective Enforcement	402	34,700.00	Local
Fauquier County	Selective Enforcement	402	35,000.00	Local
Rockingham County	Selective Enforcement	402	35,000.00	Local
Arlington County	Selective Enforcement	402	35,720.00	Local
Frederick County	Selective Enforcement	402	36,456.00	Local
Augusta County	Selective Enforcement	402	36,583.00	Local
Hampton City	Selective Enforcement	402	38,500.00	Local
Roanoke City	Selective Enforcement	402	39,731.00	Local
Virginia Department of Transportation	Motorcycle Study III and Technical Assistance	402	40,500.00	State

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
New Kent County	Selective Enforcement	402	\$ 40,650.00	Local
Alliance for Community Choice In Transportation	Safe Routes to School	402	40,700.00	Local
Albemarle County	Selective Enforcement	402	42,000.00	Local
Virginia Department of Transportation	Traffic Engineering and Traffic Records Training	402	43,500.00	State
Virginia Commonwealth University	Occupant Protection and Training	402	46,000.00	State
Virginia Department of Motor Vehicles	VAHSO Travel & Training Grant	402	50,000.00	State
Virginia Beach City	Selective Enforcement	402	51,570.00	Local
Eastern Virginia Medical School	Well Child, Boosted Child: Seat Program	402	54,341.00	State
Drive Safe Hampton Roads	Surviving the Drive	402	54,630.00	Local
Eastern Virginia Medical School	Make It Click: A Safety-Belt Initiative for Tweens	402	54,900.00	State
Virginia Health Information	CODES - Crash Outcome Data Evaluation System	402	59,266.00	Local
Eastern Virginia Medical School	Recognizing and Assisting the Medically At-risk	402	66,473.00	State
Virginia Department of Motor Vehicles	Processing Police Crash Reports for 2008	402	66,480.00	State
Arlington County	Selective Enforcement	402	68,100.00	Local
Richmond City	Selective Enforcement	402	68,817.00	Local
Stafford County	Selective Enforcement	402	74,239.00	Local
Virginia Department of Transportation	2009 Safety Belt & Motorcycle Helmet Survey	402	76,438.00	State
Supreme Court Of Virginia	SCV Enhanced Traffic Records Reporting	402	96,600.00	State
Metropolitan Washington Council of Governments	Pedestrian and Bicycle Safety Program	402	100,000.00	Local
Virginia State Police	Upgrade Speed Detection Equipment	402	100,000.00	State
Virginia Department of Motor Vehicles	CAP System Maintenance/Enhancements	402	104,234.00	State
Virginia Commonwealth University	Crash Reconstruction Training	402	107,000.00	State
Virginia Commonwealth University	Traffic Records	402	110,000.00	State
BikeWalk Virginia Inc.	Pedestrian and Bicycle Statewide Safety Program	402	124,717.00	Local
Virginia State Police	Occupant Protection Selective Enforcement	402	125,000.00	State
Virginia Commonwealth University	Multi-disciplinary Crash Investigation Team	402	143,000.00	State
Henrico County	Selective Enforcement	402	146,760.00	Local
Virginia Commonwealth University	Technical Assistance Training and Administration	402	158,000.00	State
ODU Research Foundation	Evaluating Virginia Statewide Traffic Safety Programs	402	161,927.00	State
Virginia Department of Education	Safe Teen Driver	402	203,000.00	State
Drive Smart Virginia	Click It Or Ticket (CIOT)	402	206,686.77	Local
Motorcycle Safety League of Virginia	Motorcycle & Sidecar/Trike Education	402	234,619.00	Local
Virginia Department for The Aging	GrandDriver: Widening the Scope	402	246,346.00	State
Virginia State Police	Speed - Selective Enforcement	402	275,000.00	State
Virginia Department of Health	Child Passenger Safety	402	333,058.00	State
	Total Section 402 Awards		\$ 5,927,603.72	
Amherst Town	Selective Enforcement	410	3,697.00	Local
Hallwood Town	Selective Enforcement	410	5,050.00	Local
Crewe Town	Selective Enforcement	410	6,300.00	Local
Blackstone Town	Selective Enforcement	410	7,150.00	Local
Stanley Town	Selective Enforcement	410	7,200.00	Local
Woodstock Town	Selective Enforcement	410	7,641.00	Local
Town of Berryville	Selective Enforcement	410	7,819.00	Local
Bridgewater Town	Selective Enforcement	410	7,827.12	Local

SUBGRANTEE NAME	TYPE OF PROJECT	SECTION NUMBER	AWARD AMOUNT	BENEFIT
Sussex County	Selective Enforcement	410	\$ 8,760.00	Local
Kenbridge Town	Selective Enforcement	410	8,970.00	Local
Falls Church City	Selective Enforcement	410	9,023.00	Local
Halifax Town	Selective Enforcement	410	9,890.00	Local
Lexington City	Selective Enforcement	410	10,000.00	Local
Bland County	Selective Enforcement	410	10,000.00	Local
Chatham Town	Selective Enforcement	410	10,500.00	Local
Dublin Town	Selective Enforcement	410	12,000.00	Local
Chilhowie Town	Selective Enforcement	410	12,250.00	Local
Alberta Town	Selective Enforcement	410	12,750.00	Local
South Boston Town	Selective Enforcement	410	12,831.50	Local
Smithfield Town	Selective Enforcement	410	13,722.47	Local
Chincoteague Town	Selective Enforcement	410	14,674.50	Local
Central Va HwyTraffic Safety Board	Selective Enforcement	410	15,000.00	Local
Giles County	Selective Enforcement	410	15,000.00	Local
Roanoke County	Selective Enforcement	410	15,000.00	Local
Virginia Beach City	Selective Enforcement	410	15,000.00	Local
Brunswick County	Selective Enforcement	410	15,184.00	Local
Colonial Heights City	Selective Enforcement	410	15,690.00	Local
Norton City	Selective Enforcement	410	16,850.00	Local
Appomattox County	Selective Enforcement	410	18,000.00	Local
Page County	Selective Enforcement	410	19,055.00	Local
Fredericksburg City	Selective Enforcement	410	19,350.28	Local
Smyth County	Selective Enforcement	410	21,000.00	Local
Grayson County	Selective Enforcement	410	21,645.00	Local
Emporia City	Selective Enforcement	410	22,484.00	Local
Ashland Town	Selective Enforcement	410	22,528.00	Local
Norfolk City	Selective Enforcement	410	23,086.00	Local
Salem City	Selective Enforcement	410	23,490.00	Local
Louisa County	Selective Enforcement	410	23,881.00	Local
Henry County	Selective Enforcement	410	25,000.00	Local
Lynchburg City	Selective Enforcement	410	27,500.00	Local
Wythe County	Selective Enforcement	410	31,350.00	Local
Northumberland County	Selective Enforcement	410	34,340.00	Local
James City County	Selective Enforcement	410	35,010.00	Local
Pittsylvania County	Selective Enforcement	410	37,500.00	Local
Hanover County	Selective Enforcement	410	38,500.00	Local
Harrisonburg City	Selective Enforcement	410	40,000.00	Local
Winchester City	Selective Enforcement	410	42,000.00	Local
Chesterfield County	Selective Enforcement	410	49,506.00	Local
Loudoun County	Selective Enforcement	410	59,250.00	Local
Fairfax County	Selective Enforcement	410	117,150.00	Local
Drive Smart Virginia	Safe Mobility of Virginia's Employees (SMOVE)	410	123,432.53	Local
	Total Section 410 Awards		\$ 1,198,337.40	
	Total FY 2009 Grant Awards		\$ 13,540,208.63	

**APPENDIX A-2**

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

### HIGHWAY SAFETY PROGRAM COST SUMMARY

Commonwealth of Virginia  
 2009-HSP-01  
 September 1, 2009

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/(Decrease)	Current Balance	
AL	\$96,789	\$19,358				\$96,789
MC	\$351,557	\$70,311				\$0
OP	\$1,115,451	\$223,090				\$151,399
PS	\$271,244	\$54,249				\$100,000
RS	\$1,530,655	\$306,131				\$226,840
SC	\$2,248,760	\$449,752				\$1,873,759
TR	\$436,580	\$87,316				\$0
<b>Total NHTSA 402</b>	<b>\$6,051,036</b>	<b>\$1,210,207</b>				<b>\$2,448,787</b>
K8	\$1,074,905	\$0				\$1,074,905
154PA	\$0	\$0				\$0
154AL	\$6,414,268	\$1,282,854				\$2,607,941
154HE	\$0	\$0				\$0
<b>Total NHTSA</b>	<b>\$7,489,173</b>	<b>\$1,282,854</b>				<b>\$3,682,846</b>
<b>Total FHWA</b>	<b>\$0</b>	<b>\$0</b>				<b>\$0</b>
<b>Total NHTSA &amp; FHWA</b>	<b>\$13,540,209</b>	<b>\$2,493,061</b>				<b>\$6,131,633</b>

State Official Authorized Signature:

Federal Official Authorized Signature:

\_\_\_\_\_  
 Name

\_\_\_\_\_  
 Deputy Director, Grants Management  
 Title

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Name

\_\_\_\_\_  
 Title

\_\_\_\_\_  
 Date

