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## **Introduction**

The Highway Safety Plan (HSP) is required by the U.S. Department of Transportation (U.S. DOT), NHTSA regulations. The HSP consists of four major sections: Performance Plan, Highway Safety Plan (HSP), certifications and assurances and HS Form 217 Cost Summary.

The Performance Plan describes the processes used to identify Virginia's traffic safety problems. It proposes the projects and activities Virginia plans to implement to reach its performance goals. The PP also includes performance measures for each goal to track progress from a baseline toward meeting the goal by the specified target date. Additionally, the HSP describes the grant funded projects and activities that Virginia will undertake to reach the goals identified in the Performance Plan.

## Commonwealth of Virginia Highway Safety Office

Governor	Robert F. McDonnell
Governor's Highway Safety Representative	Richard D. Holcomb DMV Commissioner
Governor's Highway Safety Program Coordinator	David Mitchell DMV Deputy Commissioner
Governor's Highway Safety Office Director	John Saunders Highway Safety Office Director
Location of Highway Safety Office	Virginia Department of Motor Vehicles 2300 West Broad Street Richmond, Virginia 23220 Phone (804) 367-6641

## **Mission Statement**

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

This mission will be accomplished by:

- Administering federal transportation safety grant programs
- Providing assistance to communities in identifying transportation safety issues and solutions
- Developing and implementing effective, integrated programs and initiatives to address traffic safety concerns
- Collecting, maintaining and analyzing traffic records and crash statistics, and
- Tracking and supporting federal and state traffic safety legislation and initiatives

## 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 24 staff members including field personnel, and the Traffic Records Electronic Data System (TREDS) Operation Center. After TREDS was implemented on July 2009, the TREDS Center main function is now focused on conducting Q and A of the state's electronic police crash reports and related DMV business processes.

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 with the Virginia Highway Safety Office 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 (TREDS), crash data management and analysis, strategic highway safety planning, and serving as the coordinator for the state's traffic records program and the 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.

**Highway Safety 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; developing performance measures for the HSP and the annual Highway Safety Evaluation Plan; and providing and updating traffic crash data on the agency web site.

**TREDS Operations Center:** Supervises staff responsible for conducting Q and A of the state's electronic police crash reports as well as related DMV business processes.

## Executive Summary

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 2011 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;
- Integrate the four "E" approach of transportation safety-Engineering, Education, Enforcement and Emergency Medical Services (EMS).
- Provide a comprehensive framework, with specific data driven goals, objectives and emphasis areas for reducing highway injuries and deaths on all public roads.

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 and an increase in fatalities. Enforcement, training, education and awareness are key components to focus on to address this issue.

**Speed and Aggressive Driving** (often manifested in speed) have 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 speed and aggressive driving

**Distracted Driving** continues to be an issue on Virginia's roadways. More of a focus will be given to distracted drivers who are using the cell phone and those who do not keep their eyes on the road while driving.

**Traffic Records** (and data analysis) is the foundation 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.



# Virginia's Political Structure

Virginia's current governor is Robert F. McDonnell (R). 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 100 members and the Senate shall consist of 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:

	<b>Democrats</b>	<b>Republicans</b>	<b>Independents</b>	<b>Totals</b>
<b>Senators</b>	22	18	0	40
<b>Delegates</b>	39	59	2	100

## **State Demographic 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 39 cities and 95 counties in Virginia. The capitol is located in Richmond. The provisional total population of Virginia for 2009 was 7,882,590. Virginia has 7,495,574 registered vehicles, a 0.11 percent decrease from 2008. There are 74,156.53 roadway miles. Of those 63,047 are secondary roads (85%), 9,990 are primary roads (13%) and 1,119 are Interstate roads (1.5%). Virginia's vehicle miles traveled (VMT) decreased slightly 1.7 percent in 2009.

The combined number of licensed drivers in Virginia is 5,501,878. 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, 4 Level 2 Trauma Centers and 5 Level 3 Trauma Centers.

## Legislative Changes

During the 2010 Virginia General Assembly, several pieces of legislation were passed to address highway safety. The following laws were enacted and became effective July 1, 2010.

**Restricted driving privileges for out-of-state drivers.** Clarifies that a court is permitted to authorize restricted driving privileges to a driver whose privilege to drive is suspended in Virginia, if the person holds a valid driver's license from another jurisdiction. If the law allows for restricted privileges and the court grants/authorizes restricted privileges, the restricted privileges will be valid only in Virginia. The court must indicate on the order that the driver is not a Virginia-licensed driver.

**Administrative impoundment of motor vehicles for driving without a license.** Provides for a three-day administrative impoundment of the motor vehicle being driven by a person without a driver's license. The impoundment will only apply if the person is over 18 years old and has a prior conviction for driving without a license. A person driving on an expired license at the time of the offense will not have their vehicle impounded if their license expired less than one year prior to the offense.

**Consecutive license suspensions for DUI.** Requires that suspension/revocation periods for Driving Under the Influence of Alcohol/Drug convictions run consecutively (one after the other). Currently, the law only requires that DUI suspensions/revocations run consecutively with revocations for Failing to Submit to a Breath/Blood Test. However, when a person receives two or more DUI convictions within a short time, the revocations run concurrently (at the same time).

**CDL disqualification – voluntary or involuntary manslaughter.** Requires that DMV disqualify a person's commercial driving privileges for a period of five years, upon receipt of a conviction of voluntary or involuntary manslaughter, where the death occurred as a direct result of the operation of a commercial motor vehicle.

**Possessing or consuming alcohol while operating a school bus.** Provides that possessing or consuming alcohol while operating a school bus is a Class 1 misdemeanor.

**Safety belt use by passengers under 18.** Requires all motor vehicle passengers under age 18 to wear safety belts or otherwise be secured in appropriate child restraint devices when the vehicle is in motion, subject to certain exemptions.

**“Move Over” law.** Requires drivers to move left on a four lane highway when approaching vehicles displaying flashing blue, red, or amber lights. The offense is punished as a traffic infraction, formerly a Class 1 misdemeanor. A second or subsequent violation, when such violation involved a vehicle with flashing, blinking, or alternating blue or red lights, is punishable as a Class 1 misdemeanor. These provisions shall not apply in highway work zones.

## Highway Safety Performance Plan Development Process

The HSP development process consists of a number of stages:

- Problem identification
- Planning to select and prioritize goals, objectives and performance measures
- Participation from traffic safety related partners
- Development of funding priorities
- Issuance of Grant Application Announcement for grant funding of programs
- Review, negotiation and approval of grant agreements
- Implementation

The HSO HSP is produced annually and is developed through discussions and meetings coordinated by the HSO. The initial planning meetings are attended by HSO staff only to allow for the review of previous year comments on prior activities by Federal, State and local partners. The HSO then works with and incorporates information from meetings with inter-agency groups, State and local government agencies, e.g., Virginia State Police, Virginia Department of Transportation, the Supreme Court, and community coalitions. Additionally, statistical information is gathered and analyzed to identify behavioral trends from Air, Land and Speed enforcement campaigns, Checkpoint Strikeforce, Seat Belt data (data collection from programs like Click It or Ticket) research provided by various state universities, Traffic Records Coordinating Committee (TRCC), CODES and various local and state planning meetings.

## 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.
- 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 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 Highway 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:

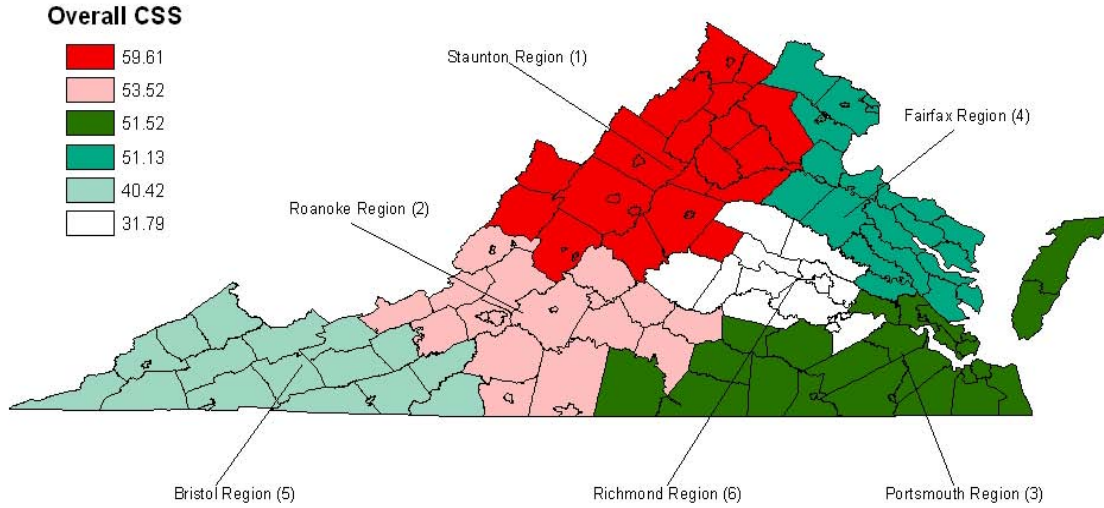
- Projects that identify problems by High Emphasis Communities. High Emphasis Communities are determined using the following methodology: (1) regions in Virginia are ranked in terms of their crash severity problem (2) counties/cities/towns within regions are ranked in terms of their crash severity problem, 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. The chart below illustrates the formula used to determine the Crash Severity Score.
- Projects that support statewide goals.
- 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).

### 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>

Virginia Overall Crash Severity Scores (CSS)  
by VAHSO Regions - 2009



**Comparative Summary of Crash Severity Scores**

	FY 2008 Overall			FY 2009 Overall			
Region	Score	Rank	Percent	Score	Rank	Percent	Percent Increase (Decrease)
Staunton	60.5032	1	21%	59.6114	1	21%	0%
Roanoke	54.4973	2	19%	53.5184	2	19%	0%
Portsmouth	50.5003	4	17%	51.5225	3	18%	1%
Fairfax	51.9170	3	18%	51.1343	4	18%	0%
Bristol	40.2001	5	14%	40.4246	5	14%	0%
Richmond	31.7258	6	11%	31.7894	6	11%	0%
	<b>289.3437</b>		<b>100%</b>	<b>288.0006</b>		<b>100%</b>	

## Description of Information Sources Used in Problem Identification

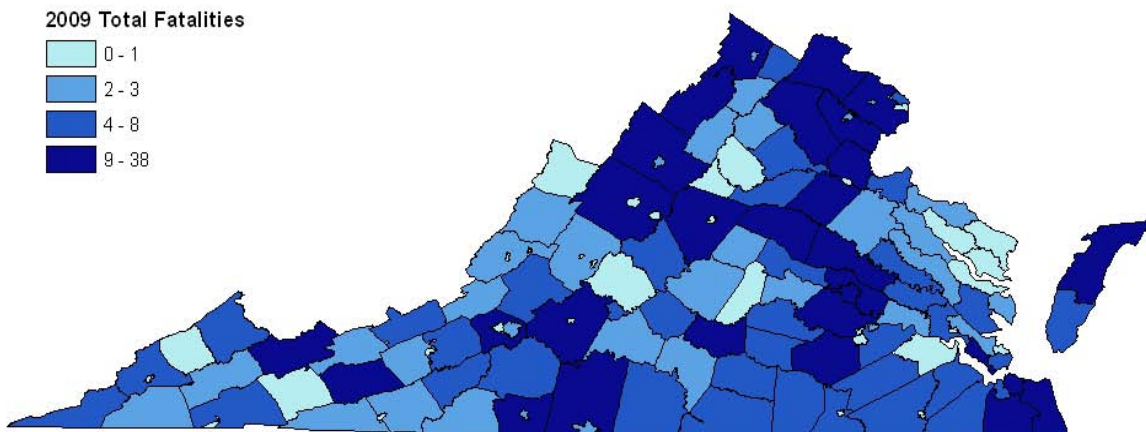
The Virginia Highway Safety Office continues to identify, analyze, recommend and implement resolutions for highway safety problems on a statewide basis. Through the state's Traffic Records Electronic Data System (TREDS), crash data can be programmatically broken down as follows: (1) local, political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

Source of data – TREDS, Citizen Services System and the Fatality Analysis Reporting System.

Participation in the priority ratings of individual projects requests include: (1) local priorities; (2) DMV Highway 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.

### Virginia Fatalities by Jurisdiction (2009)





## **CORE OUTCOME PERFORMANCE MEASURES**

## Fatalities

Goal C-1 Fatalities: To decrease traffic fatalities 3 percent from the 2009 calendar base year of 757 to 734 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Fatalities</b>	947	962	1027	824	757	734

**Note:** The Virginia TREDIS crash database recorded 756 fatalities for 2009 vs. 757 fatalities recorded in FARS. The state TREDIS crash database does not reflect the one fatality that occurred on federal parkways.

### Project Description:

The mission of the VAHSO is to reduce crashes, injuries, fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. All grantees and monies awarded support and impact meeting this goal.

### Fatalities: Budget Summary

See Appendix B: Cumulative Listing and Distribution FY 2011 Grants Awarded

## Serious Injuries

Goal C-2 Serious Injuries: To decrease serious injuries in traffic crashes 3 percent from the 2009 calendar base year of 13,120 to 12,726 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Serious Injuries</b>	22,489	21,260	19,796	16,528	13,120	12,726

### Project Description:

The mission of the VAHSO is to reduce crashes, injuries, fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. All grantees and monies awarded support and impact meeting this goal.

### Serious Injuries: Budget Summary

See Appendix B: Cumulative Listing and Distribution FY 2011 Grants Awarded

## Fatalities/VMT

Goal C-3a: To decrease fatalities per 100M VMT from the 2009 calendar base year of 1.00 to 0.97 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Fatalities(per 100M VMT)</b>	1.18	1.19	1.25	1.00	1.00	0.97

Goal C-3b: To decrease rural fatalities per 100M VMT from the 2009 calendar base year of 1.25 to 1.21 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Rural Fatalities (per 100M VMT)</b>	1.89	1.79	1.98	1.59	1.25	1.21

Goal C-3c: To decrease urban fatalities per 100M VMT from the 2009 calendar base year of 0.57 to 0.55 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Urban Fatalities (per 100 VMT)</b>	0.73	0.80	0.81	0.66	0.57	0.55

**Note:** The source of information for fatalities is from FARS data; whereas, VMT information is from VDOT data.

### Project Description:

The mission of the VAHSO is to reduce crashes, injuries, fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. All grantees and monies awarded support and impact meeting this goal.

### Fatalities/VMT: Budget Summary

See Appendix B: Cumulative Listing and Distribution FY 2011 Grants Awarded

## Occupant Protection Program Area

Goal C-4: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from the 2009 calendar base year of 322 to 316 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Unrestrained Passenger Vehicle Occupant Fatalities</b>	449	451	461	374	322	316

**Project Number:** NHTSA 402

**Project Title:** Occupant Protection

**Project Description:**

Conduct statewide selective enforcement campaigns and Click It or Ticket campaigns. Provide enforcement training, child passenger safety education, and public information campaigns and training.

**Budget:** \$289,861.00

**Project Number:** 405 OP SAFETEA 210

**Project Title:** Occupant Protection

**Project Description:**

Conduct seat belt program evaluation, coordinate activities with safe kids programs, and provide public information and education.

**Budget:** \$456,497.06

**Project Number:** 2011 Child Seats

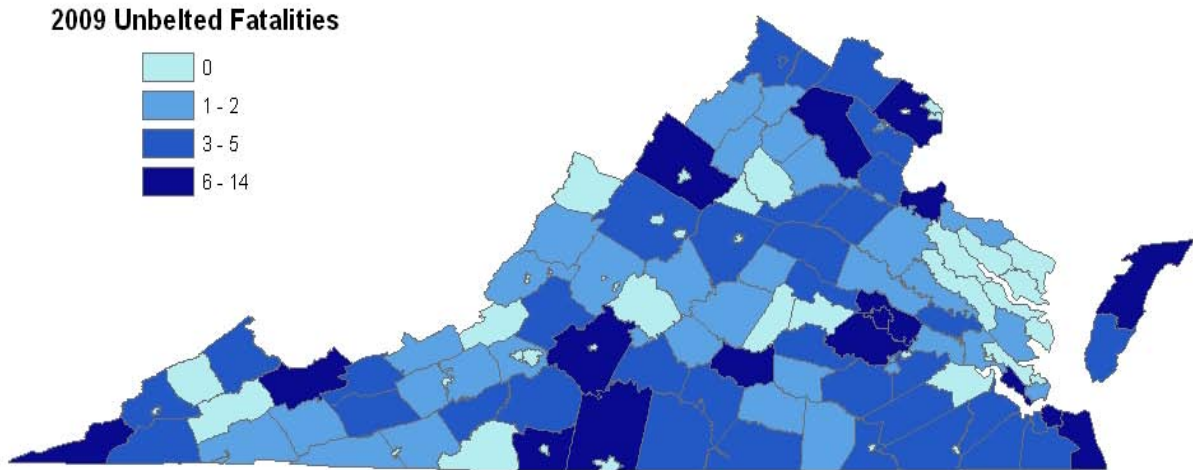
**Project Title:** Occupant Protection

**Project Description:**

Provide support to the booster seat program to include training materials, public information campaigns and education.

**Budget:** \$354,490.81

## Virginia Unbelted Fatalities by Jurisdiction (2009)



### Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
K 2	Occupant Protection	\$456,497.06	405 Occupant Protection
K 3	Occupant Protection	\$354,490.81	2011 Child Seat Incentive
<b>402 OP</b>	Occupant Protection	\$289,861.00	402 Occupant Protection
<b>Total All funds</b>		<b>\$1,100,848.87</b>	

**Note:** The spreadsheet on page 23 explains the specific grants awarded, project number and title with approved amount to support this core outcome measure.

## Occupant Protection

Grant Program	Award	Project Number	Project Title	Amount Approved
OP-2011	402-NHTSA-2011	OP-2011-51392-4334	Virginia Targeted Occupant Protection/Impaired Driving 2011- Selective Enforcement	\$200,247.00
OP-2011	402-NHTSA-2011	OP-2011-51415-4357	Virginia Seat Belt Survey 2011	\$89,614.00
K2-2011	405-OP-Safetea-2011	K2-2011-51119-4061	Occupant Protection – Selective Enforcement	\$132,788.98
K2-2011	2011-Child-Seats	K3-2011-51230-4172	Occupant Protection for Children Training Coordinator	\$134,356.08
K2-2011	405-OP-Safetea-2011	K2-2011-51268-4210	Seat Belt Enforcement	\$65,980.00
K2-2011	405-OP-Safetea-2011	K2-2011-51295-4237	Make-it-Click: A Safety-Belt Initiative for Tweens 2010-2011	\$66,551.00
K2-2011	405-OP-Safetea-2011	K2-2011-51315-4257	Encouraging Hispanic Immigrant Males (HIM) to Increase Seatbelt Use	\$53,541.00
K2-2011	405-OP-Safetea-2011	K2-2011-51421-4363	Safe Kids Virginia Occupant Protection	\$3,280.00
K3-2011	2011-Child-Seats	K3-2011-51152-4094	Child Passenger Safety Program	\$19,750.00
K3-2011	2011-Child-Seats	K3-2011-51267-4209	Occupant Protection and Education Project	\$25,000.00
K2-2011	405-OP-Safetea-2011	K2-2011-51377-4319	Child Passenger Safety	\$309,740.81
<b>Total</b>				<b>\$1,100,848.87</b>

## Alcohol Program Area

Goal C-5: To decrease alcohol impaired driving fatalities 3 percent from the 2009 calendar base year of 227 to 220 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Alcohol Impaired Driving Fatalities (FARS)</b>	279	298	303	294	227	220

**Note:** Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

**Project Number:** 154 AL

**Project Title:** Alcohol

**Project Description:**

To fund public information and education campaigns and paid media. Pay overtime for selective enforcement. Funding for resource prosecutor and enforcement training, curriculum development and materials. Conduct a DUI conference. Conduct Checkpoint Strikeforce Campaigns and Air, Land and Speed Campaigns.

**Budget:** \$6,070,354.37

**Project Number:** 154 PA

**Project Title:** Alcohol - Planning and Administration

**Project Description:**

Funding will be used for Planning and Administration to support travel and training required to work with law enforcement and plan/coordinate/attend/present/participate in the annual Judicial Transportation Safety Conference.

**Budget:** \$1,804,000.00

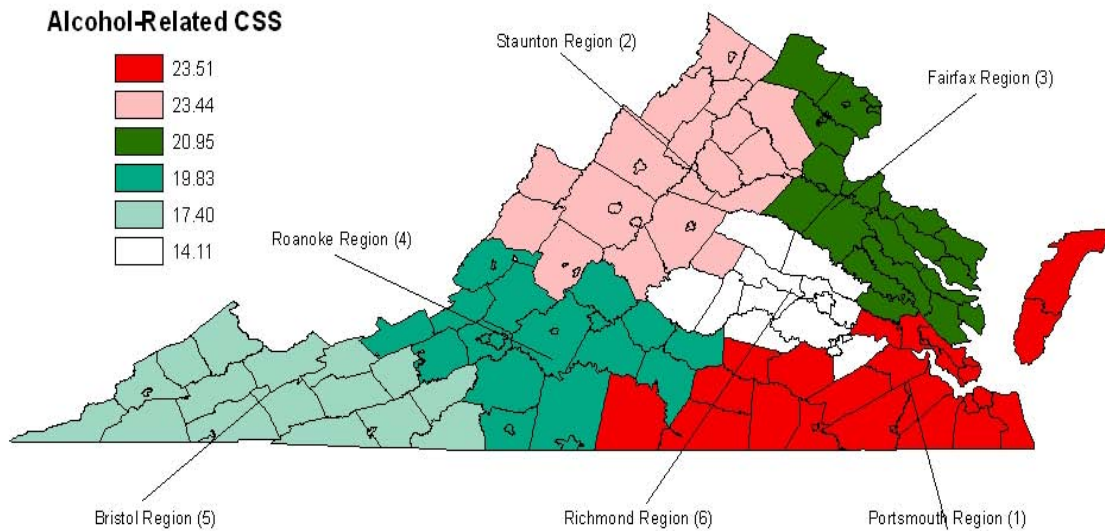


### Alcohol Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
154 AL	Alcohol	\$6,070,354.37	154 Transfer
K8	410 Alcohol	\$2,489,343.22	410 Alcohol Safetea
154 PA	Administrative	\$1,804,000.00	154 Transfer
<b>402 AL</b>	Alcohol	\$17,859.00	402 Alcohol
<b>Total All funds</b>		<b>\$10,381,556.59</b>	

**Note:** The spreadsheets on pages 26-36 explain the specific grants awarded, project number and title with approved amount to support this core outcome measure.

### Virginia Alcohol-Related Crash Severity Scores (CSS) by VAHSO Regions - 2009



### Alcohol Related Crash Severity Scores

	FY 2008			FY 2009			Percent
REGION	Score	Rank	%	Score	Rank	%	Inc/Dec
Portsmouth	22.3278	2	20%	23.5100	1	20%	0%
Staunton	22.3759	1	20%	23.4369	2	20%	0%
Fairfax	19.8746	4	17%	20.9549	3	18%	1%
Roanoke	20.0744	3	18%	19.8342	4	17%	-1%
Bristol	16.5451	5	14%	17.4021	5	15%	1%
Richmond	13.2557	6	12%	14.1085	6	12%	0%
	114.4535		100%	119.2466		100%	

### Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51118-4060	Selective Enforcement	\$23,967.00
154AL-2011	154-Transfer-2011	154AL-2011-51211-4153	Enhancing Traffic Safety in Albemarle County	\$45,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51263-4205	Operation Hammerdown	\$16,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51341-4283	Amherst County Highway Safety	\$19,655.00
154AL-2011	154-Transfer-2011	154AL-2011-51111-4053	Augusta County Sheriff's Office Alcohol Safety Action Program	\$35,680.00
154AL-2011	154-Transfer-2011	154AL-2011-51337-4279	The Buck Stops Here	\$17,754.00
154AL-2011	154-Transfer-2011	154AL-2011-51203-4145	Alcohol & Speed Reduction / Occupant Protection	\$15,220.00
154AL-2011	154-Transfer-2011	154AL-2011-51313-4255	FY 2011 Smart, Safe and Sober	\$12,189.00
154AL-2011	154-Transfer-2011	154AL-2011-51277-4219	Rural Roads and Occupant Safety	\$32,620.00
154AL-2011	154-Transfer-2011	154AL-2011-51164-4106	402 Highway Enforcement	\$29,290.00

## Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51357-4299	Charles City County Highway Safety Project II	\$17,700.00
154AL-2011	154-Transfer-2011	154AL-2011-51361-4303	Operation Safe and Sober	\$18,890.00
154AL-2011	154-Transfer-2011	154AL-2011-51108-4050	Safe and Sober Roads	\$7,677.00
154AL-2011	154-Transfer-2011	154AL-2011-51137-4079	Culpeper Combats Drunk Driving	\$20,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51423-4365	Cumberland County Highway Safety Improvement	\$22,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51229-4171	Highway Safety Project	\$14,589.00
154AL-2011	154-Transfer-2011	154AL-2011-51384-4326	2010-2011 Highway Safety	\$21,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51226-4168	Drive Sober, Slow Down, & Buckle-Up	\$29,942.00
154AL-2011	154-Transfer-2011	154AL-2011-51208-4150	Reduction in Highway Traffic Crashes by High Intensity Enforcement	\$27,900.00
154AL-2011	154-Transfer-2011	154AL-2011-51354-4296	2010-2011 Traffic Safety Project	\$22,575.00
154AL-2011	154-Transfer-2011	154AL-2011-51186-4128	Greene County Road Safety Enforcement	\$16,477.00
154AL-2011	154-Transfer-2011	154AL-2011-51393-4335	Alcohol/Speed/Occupant Protection	\$10,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51233-4175	Highway Safety Enforcement Project	\$45,350.00
154AL-2011	154-Transfer-2011	154AL-2011-51420-4362	Enhancing Traffic Safety for Henry County, Virginia	\$29,736.00
154AL-2011	154-Transfer-2011	154AL-2011-51157-4099	Arch Angel Highway-Alcohol-Speed-Seatbelt Enforcement	\$25,482.00
154AL-2011	154-Transfer-2011	154AL-2011-51122-4064	Operation Safe And Sober	\$15,110.60
154AL-2011	154-Transfer-2011	154AL-2011-51249-4191	Police Traffic Services (Speeding, DUI, Occupant Protection)	\$16,915.00
154AL-2011	154-Transfer-2011	154AL-2011-51168-4110	Drive Smart in 2011	\$21,030.00

## Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51239-4181	Reducing Drunk Driving in Montgomery County #2	\$31,420.00
154AL-2011	154-Transfer-2011	154AL-2011-51136-4078	Smart, Safe and Sober	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51342-4284	Orange County Safe Roads Continuation Grant	\$23,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51340-4282	Arrest of Alcohol/Drug Impaired Drivers and Speed Reduction	\$22,590.00
154AL-2011	154-Transfer-2011	154AL-2011-51129-4071	Occupant Safety / Alcohol / Speed	\$25,319.00
154AL-2011	154-Transfer-2011	154AL-2011-51190-4132	Partners for Safe Teen Driving	\$119,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51183-4125	DUI Enforcement Project	\$19,410.00
154AL-2011	154-Transfer-2011	154AL-2011-51335-4277	Click It or Ticket	\$15,494.50
154AL-2011	154-Transfer-2011	154AL-2011-51195-4137	Operation DailyWatch/Teen Safe Drivers	\$26,620.00
154AL-2011	154-Transfer-2011	154AL-2011-51180-4122	Rockingham County Highway Safety Grant	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51193-4135	Ensuring Safer Highways Through Enforcement	\$27,868.00
154AL-2011	154-Transfer-2011	154AL-2011-51216-4158	Highway Safety 2010	\$13,617.00
154AL-2011	154-Transfer-2011	154AL-2011-51374-4316	Highway Safety Enforcement	\$31,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51333-4275	Selective Enforcement/Click It or Ticket	\$31,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51370-4312	Selective Enforcement	\$15,194.00
154AL-2011	154-Transfer-2011	154AL-2011-51155-4097	Ashland Safe Streets	\$29,086.00
154AL-2011	154-Transfer-2011	154AL-2011-51271-4213	Big Stone Gap Highway Safety Grant	\$13,750.00

## Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51148-4090	Blackstone Highway Safety Project 2010-2011	\$10,573.00
154AL-2011	154-Transfer-2011	154AL-2011-51160-4102	Safer Roads in 2010	\$15,046.00
154AL-2011	154-Transfer-2011	154AL-2011-51293-4235	Safe Chincoteague Streets 2011	\$12,051.00
154AL-2011	154-Transfer-2011	154AL-2011-51179-4121	Home Grown Traffic Safety Initiatives	\$30,640.00
154AL-2011	154-Transfer-2011	154AL-2011-51174-4116	2011 Radar and Selective Enforcement	\$12,834.00
154AL-2011	154-Transfer-2011	154AL-2011-51125-4067	Speed & DUI Enforcement	\$13,960.00
154AL-2011	154-Transfer-2011	154AL-2011-51308-4250	Educate and Keep Culpeper Safe	\$13,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51397-4339	DMV Equipment Grant	\$10,524.00
154AL-2011	154-Transfer-2011	154AL-2011-51240-4182	Speed Reduction and Safe and Sober Roads	\$13,030.00
154AL-2011	154-Transfer-2011	154AL-2011-51234-4176	Stop the Speed	\$3,950.00
154AL-2011	154-Transfer-2011	154AL-2011-51284-4226	Safer Streets In Front Royal	\$15,345.00
154AL-2011	154-Transfer-2011	154AL-2011-51124-4066	2010 Gordonsville Traffic Safety Program	\$11,400.00
154AL-2011	154-Transfer-2011	154AL-2011-51316-4258	2011 Selective Enforcement	\$5,550.00
154AL-2011	154-Transfer-2011	154AL-2011-51103-4045	Louisa Safe Streets III	\$12,600.00
154AL-2011	154-Transfer-2011	154AL-2011-51324-4266	Think Safe, Drive Safe & Be Safe	\$8,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51299-4241	Middletown Safe Roads 2011	\$7,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51128-4070	Project "MOSS" 3 (Make Our Streets Safer)	\$6,350.00
154AL-2011	154-Transfer-2011	154AL-2011-51300-4242	10-11 Safety Enforcement Blitz	\$10,930.00
154AL-2011	154-Transfer-2011	154AL-2011-51294-4236	Onley Police Dept. Highway Safety Grant	\$9,300.00

**Alcohol**

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51177-4119	TOPPs (Total Occupant Protection in Pearisburg)	\$17,535.30
154AL-2011	154-Transfer-2011	154AL-2011-51395-4337	PGPD DMV Grant 2011	\$12,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51171-4113	Selective Speed Enforcement	\$14,850.00
154AL-2011	154-Transfer-2011	154AL-2011-51146-4088	Project Director	\$13,550.00
154AL-2011	154-Transfer-2011	154AL-2011-51251-4193	Smooth Operator of Purcellville 2011	\$6,900.00
154AL-2011	154-Transfer-2011	154AL-2011-51275-4217	DMV Grant 2010-2011	\$13,785.00
154AL-2011	154-Transfer-2011	154AL-2011-51225-4167	Strasburg Drive Safe	\$10,125.00
154AL-2011	154-Transfer-2011	154AL-2011-51201-4143	Proactive DUI & Speeding Enforcement	\$16,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51343-4285	S.T.R.I.P.E. II	\$8,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51221-4163	Choose Life, Use Your Belts - Phase I	\$17,106.00
154AL-2011	154-Transfer-2011	154AL-2011-51169-4111	Selective Enforcement	\$20,508.00
154AL-2011	154-Transfer-2011	154AL-2011-51207-4149	Highway Safety 2011 Grant	\$15,824.00
154AL-2011	154-Transfer-2011	154AL-2011-51289-4231	Drive Safe - Drive Sober - DUI Enforcement and Education Program	\$29,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51298-4240	FY2011 Highway Safety Grant	\$40,470.00
154AL-2011	154-Transfer-2011	154AL-2011-51187-4129	Selective Enforcement	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51407-4349	HPD 2010 In Car Camera System	\$15,781.84
154AL-2011	154-Transfer-2011	154AL-2011-51427-4369	Manassas City Police Proactive Traffic Safety	\$28,561.00
154AL-2011	154-Transfer-2011	154AL-2011-51131-4073	Occupant Protection/DUI Enforcement	\$16,299.00

**Alcohol**

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51209-4151	Comprehensive Speed, DUI / Passenger and CMV Occupant Restraint Enforcement	\$47,289.00
154AL-2011	154-Transfer-2011	154AL-2011-51254-4196	DUI Enforcement	\$55,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51381-4323	Safe with Class	\$19,327.00
154AL-2011	154-Transfer-2011	154AL-2011-51405-4347	VA Law Enforcement Training and Resources	\$300,308.75
154AL-2011	154-Transfer-2011	154AL-2011-51412-4354	2010-2011 Checkpoint Strikeforce Campaign	\$1,103,894.00
154AL-2011	154-Transfer-2011	154AL-2011-51416-4358	Virginia GrandDriver: Staying Ahead of the Age Curve	\$98,364.00
154AL-2011	154-Transfer-2011	154AL-2011-51110-4052	Air, Land and Speed	\$883,607.88
154AL-2011	154-Transfer-2011	154AL-2011-51409-4351	NSUPD Highway Safety Project	\$6,600.00
154AL-2011	154-Transfer-2011	154AL-2011-51328-4270	VASAP Case Management and Facilitator Training	\$58,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51256-4198	Campus Traffic Safety	\$12,160.00
154AL-2011	154-Transfer-2011	154AL-2011-51205-4147	Reduce Impaired Driving-Related Crashes, Injuries & Fatalities	\$83,720.00
154AL-2011	154-Transfer-2011	154AL-2011-51176-4118	UR Traffic Safety Initiative	\$16,140.00
154AL-2011	154-Transfer-2011	154AL-2011-51144-4086	Highway Safety Project-CASC: TSRP, Advanced DUI, DUID	\$123,727.50
154AL-2011	154-Transfer-2011	154AL-2011-51360-4302	FY2011 Law Enforcement Liaison	\$194,250.00
154AL-2011	154-Transfer-2011	154AL-2011-51401-4343	Statewide DUI/DUID Training	\$41,300.00
154AL-2011	154-Transfer-2011	154AL-2011-51418-4360	VAHSO Project Support Project	\$84,000.00

## Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51127-4069	Virginia Highway Safety Office Media	\$767,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51274-4216	2011 DMV 1	\$10,270.00
154AL-2011	154-Transfer-2011	154AL-2011-51402-4344	Support of Virginia's Statewide DUI/DUID Efforts	\$25,520.00
154AL-2011	154-Transfer-2011	154AL-2011-51413-4355	Getting Started 2010	\$10,440.00
154AL-2011	154-Transfer-2011	154AL-2011-51154-4096	Virginia State Police Association/YOVASO Grant for FY2010-2011	\$409,541.00
154AL-2011	154-Transfer-2011	154AL-2011-51426-4368	Hampden-Sydney College Highway Safety Plan	\$10,996.00
154PA-2011	154-Transfer-2011	154PA-2011-51371-4313	NHTSA-154 Planning and Administrative	\$1,804,000.00
AL-2011	402-NHTSA-2011	AL-2011-51345-4287	DMV Safety Grant	\$4,116.00
AL-2011	402-NHTSA-2011	AL-2011-51202-4144	LUPD Traffic Safety Grant	\$6,543.00
AL-2011	402-NHTSA-2011	AL-2011-51419-4361	Pedestrian Safety	\$7,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51305-4247	Safer Roads for Amelia	\$29,212.00
K8-2011	410-AL-Safetea-2011	K8-2011-51417-4359	DUI Reduction	\$7,699.00
K8-2011	410-AL-Safetea-2011	K8-2011-51379-4321	CVHTSB All For One	\$19,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51276-4218	Craig Checkpoint/Strikeforce	\$24,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51243-4185	Drive Sober-It's The Law	\$14,910.00
K8-2011	410-AL-Safetea-2011	K8-2011-51245-4187	Highway Safety Program	\$10,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51264-4206	DMV Aggressive Driving Project 2010-2011	\$35,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51135-4077	Alcohol/Speed/Occupant Protection	\$42,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51311-4253	Law Enforcement Traffic Safety Initiative	\$20,600.00



**Alcohol**

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
K8-2011	410-AL-Safetea-2011	K8-2011-51329-4271	King George County Selective Enforcement	\$10,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51281-4223	Highway Safety Enforcement	\$8,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51182-4124	Lancaster County Sheriff's Office Highway Safety Grant Project	\$12,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51123-4065	DMV Grant 2010-2011	\$16,013.12
K8-2011	410-AL-Safetea-2011	K8-2011-51307-4249	2011 DMV Grant	\$17,100.00
K8-2011	410-AL-Safetea-2011	K8-2011-51158-4100	2011 Northumberland Selective Enforcement	\$23,900.00
K8-2011	410-AL-Safetea-2011	K8-2011-51200-4142	DUI Selective Enforcement	\$28,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51302-4244	Blue Ridge Regional DUI Taskforce	\$22,800.00
K8-2011	410-AL-Safetea-2011	K8-2011-51196-4138	Impact DUI/DUID to Reduce Alcohol Related Injuries and Fatalities	\$45,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51410-4352	Selective Speed Enforcement	\$14,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51255-4197	Shenandoah County Safe Roads	\$25,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51206-4148	Tazewell County Highway Safety Program	\$15,385.00
K8-2011	410-AL-Safetea-2011	K8-2011-51241-4183	Selective Enforcement	\$30,400.00
K8-2011	410-AL-Safetea-2011	K8-2011-51387-4329	Wise County Safe Roads Initiative	\$21,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51132-4074	Selective Enforcement	\$5,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51218-4160	Keeping Altavista Safe II	\$14,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51349-4291	Blacksburg Road Safety	\$30,130.00
K8-2011	410-AL-Safetea-2011	K8-2011-51170-4112	Tonight I'll Drive 55	\$6,700.00

**Alcohol**

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
K8-2011	410-AL-Safetea-2011	K8-2011-51386-4328	2010 Broadway Highway Safety Project	\$7,910.00
K8-2011	410-AL-Safetea-2011	K8-2011-51192-4134	2011 Highway Safety Enforcement	\$4,550.00
K8-2011	410-AL-Safetea-2011	K8-2011-51285-4227	2011 Highway Safety	\$3,530.00
K8-2011	410-AL-Safetea-2011	K8-2011-51161-4103	Seat Belt, DUI, Speeding Patrol	\$6,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51257-4199	Ticket For You	\$21,700.00
K8-2011	410-AL-Safetea-2011	K8-2011-51105-4047	Law Enforcement Overtime and In-car Video Cameras	\$38,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51178-4120	Selective Enforcement Overtime Grant	\$11,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51259-4201	Selective Enforcement Overtime	\$6,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51252-4194	Seatbelt/Child Safety & Impaired Driving Enforcement	\$10,996.00
K8-2011	410-AL-Safetea-2011	K8-2011-51121-4063	Onancock Highway Safety 2010 - 2011	\$8,383.00
K8-2011	410-AL-Safetea-2011	K8-2011-51291-4233	Aggressive Driving & Speeding in Relation to Highway Safety	\$25,056.00
K8-2011	410-AL-Safetea-2011	K8-2011-51280-4222	Slow Down	\$2,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51378-4320	Saltville's Strict Enforcement to Save Lives Continued Third Year	\$16,798.00
K8-2011	410-AL-Safetea-2011	K8-2011-51236-4178	Operation Highway Safety 2011	\$11,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51292-4234	DMV Grant 2011	\$8,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51282-4224	Drunken Driver--Over the Limit/Under Arrest	\$7,380.00
K8-2011	410-AL-Safetea-2011	K8-2011-51191-4133	Strap in to Win	\$9,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51104-4046	Highway Safety Grant Application	\$20,020.00

### Alcohol

Grant Program	Award	Project Number	Project Title	Amount Approved
K8-2011	410-AL-Safetea-2011	K8-2011-51290-4232	Speed Enforcement Zero Tolerance	\$14,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51049-4091	Windsor Traffic Safety Initiative 2010	\$8,594.00
K8-2011	410-AL-Safetea-2011	K8-2011-51351-4293	Slow Down in Our Town	\$8,740.00
K8-2011	410-AL-Safetea-2011	K8-2011-51185-4127	South Boston PD DMV Grant	\$13,400.00
K8-2011	410-AL-Safetea-2011	K8-2011-51363-4305	2011 Crash Reduction Through Selective Enforcement	\$18,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51376-4318	Buena Vista Regional Traffic Crash Team	\$33,245.00
K8-2011	410-AL-Safetea-2011	K8-2011-51330-4272	DUI, Speed and Occupant Protection Enforcement	\$23,920.00
K8-2011	410-AL-Safetea-2011	K8-2011-51334-4276	City of Fairfax Alcohol Traffic Safety Program	\$18,522.00
K8-2011	410-AL-Safetea-2011	K8-2011-51355-4297	Safe and Sober Fredericksburg	\$18,325.00
K8-2011	410-AL-Safetea-2011	K8-2011-51270-4212	Safer Streets and Highways for Hopewell	\$21,710.00
K8-2011	410-AL-Safetea-2011	K8-2011-51147-4089	Lexington Safety Grant	\$7,960.00
K8-2011	410-AL-Safetea-2011	K8-2011-51210-4152	Highway Safety	\$27,490.80
K8-2011	410-AL-Safetea-2011	K8-2011-51166-4108	Suffolk Police Department Highway Safety Program	\$11,975.60
K8-2011	410-AL-Safetea-2011	K8-2011-51398-4340	Waynesboro Traffic Safety Initiative 2011	\$15,225.00
K8-2011	410-AL-Safetea-2011	K8-2011-51314-4256	Alcohol Safety Countermeasures	\$212,899.16
K8-2011	410-AL-Safetea-2011	K8-2011-51411-4353	2010-2011 Impaired Driving Prevention and Education	\$123,530.00
K8-2011	410-AL-Safetea-2011	K8-2011-51283-4225	25th Annual College Conference	\$37,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51114-4056	DUI and Highway Safety Equipment	\$363,200.00

## Alcohol

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
K8-2011	410-AL-Safetea-2011	K8-2011-51116-4058	DUI - Selective Enforcement	\$472,485.54
K8-2011	410-AL-Safetea-2011	K8-2011-51134-4076	Zero Tolerance 11	\$15,866.00
K8-2011	410-AL-Safetea-2011	K8-2011-51247-4189	2011 Judicial Transportation Safety Conference	\$70,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51106-4048	2010 DFS Breath Alcohol Training Project	\$173,958.00
K8-2011	410-AL-Safetea-2011	K8-2011-51204-4146	ODU PD-DMV Traffic Safety Grant	\$8,925.00
<b>Total</b>				<b>\$10,381,556.59</b>

## Speed Management Program Area

Goal C-6: To decrease speed-related fatalities 2 percent from the 2009 calendar base year of 302 to 294 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Speed Related Fatalities (FARS)</b>	313	297	341	246	302	294

**Project Number:** 402 Speed Control

**Project Title:** Speed Control

<p><b>Project Description:</b></p> <p>Purchase speed enforcement equipment and fund overtime for selective enforcement.</p>
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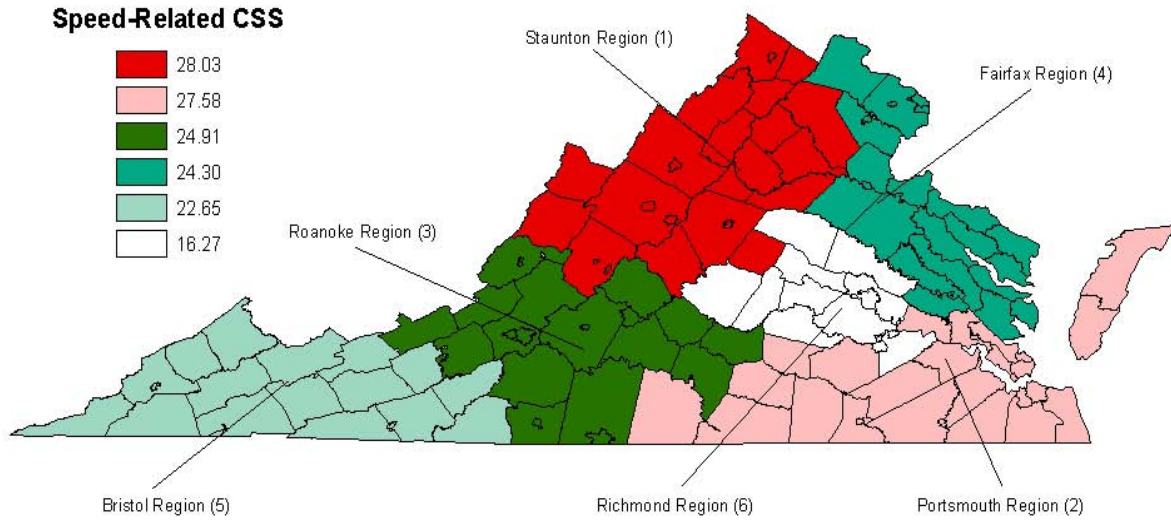
**Budget:** \$2,509,754.05

### Speed Management Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402 SC	Speed Control	\$2,509,754.05	402 Speed Control
<b>Total All funds</b>		<b>\$2,509,754.05</b>	

**Note:** The spreadsheets on pages 39-45 explain the specific grants awarded, project number and title with approved amount to support this core outcome measure.

Virginia Speed-Related Crash Severity Scores (CSS)  
by VAHSO Regions - 2009



SPEED							
	FY 2008			FY 2009			Percent
REGION	Score	Rank	%	Score	Rank	%	Inc/Dec
Staunton	25.5803	1	19%	28.0335	1	20%	1%
Portsmouth	25.1784	2	19%	27.5787	2	19%	0%
Roanoke	23.9277	4	18%	24.9080	3	17%	-1%
Fairfax	24.3908	3	18%	24.3019	4	17%	-1%
Bristol	21.7794	5	16%	22.6492	5	16%	0%
Richmond	14.4756	6	11%	16.2662	6	11%	0%
	135.3322		100%	143.7375		100%	

## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51310-4252	Alleghany County - A Safe Community	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51222-4164	Police Traffic Services	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51101-4043	ACSO Safe Driving Program	\$21,100.00
SC-2011	402-NHTSA-2011	SC-2011-51301-4243	Strategic Traffic Enforcement Program	\$52,100.00
SC-2011	402-NHTSA-2011	SC-2011-51156-4098	Crash Reduction via DUI Enforcement	\$24,917.00
SC-2011	402-NHTSA-2011	SC-2011-51261-4203	Saving Lives Through Safety Belts	\$19,022.00
SC-2011	402-NHTSA-2011	SC-2011-51356-4298	DUI / Seat Belt Enforcement Saving LIVES	\$23,550.00
SC-2011	402-NHTSA-2011	SC-2011-51167-4109	Speed & DUI / DUID Enforcement	\$16,590.00
SC-2011	402-NHTSA-2011	SC-2011-51145-4087	Enforcing Traffic Safety in Chesterfield County	\$82,995.00
SC-2011	402-NHTSA-2011	SC-2011-51237-4179	Highway Blitz	\$21,031.00
SC-2011	402-NHTSA-2011	SC-2011-51348-4290	Smooth Operator / Click It or Ticket	\$110,800.00
SC-2011	402-NHTSA-2011	SC-2011-51326-4268	Giles County Safe and Sober Enforcement Project	\$16,482.00
SC-2011	402-NHTSA-2011	SC-2011-51173-4115	2011 Highway Safety Grant	\$8,353.00
SC-2011	402-NHTSA-2011	SC-2011-51159-4101	Traffic Safety Enforcement for FY2011	\$163,655.00

## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51309-4251	FY11 Highway Safety Initiative	\$34,569.00
SC-2011	402-NHTSA-2011	SC-2011-51141-4083	Highway Safety Enforcement	\$12,660.00
SC-2011	402-NHTSA-2011	SC-2011-51323-4265	Safe Driver Campaign	\$43,600.00
SC-2011	402-NHTSA-2011	SC-2011-51242-4184	Mathews County Sheriff's Office Selective Enforcement	\$6,600.00
SC-2011	402-NHTSA-2011	SC-2011-51279-4221	Comprehensive Speed Enforcement	\$23,030.00
SC-2011	402-NHTSA-2011	SC-2011-51130-4072	Selective Enforcement	\$11,290.72
SC-2011	402-NHTSA-2011	SC-2011-51109-4051	Page County Transportation Project	\$18,850.00
SC-2011	402-NHTSA-2011	SC-2011-51212-4154	Safe Driving...It's a Risk Worth Taking	\$31,085.00
SC-2011	402-NHTSA-2011	SC-2011-51189-4131	Prince Edward County 2010-11 Highway Safety Program	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51303-4245	Prince William County Safe Roads Program	\$87,150.00
SC-2011	402-NHTSA-2011	SC-2011-51244-4186	Selective Enforcement	\$20,300.00
SC-2011	402-NHTSA-2011	SC-2011-51346-4288	Stopping Speeders on Russell County Roads	\$14,059.00
SC-2011	402-NHTSA-2011	SC-2011-51266-4208	Rural Traffic Safety	\$16,038.00
SC-2011	402-NHTSA-2011	SC-2011-51322-4264	Spotsylvania County Highway Safety Grant FY2011	\$67,950.00



## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51347-4289	Stafford County Enhanced Traffic Safety Efforts	\$70,400.00
SC-2011	402-NHTSA-2011	SC-2011-51262-4204	Seatbelt, Speed & DUI Enforcement	\$8,620.00
SC-2011	402-NHTSA-2011	SC-2011-51403-4345	Safe Roads Save Lives	\$17,550.00
SC-2011	402-NHTSA-2011	SC-2011-51235-4177	Speed Enforcement Grant	\$30,860.00
SC-2011	402-NHTSA-2011	SC-2011-51287-4229	Highway Safety Improvement Project	\$6,825.00
SC-2011	402-NHTSA-2011	SC-2011-51353-4295	Safe and Sober Roadways	\$8,999.00
SC-2011	402-NHTSA-2011	SC-2011-51163-4105	B.A.S.S. (Bridgewater Alcohol, Safety Seat, Seatbelt, Speed Enforcement)	\$9,028.80
SC-2011	402-NHTSA-2011	SC-2011-51394-4336	Selective Enforcement	\$12,170.00
SC-2011	402-NHTSA-2011	SC-2011-51175-4117	Traffic Enforcement Effort - 3	\$16,000.00
SC-2011	402-NHTSA-2011	SC-2011-51246-4188	Safer Community Initiative Part 1	\$16,645.00
SC-2011	402-NHTSA-2011	SC-2011-51317-4259	S.T.E.P. (Special Traffic Enforcement Program)	\$10,000.00
SC-2011	402-NHTSA-2011	SC-2011-51332-4274	Speed Control	\$8,110.00
SC-2011	402-NHTSA-2011	SC-2011-51399-4341	Gate City Traffic Safety Grant	\$10,300.00

## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51391-4333	DUI Selective Enforcement and Occupant Protection Enforcement	\$12,460.00
SC-2011	402-NHTSA-2011	SC-2011-51184-4126	C.A.V.E.S.	\$7,830.00
SC-2011	402-NHTSA-2011	SC-2011-51404-4346	Safe and Sound 10/11	\$7,324.00
SC-2011	402-NHTSA-2011	SC-2011-51143-4085	Highway Traffic Safety	\$8,645.00
SC-2011	402-NHTSA-2011	SC-2011-51232-4174	Smooth Safe and Sober Herndon	\$31,750.00
SC-2011	402-NHTSA-2011	SC-2011-51213-4155	Operation Cold Sober	\$15,000.00
SC-2011	402-NHTSA-2011	SC-2011-51366-4308	Independence Safety First	\$8,062.50
SC-2011	402-NHTSA-2011	SC-2011-51273-4215	Selective Enforcement/Speed/Impaired Driving	\$11,550.00
SC-2011	402-NHTSA-2011	SC-2011-51217-4159	SHOW - Safer Highways On the Way	\$9,060.00
SC-2011	402-NHTSA-2011	SC-2011-51318-4260	Operation STAND (Save Teens Act Now Defense)	\$10,010.00
SC-2011	402-NHTSA-2011	SC-2011-51272-4214	Speed/DUI Prevention	\$7,500.00
SC-2011	402-NHTSA-2011	SC-2011-51198-4140	Pembroke Traffic Safety Enforcement Project Two	\$9,907.00
SC-2011	402-NHTSA-2011	SC-2011-51306-4248	Quantico Town Police	\$4,000.00

## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51388-4330	Remington Highway Safety Grant	\$8,395.00
SC-2011	402-NHTSA-2011	SC-2011-51325-4267	Save the Streets	\$20,524.70
SC-2011	402-NHTSA-2011	SC-2011-51107-4049	DUI and Speed Enforcement Highway Safety Grant	\$9,452.00
SC-2011	402-NHTSA-2011	SC-2011-51115-4057	U.S.A./Use Seat Belts Always	\$3,620.00
SC-2011	402-NHTSA-2011	SC-2011-51150-4092	Stanley Police Department Highway Safety Program	\$7,612.00
SC-2011	402-NHTSA-2011	SC-2011-51369-4311	Waverly Highway Safety Blitz	\$15,600.00
SC-2011	402-NHTSA-2011	SC-2011-51278-4220	Traffic Safety for Small Jurisdictions	\$10,500.00
SC-2011	402-NHTSA-2011	SC-2011-51304-4246	Selective Enforcement	\$5,850.00
SC-2011	402-NHTSA-2011	SC-2011-51350-4292	Town of White Stone Highway Safety Project	\$2,100.00
SC-2011	402-NHTSA-2011	SC-2011-51188-4130	Speed, Occupant Protection, & DUI Enforcement	\$13,000.00
SC-2011	402-NHTSA-2011	SC-2011-51133-4075	FY2011 DMV Grant for DUI / Aggressive Driving Enforcement	\$44,550.00
SC-2011	402-NHTSA-2011	SC-2011-51389-4331	Drive Hammered...Get Nailed!	\$35,015.47
SC-2011	402-NHTSA-2011	SC-2011-51181-4123	Traffic Safety Solutions	\$12,500.00
SC-2011	402-NHTSA-2011	SC-2011-51336-4278	Safe Road	\$18,000.00

## Speed Management

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51139-4081	Colonial Heights Highway Safety Project	\$19,644.00
SC-2011	402-NHTSA-2011	SC-2011-51344-4286	Totally Safe Community for the Highlands	\$16,132.00
SC-2011	402-NHTSA-2011	SC-2011-51406-4348	Traffic Enforcement Tech	\$9,000.00
SC-2011	402-NHTSA-2011	SC-2011-51375-4317	FPDDMV2011	\$16,474.80
SC-2011	402-NHTSA-2011	SC-2011-51223-4165	Highway Safety 402 Grant	\$42,137.00
SC-2011	402-NHTSA-2011	SC-2011-51297-4239	Drunk/Impaired Driving, Speeding & Occupant Safety Selective Enforcement Program	\$30,000.00
SC-2011	402-NHTSA-2011	SC-2011-51172-4114	2010-2011 DMV Grant	\$40,440.00
SC-2011	402-NHTSA-2011	SC-2011-51138-4080	Selective Enforcement Highway Grant	\$59,149.00
SC-2011	402-NHTSA-2011	SC-2011-51339-4281	Petersburg Motorist and Occupant Safety Enforcement	\$35,200.00
SC-2011	402-NHTSA-2011	SC-2011-51126-4068	Selective Enforcement to Increase DUI Arrests and Reduce Speeding	\$22,840.00
SC-2011	402-NHTSA-2011	SC-2011-51151-4093	Speed/DUI Program	\$12,490.00
SC-2011	402-NHTSA-2011	SC-2011-51425-4367	Traffic Safety	\$100,275.00
SC-2011	402-NHTSA-2011	SC-2011-51359-4301	Roanoke Highway Safety Program 2010	\$46,992.00
SC-2011	402-NHTSA-2011	SC-2011-51231-4173	Safe In Salem	\$29,576.00
SC-2011	402-NHTSA-2011	SC-2011-51142-4084	Speed/Seatbelt Enforcement	\$9,984.00
SC-2011	402-NHTSA-2011	SC-2011-51253-4195	2010 - 2011 Traffic Safety Grant	\$38,500.00

## Speed Management

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
SC-2011	402-NHTSA-2011	SC-2011-51113-4055	Upgrade Speed Detection Equipment	\$105,000.00
SC-2011	402-NHTSA-2011	SC-2011-51117-4059	Speed - Selective Enforcement	\$292,818.06
<b>Total</b>				<b>\$2,509,754.05</b>

## Motorcycle Safety Program Area

Goal C-7: To decrease motorcyclist fatalities 3 percent from the 2009 calendar base year of 71 to 69 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Motorcyclist Fatalities (FARS)</b>	69	69	129	86	71	69

**Project Number:** 402 Motorcycle

**Project Title:** Motorcycle Safety

<b>Project Description</b>
Provide basic, advanced, and sidecar trike education and training.

**Budget:** \$283,915.00

Goal C-8: To decrease unhelmeted motorcyclist fatalities 30 percent from the 2009 calendar base year of 4 to 3 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Unhelmeted Motorcyclist Fatalities (FARS)</b>	9	2	12	6	4	3

**Project Number:** 402 Motorcycle

**Project Title:** Motorcycle Safety

<b>Project Description:</b>
Provide statewide public information and education campaigns to promote motorcycle safety for riders as well as all drivers sharing the road. Conduct Motorcycle Awareness in New Drivers through education provided in driver's education.

**Budget:** \$57,000.00

### Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K6	Motorcycle Safety	\$57,000.00	2010 Motorcycle Safety Incentive
<b>402 MC</b>	Motorcycle Safety	\$283,915.00	402 Motorcycle Safety
<b>Total All funds</b>		<b>\$340,915.00</b>	

### Motorcycle Safety

Grant Program	Award	Project Number	Project Title	Amount Approved
K6-2011	2010-Motorcycle-2010	K6-2011-51396-4338	Motorcyclist Safety Awareness Training - 2010 Grant Funds	\$17,000.00
K6-2011	2010-Motorcycle-2010	K6-2011-51380-4322	Virginia Highway Safety Office Motorcycle Media	\$40,000.00
MC-2011	402-NHTSA-2011	MC-2011-51365-4307	Motorcycle & Sidecar/Trike Education and Motorist Awareness	\$283,915.00
<b>Total</b>				<b>\$340,915.00</b>

## Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Goal C-9: To decrease drivers age 20 or younger involved in fatal crashes 4 percent from the 2009 calendar base year of 111 to 107 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Drivers age 20 or younger involved in Fatal Crashes (FARS)</b>	155	171	167	144	111	107

### Project Description:

This initiative will be included within alcohol programs, selective enforcement, driver education programs, and public information. Funding to support these programs is included through the overall mission to promote transportation safety and reduce traffic fatalities and injuries.

### Drivers Age 20 or Younger Involved in Fatal Crashes: Budget Summary

Project Number	Project Title	Budget	Budget Source
402 RS	Teen Safe Driver	\$104,390.00	402 Roadway Safety
402 RS	Buckle Up Safety Youth Training and Educational Outreach	\$14,500.00	402 Roadway Safety
405 OP	Make-It-Click: A Safety Belt Initiative for Tweens 2010-2011	\$66,551.00	405 Occupant Protection
154 AL	Virginia State Police Association/YOVASO Grant for FY2010-2011	\$409,541	154 Alcohol
<b>Total All funds</b>		<b>\$594,982.00</b>	

**Note:** See Appendix B: Cumulative Listing and Distribution for FY 2011 Grants Awarded.



## Pedestrian/Bicycle Safety Program Area

Goal C-10: To reduce pedestrian fatalities 3 percent from the 2009 calendar year base of 73 to 71 by December 31, 2011.

	Baseline Data					Goal
	2005	2006	2007	2008	2009	
<b>Pedestrian Fatalities (FARS)</b>	88	82	88	76	73	71

**Project Number:** 402 PS

**Project Title:** Pedestrian Safety

<p><b>Project Description:</b></p> <p>Provide public information and education campaigns, and paid media to promote bike and pedestrian safety.</p>
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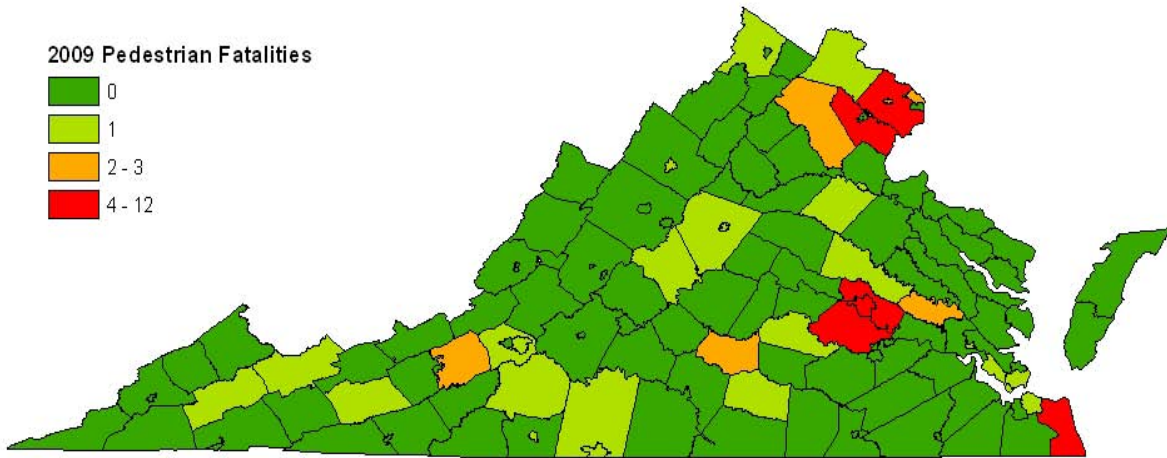
**Budget:** \$203,331.52

### Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402 PS	Pedestrian Safety	\$203,331.52	402 Pedestrian/ Bicycle Safety
<b>Total All funds</b>		<b>\$203,331.52</b>	

**Note:** The spreadsheet on page 50 explains the specific grants awarded, project number and title with approved amount to support this core outcome measure.

## Virginia Pedestrian Fatalities by Jurisdiction (2009)



### Pedestrian/Bicycle Safety

Grant Program	Award	Project Number	Project Title	Amount Approved
PS-2011	402-NHTSA-2011	PS-2011-51320-4262	Safety Town Instruction & Safety Materials for Elementary School Classes	\$1,877.52
PS-2011	402-NHTSA-2011	PS-2011-51260-4202	Statewide Bike and Pedestrian Education Program	\$91,454.00
PS-2011	402-NHTSA-2011	PS-2011-51408-4350	Street Smart Regional Pedestrian and Bicycle Safety Program	\$110,000.00
<b>402 Total</b>				<b>\$203,331.52</b>

## Traffic Records Program Area

Goal: To improve the collection, accuracy, timeliness, uniformity, integration, completeness and accessibility of the traffic records data in TREDIS by December 31, 2011.

### Performance Measures:

1. Increase distribution and usage of the TREDIS electronic data collection tool from 5,000 law enforcement officers to 7,000 by December 2011.
2. Increase the number of crash location latitude/longitude coordinates 20% from 18,993 to 22,792 by December 2011.
3. Integrate EMS VPHIB data elements with TREDIS system to increase from 0 EMS/NEMSIS fields collected to 75 EMS/NEMSIS fields by December 31, 2011.

**Project Number: 402 NHTSA 210**

**Project Title: Traffic Records**

#### Project Description:

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 Virginia's Traffic Records Coordinating Committee (TRCC), Virginia is utilizing highway safety funding sources to enhance TREDIS, the state's centralized, datawarehouse. 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.

**Budget: \$471,222.54**

**Project Number: 408 Data Source 2010**

**Project Title: Traffic Records**

#### Project Description:

Provide funding the enhancement xof the Traffic Records Electronic Data System (TREDIS).

**Budget: \$777,400.00**

### Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K-9	Data	\$777,400.00	408 Data Program Incentive
<b>402 TR</b>		<b>\$471,222.54</b>	
<b>Total All funds</b>		<b>\$1,248,622.54</b>	

### Traffic Records

Grant Program	Award	Project Number	Project Title	Amount Approved
TR-2011	402-NHTSA-2011	TR-2011-51269-4211	Traffic Records Project Proposal	\$11,659.20
TR-2011	402-NHTSA-2011	TR-2011-51224-4166	Traffic Records	\$106,600.35
TR-2011	402-NHTSA-2011	TR-2011-51258-4200	Supreme Court of Virginia Enhanced Traffic Records Improvement	\$134,400.00
TR-2011	402-NHTSA-2011	TR-2011-51120-4062	Support for Highway Safety Traffic Records Strategic Planning Programs	\$48,675.00
TR-2011	402-NHTSA-2011	TR-2011-51165-4107	Assessment of Traffic Records in Virginia	\$37,260.00
TR-2011	402-NHTSA-2011	TR-2011-51390-4332	CODES-Crash Outcome Data Evaluation System	\$132,627.99
K9-2011	408-DataSafetea-2011	K9-2011-51338-4280	Traffic Records Electronic Data System (TREDS Phase 2) – system enhancements	\$777,400.00
<b>Total</b>				<b>\$1,248,622.54</b>

## Roadway Safety Program Area

Goal: To increase awareness of roadway safety for all users of Virginia's roadways by achieving 200-300 Gross Rating Points (GRP) in television, and 200-250 GRP in radio. Additionally, requiring a 1:1 ratio of spots for each station purchased for the paid media schedules for Click It or Ticket and Checkpoint Strikeforce/Over the Limit, Under Arrest programs by December 31, 2011.

### Performance Measures:

1. Conduct paid media schedules to support Virginia and national highway safety program initiatives.
2. Provide law enforcement statewide with media tool boxes, consulting and guidance with media contacts to obtain "earned media" opportunities to support highway safety programs such as Click It or Ticket and Checkpoint Strikeforce.
3. Achieve a 1:1 ratio of spots for each station so that VAHSO can initiate media buys to support other VAHSO programs to educate and gain participation from the public in programs such as Motorcycle 411-Info You Can Live With and the HERO Campaign for Designated Drivers.

**Project Number:** 402 NHTSA

**Project Title:** Roadway Safety

**Project Description:**

Conduct public information awareness and education initiatives. Work with statewide and regional crash teams. Address driver initiatives through enforcement training.

**Budget:** \$1,650,049.44

### Roadway Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402 RS	Roadway Safety	\$1,650,049.44	402 – RS
<b>Total All funds</b>		<b>\$1,650,049.44</b>	

**Note:** The spreadsheets on pages 54-55 explain the specific grants awarded, project number and title with approved amount to support this core outcome measure

## Roadway Safety

Grant Program	Award	Project Number	Project Title	Amount Approved
RS-2011	402-NHTSA-2011	RS-2011-51296-4238	Regional Crash Team for Montgomery County Virginia	\$29,949.50
RS-2011	402-NHTSA-2011	RS-2011-51382-4324	Pulaski / Giles Regional Crash Team	\$25,000.00
RS-2011	402-NHTSA-2011	RS-2011-51194-4136	Roanoke/Montgomery Cos. Multijuris I-81 Safety Corridor & Approaches Enforcement	\$20,900.00
RS-2011	402-NHTSA-2011	RS-2011-51199-4141	Roanoke Valley Regional Traffic Crash Team	\$81,480.00
RS-2011	402-NHTSA-2011	RS-2011-51364-4306	Mt. Empire Regional Crash Team	\$26,500.00
RS-2011	402-NHTSA-2011	RS-2011-51367-4309	2011 Central Virginia Regional Crash Team	\$25,850.00
RS-2011	402-NHTSA-2011	RS-2011-51327-4269	Regional Crash Team	\$25,400.00
RS-2011	402-NHTSA-2011	RS-2011-51227-4169	James River Regional Crash Team	\$29,850.00
RS-2011	402-NHTSA-2011	RS-2011-51286-4228	Regional Training in Traffic Engineering	\$15,000.00
RS-2011	402-NHTSA-2011	RS-2011-51288-4230	Survive the Drive	\$53,356.10
RS-2011	402-NHTSA-2011	RS-2011-51102-4044	Public Information and Education of Virginia's Highway Safety Priorities	\$404,321.63
RS-2011	402-NHTSA-2011	RS-2011-51352-4294	Truck Safety Programs Coordinator	\$28,029.70
RS-2011	402-NHTSA-2011	RS-2011-51373-4315	Teen Safe Driver	\$104,390.00
RS-2011	402-NHTSA-2011	RS-2011-51424-4366	Buckle Up Safety Youth Training & Educational Outreach	\$14,500.00

## Roadway Safety

Grant Program	Award	Project Number	Project Title	Amount Approved
RS-2011	402-NHTSA-2011	RS-2011-51331-4273	Traffic Engineering and Traffic Records Training	\$3,200.00
RS-2011	402-NHTSA-2011	RS-2011-51220-4162	Fundamentals, Advanced and Motorcycle Crash Reconstruction Training	\$100,357.02
RS-2011	402-NHTSA-2011	RS-2011-51228-4170	Technical Assistance Training and Administration	\$202,910.44
RS-2011	402-NHTSA-2011	RS-2011-51219-4161	Multi-disciplinary Crash Investigation Team	\$131,405.05
RS-2011	402-NHTSA-2011	RS-2011-51368-4310	45-Hour Parent/Teen Driving Guide	\$29,900.00
RS-2011	402-NHTSA-2011	RS-2011-51362-4304	VAHSO Website Enhancement	\$178,950.00
RS-2011	402-NHTSA-2011	RS-2011-51265-4207	VAHSO Travel & Training	\$73,000.00
RS-2011	402-NHTSA-2011	RS-2011-51385-4327	VASITE Continuing Education Courses	\$15,000.00
RS-2011	402-NHTSA-2011	RS-2011-51319-4261	Driver Education In-Car Delivery	\$30,800.00
<b>Total</b>				<b>\$1,650,049.44</b>

## **CORE BEHAVIOR MEASURE**



## Seat Belt Use Rate – Observed Seat Belt Use Survey

Goal B-1: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .5 percent from the 2009 calendar base year of 80.5 to 81.0 by December 31, 2011.

	Baseline Data					Goal
	2006	2007	2008	2009	2010	
<b>Observed Seat Belt Use Rate Survey</b>	78.6	79.9	80.6	82.3	80.5	81.0

**Project Number:** 408 Occupant Protection

**Project Title:** Seat Belt Survey

<p><b>Project Description:</b></p> <p>Conduct an observational survey to determine use of seat belts for front seat occupants. This statewide survey will be conducted June 7 through June 20, 2011.</p> <p>A telephone survey will be conducted that will include questions regarding seat belt use, impaired driving and speeding July 2011</p>
---

**Budget:** \$89,614.00

### Observational Seat Belt Use Survey: Budget Summary

Project Number	Project Title	Budget	Budget Source
402 OP	Observational Seat Belt Use Survey Phone Survey	\$89,614.00	Occupant Protection
<b>Total All funds</b>		<b>\$89,614.00</b>	

## **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.

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 2011 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).

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Governor's Representative for Highway Safety

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Date



## **Appendix A**

### **Highway Safety Plan Cost Summary and Match Review Reports**

A - 1

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

State: Virginia	Highway Safety Plan Cost Summary	Page: 1
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	2011-HSP-1	Report Date: 08/13/2010
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	For Approval	
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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
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NHTSA

NHTSA 402

Planning and Administration

PA-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$503,836.35	\$503,836.35	\$503,836.35
Planning and Administration Total			\$ .00	\$ .00	\$ .00	\$503,836.35	\$503,836.35	\$503,836.35

Alcohol

AL-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$55,089.60	\$55,089.60	\$55,089.60
Alcohol Total			\$ .00	\$ .00	\$ .00	\$55,089.60	\$55,089.60	\$55,089.60

Motorcycle Safety

MC-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$470,112.86	\$470,112.86	\$470,112.86
Motorcycle Safety Total			\$ .00	\$ .00	\$ .00	\$470,112.86	\$470,112.86	\$470,112.86

Occupant Protection

OP-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$638,599.48	\$638,599.48	\$638,599.48
Occupant Protection Total			\$ .00	\$ .00	\$ .00	\$638,599.48	\$638,599.48	\$638,599.48

Pedestrian/Bicycle Safety

PS-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$293,316.09	\$293,316.09	\$293,316.09
Pedestrian/Bicycle Safety Total			\$ .00	\$ .00	\$ .00	\$293,316.09	\$293,316.09	\$293,316.09

Traffic Records

TR-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$715,208.41	\$715,208.41	\$715,208.41
Traffic Records Total			\$ .00	\$ .00	\$ .00	\$715,208.41	\$715,208.41	\$715,208.41

Roadway Safety

RS-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$3,042,075.47	\$3,042,075.47	\$3,042,075.47
Roadway Safety Total			\$ .00	\$ .00	\$ .00	\$3,042,075.47	\$3,042,075.47	\$3,042,075.47

Speed Control

SC-2011-00-00-00			\$ .00	\$ .00	\$ .00	\$3,608,952.23	\$3,608,952.23	\$3,608,952.23
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**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Virginia		Highway Safety Plan Cost Summary					Page: 2	
		2011-HSP-1					Report Date: 08/13/2010	
		For Approval						
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Speed Control Total		\$ .00	\$ .00	\$ .00	\$3,608,952.23	\$3,608,952.23	\$3,608,952.23
	NHTSA 402 Total		\$ .00	\$ .00	\$ .00	\$9,327,190.49	\$9,327,190.49	\$9,327,190.49
405 OP SAFETEA-LU								
	K2-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$2,589,210.20	\$2,589,210.20	\$ .00
	405 Occupant Protection Total		\$ .00	\$ .00	\$ .00	\$2,589,210.20	\$2,589,210.20	\$ .00
	405 OP SAFETEA-LU Total		\$ .00	\$ .00	\$ .00	\$2,589,210.20	\$2,589,210.20	\$ .00
408 Data Program SAFETEA-LU								
	K9-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$1,645,728.11	\$1,645,728.11	\$ .00
	408 Data Program Incentive Total		\$ .00	\$ .00	\$ .00	\$1,645,728.11	\$1,645,728.11	\$ .00
	408 Data Program SAFETEA-LU Total		\$ .00	\$ .00	\$ .00	\$1,645,728.11	\$1,645,728.11	\$ .00
410 Alcohol SAFETEA-LU								
	K8-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$10,213,923.80	\$10,213,923.80	\$ .00
	410 Alcohol SAFETEA-LU Total		\$ .00	\$ .00	\$ .00	\$10,213,923.80	\$10,213,923.80	\$ .00
2010 Motorcycle Safety								
	K6-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$241,582.38	\$241,582.38	\$ .00
	2010 Motorcycle Safety Incentive Total		\$ .00	\$ .00	\$ .00	\$241,582.38	\$241,582.38	\$ .00
	2010 Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$241,582.38	\$241,582.38	\$ .00
2011 Child Seats								
	K3-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$1,007,284.74	\$1,007,284.74	\$ .00
	2011 Child Seat Incentive Total		\$ .00	\$ .00	\$ .00	\$1,007,284.74	\$1,007,284.74	\$ .00
	2011 Child Seats Total		\$ .00	\$ .00	\$ .00	\$1,007,284.74	\$1,007,284.74	\$ .00
154 Transfer Funds								
	154PA-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$3,393,972.97	\$3,393,972.97	\$ .00
	154 Planning and Administration Total		\$ .00	\$ .00	\$ .00	\$3,393,972.97	\$3,393,972.97	\$ .00

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

State: Virginia		Highway Safety Plan Cost Summary					Page: 3	
		2011-HSP-1					Report Date: 08/13/2010	
		For Approval						
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
154 Alcohol								
	154AL-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$25,067,222.70	\$25,067,222.70	\$25,067,222.70
	154 Alcohol Total		\$ .00	\$ .00	\$ .00	\$25,067,222.70	\$25,067,222.70	\$25,067,222.70
154 Hazard Elimination								
	154HE-2011-00-00-00		\$ .00	\$ .00	\$ .00	\$37,040,419.13	\$37,040,419.13	\$ .00
	154 Hazard Elimination Total		\$ .00	\$ .00	\$ .00	\$37,040,419.13	\$37,040,419.13	\$ .00
	154 Transfer Funds Total		\$ .00	\$ .00	\$ .00	\$65,501,614.80	\$65,501,614.80	\$25,067,222.70
	NHTSA Total		\$ .00	\$ .00	\$ .00	\$90,526,534.52	\$90,526,534.52	\$34,394,413.19
	Total		\$ .00	\$ .00	\$ .00	\$90,526,534.52	\$90,526,534.52	\$34,394,413.19

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

State: Virginia	HSP Match Review	Page: 1
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	2011-HSP-1	Report Date: 08/13/2010
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	For Approval	
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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
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NHTSA

NHTSA 402

Planning and Administration

PA-2011-00-00-00		\$503,836.35	\$.00 0%	\$503,836.35	\$.00	\$503,836.35 100%	\$.00 0%	\$503,836.35 100%
Planning and Administration Total		\$503,836.35	\$.00 0%	\$503,836.35	\$.00	\$503,836.35 100%	\$.00 0%	\$503,836.35 100%

Alcohol

AL-2011-00-00-00		\$55,089.60	\$.00 0%	\$55,089.60	\$.00	\$55,089.60 100%		
Alcohol Total		\$55,089.60	\$.00 0%	\$55,089.60	\$.00	\$55,089.60 100%		

Motorcycle Safety

MC-2011-00-00-00		\$470,112.86	\$.00 0%	\$470,112.86	\$.00	\$470,112.86 100%		
Motorcycle Safety Total		\$470,112.86	\$.00 0%	\$470,112.86	\$.00	\$470,112.86 100%		

Occupant Protection

OP-2011-00-00-00		\$638,599.48	\$.00 0%	\$638,599.48	\$.00	\$638,599.48 100%		
Occupant Protection Total		\$638,599.48	\$.00 0%	\$638,599.48	\$.00	\$638,599.48 100%		

Pedestrian/Bicycle Safety

PS-2011-00-00-00		\$293,316.09	\$.00 0%	\$293,316.09	\$.00	\$293,316.09 100%		
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**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Virginia		HSP Match Review					Page: 2	
		2011-HSP-1					Report Date: 08/13/2010	
		For Approval						
Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	Pedestrian/Bicycle Safety Total	\$293,316.09	\$0.00 0%	\$293,316.09	\$0.00	\$293,316.09 100%		
<b>Traffic Records</b>								
	TR-2011-00-00-00	\$715,208.41	\$0.00 0%	\$715,208.41	\$0.00	\$715,208.41 100%		
	Traffic Records Total	\$715,208.41	\$0.00 0%	\$715,208.41	\$0.00	\$715,208.41 100%		
<b>Roadway Safety</b>								
	RS-2011-00-00-00	\$3,042,075.47	\$0.00 0%	\$3,042,075.47	\$0.00	\$3,042,075.47 100%		
	Roadway Safety Total	\$3,042,075.47	\$0.00 0%	\$3,042,075.47	\$0.00	\$3,042,075.47 100%		
<b>Speed Control</b>								
	SC-2011-00-00-00	\$3,608,952.23	\$0.00 0%	\$3,608,952.23	\$0.00	\$3,608,952.23 100%		
	Speed Control Total	\$3,608,952.23	\$0.00 0%	\$3,608,952.23	\$0.00	\$3,608,952.23 100%		
	NHTSA 402 Total	\$9,327,190.49	\$0.00 0%	\$9,327,190.49	\$0.00	\$9,327,190.49 100%	\$0.00 0%	\$503,836.35 5%
<b>405 OP SAFETEA-LU</b>								
	K2-2011-00-00-00	\$2,589,210.20	\$0.00 0%	\$2,589,210.20	\$0.00	\$0.00 0%		
	405 Occupant Protection Total	\$2,589,210.20	\$0.00 0%	\$2,589,210.20	\$0.00	\$0.00 0%		

U.S. Department of Transportation National Highway Traffic Safety Administration								
State: Virginia		HSP Match Review				Page: 3		
		2011-HSP-1				Report Date: 08/13/2010		
		For Approval						
Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
405 OP SAFETEA-LU Total		\$2,589,210.20	\$ .00 0%	\$2,589,210.20	\$ .00	\$ .00 0%		
408 Data Program SAFETEA-LU								
K9-2011-00-00-00		\$1,645,728.11	\$ .00 0%	\$1,645,728.11	\$ .00	\$ .00 0%		
408 Data Program Incentive Total		\$1,645,728.11	\$ .00 0%	\$1,645,728.11	\$ .00	\$ .00 0%		
408 Data Program SAFETEA-LU Total		\$1,645,728.11	\$ .00 0%	\$1,645,728.11	\$ .00	\$ .00 0%		
410 Alcohol SAFETEA-LU								
K8-2011-00-00-00		\$10,213,923.80	\$ .00 0%	\$10,213,923.80	\$ .00	\$ .00 0%		
410 Alcohol SAFETEA-LU Total		\$10,213,923.80	\$ .00 0%	\$10,213,923.80	\$ .00	\$ .00 0%		
2010 Motorcycle Safety								
K6-2011-00-00-00		\$241,582.38	\$ .00 0%	\$241,582.38	\$ .00	\$ .00 0%		
2010 Motorcycle Safety Incentive Total		\$241,582.38	\$ .00 0%	\$241,582.38	\$ .00	\$ .00 0%		
2010 Motorcycle Safety Total		\$241,582.38	\$ .00 0%	\$241,582.38	\$ .00	\$ .00 0%		
2011 Child Seats								
K3-2011-00-00-00		\$1,007,284.74	\$ .00 0%	\$1,007,284.74	\$ .00	\$ .00 0%		



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

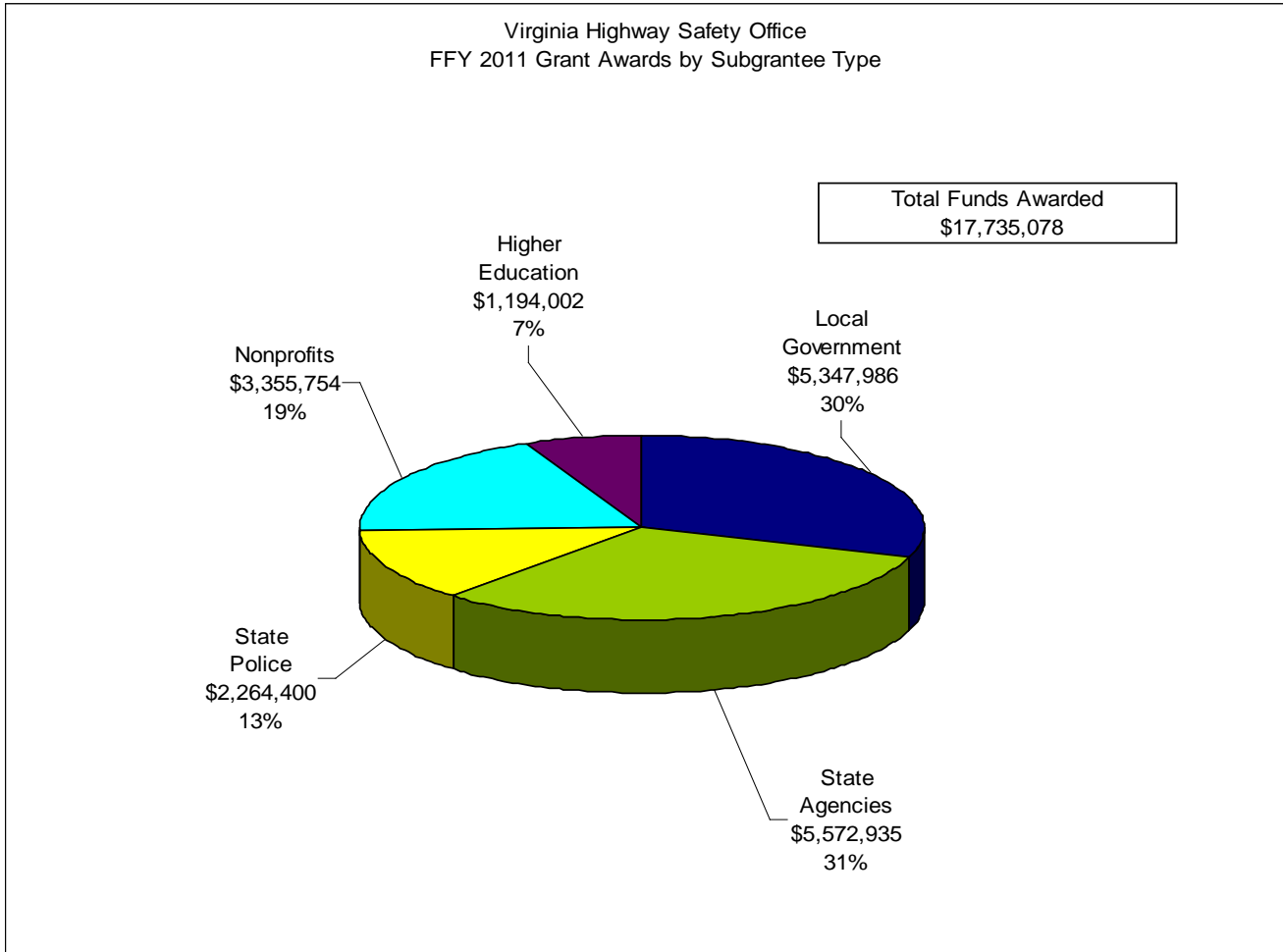
State: Virginia		HSP Match Review				Page: 4		
		2011-HSP-1				Report Date: 08/13/2010		
		For Approval						
Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	2011 Child Seat Incentive Total	\$1,007,284.74	\$0.00 0%	\$1,007,284.74	\$0.00	\$0.00 0%		
	2011 Child Seats Total	\$1,007,284.74	\$0.00 0%	\$1,007,284.74	\$0.00	\$0.00 0%		
<b>154 Transfer Funds</b>								
	154PA-2011-00-00-00	\$3,393,972.97	\$0.00 0%	\$3,393,972.97	\$0.00	\$0.00 0%	\$0.00 0%	\$3,393,972.97 100%
	154 Planning and Administration Total	\$3,393,972.97	\$0.00 0%	\$3,393,972.97	\$0.00	\$0.00 0%	\$0.00 0%	\$3,393,972.97 100%
<b>154 Alcohol</b>								
	154AL-2011-00-00-00	\$25,067,222.70	\$0.00 0%	\$25,067,222.70	\$0.00	\$25,067,222.70 100%		
	154 Alcohol Total	\$25,067,222.70	\$0.00 0%	\$25,067,222.70	\$0.00	\$25,067,222.70 100%		
<b>154 Hazard Elimination</b>								
	154HE-2011-00-00-00	\$37,040,419.13	\$0.00 0%	\$37,040,419.13	\$0.00	\$0.00 0%		
	154 Hazard Elimination Total	\$37,040,419.13	\$0.00 0%	\$37,040,419.13	\$0.00	\$0.00 0%		
	154 Transfer Funds Total	\$65,501,614.80	\$0.00 0%	\$65,501,614.80	\$0.00	\$25,067,222.70 38%	\$0.00 0%	\$3,393,972.97 5%
	NHTSA Total	\$90,526,534.52	\$0.00 0%	\$90,526,534.52	\$0.00	\$34,394,413.19 38%	\$0.00 0%	\$3,897,809.32 4%
	Total	\$90,526,534.52	\$0.00 0%	\$90,526,534.52	\$0.00	\$34,394,413.19 38%	\$0.00 0%	\$3,897,809.32 4%

## **APPENDIX B**

### **Financial Summary Graph with Cumulative Listing and Distribution FY 2011 Grants Awarded**

B - 1

# Financial Summary Graph



**Cumulative Listing and Distribution  
FY 2011 Grants Awarded**

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51118-4060	Selective Enforcement	\$23,967.00
154AL-2011	154-Transfer-2011	154AL-2011-51211-4153	Enhancing Traffic Safety in Albemarle County	\$45,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51263-4205	Operation Hammerdown	\$16,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51341-4283	Amherst County Highway Safety	\$19,655.00
154AL-2011	154-Transfer-2011	154AL-2011-51111-4053	Augusta County Sheriff's Office Alcohol Safety Action Program	\$35,680.00
154AL-2011	154-Transfer-2011	154AL-2011-51337-4279	The Buck Stops Here	\$17,754.00
154AL-2011	154-Transfer-2011	154AL-2011-51203-4145	Alcohol & Speed Reduction / Occupant Protection	\$15,220.00
154AL-2011	154-Transfer-2011	154AL-2011-51313-4255	FY 2011 Smart, Safe and Sober	\$12,189.00
154AL-2011	154-Transfer-2011	154AL-2011-51277-4219	Rural Roads and Occupant Safety	\$32,620.00
154AL-2011	154-Transfer-2011	154AL-2011-51164-4106	402 Highway Enforcement	\$29,290.00
154AL-2011	154-Transfer-2011	154AL-2011-51357-4299	Charles City County Highway Safety Project II	\$17,700.00
154AL-2011	154-Transfer-2011	154AL-2011-51361-4303	Operation Safe and Sober	\$18,890.00
154AL-2011	154-Transfer-2011	154AL-2011-51108-4050	Safe and Sober Roads	\$7,677.00
154AL-2011	154-Transfer-2011	154AL-2011-51137-4079	Culpeper Combats Drunk Driving	\$20,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51423-4365	Cumberland County Highway Safety Improvement	\$22,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51229-4171	Highway Safety Project	\$14,589.00
154AL-2011	154-Transfer-2011	154AL-2011-51384-4326	2010-2011 Highway Safety	\$21,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51226-4168	Drive Sober, Slow Down, & Buckle-Up	\$29,942.00
154AL-2011	154-Transfer-2011	154AL-2011-51208-4150	Reduction in Highway Traffic Crashes by High Intensity Enforcement	\$27,900.00
154AL-2011	154-Transfer-2011	154AL-2011-51354-4296	2010-2011 Traffic Safety Project	\$22,575.00

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51186-4128	Greene County Road Safety Enforcement	\$16,477.00
154AL-2011	154-Transfer-2011	154AL-2011-51393-4335	Alcohol/Speed/Occupant Protection	\$10,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51233-4175	Highway Safety Enforcement Project	\$45,350.00
154AL-2011	154-Transfer-2011	154AL-2011-51420-4362	Enhancing Traffic Safety for Henry County, Virginia	\$29,736.00
154AL-2011	154-Transfer-2011	154AL-2011-51157-4099	Arch Angel Highway-Alcohol-Speed-Seatbelt Enforcement	\$25,482.00
154AL-2011	154-Transfer-2011	154AL-2011-51122-4064	Operation Safe And Sober	\$15,110.60
154AL-2011	154-Transfer-2011	154AL-2011-51249-4191	Police Traffic Services (Speeding, DUI, Occupant Protection)	\$16,915.00
154AL-2011	154-Transfer-2011	154AL-2011-51168-4110	Drive Smart in 2011	\$21,030.00
154AL-2011	154-Transfer-2011	154AL-2011-51239-4181	Reducing Drunk Driving in Montgomery County #2	\$31,420.00
154AL-2011	154-Transfer-2011	154AL-2011-51136-4078	Smart, Safe and Sober	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51342-4284	Orange County Safe Roads Continuation Grant	\$23,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51340-4282	Arrest of Alcohol/Drug Impaired Drivers and Speed Reduction	\$22,590.00
154AL-2011	154-Transfer-2011	154AL-2011-51129-4071	Occupant Safety / Alcohol / Speed	\$25,319.00
154AL-2011	154-Transfer-2011	154AL-2011-51190-4132	Partners for Safe Teen Driving	\$119,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51183-4125	DUI Enforcement Project	\$19,410.00
154AL-2011	154-Transfer-2011	154AL-2011-51335-4277	Click It or Ticket	\$15,494.50
154AL-2011	154-Transfer-2011	154AL-2011-51195-4137	Operation DailyWatch/Teen Safe Drivers	\$26,620.00
154AL-2011	154-Transfer-2011	154AL-2011-51180-4122	Rockingham County Highway Safety Grant	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51193-4135	Ensuring Safer Highways Through Enforcement	\$27,868.00
154AL-2011	154-Transfer-2011	154AL-2011-51216-4158	Highway Safety 2010	\$13,617.00
154AL-2011	154-Transfer-2011	154AL-2011-51374-4316	Highway Safety Enforcement	\$31,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51333-4275	Selective Enforcement/Click It or Ticket	\$31,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51370-4312	Selective Enforcement	\$15,194.00

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51155-4097	Ashland Safe Streets	\$29,086.00
154AL-2011	154-Transfer-2011	154AL-2011-51271-4213	Big Stone Gap Highway Safety Grant	\$13,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51148-4090	Blackstone Highway Safety Project 2010-2011	\$10,573.00
154AL-2011	154-Transfer-2011	154AL-2011-51160-4102	Safer Roads in 2010	\$15,046.00
154AL-2011	154-Transfer-2011	154AL-2011-51214-4156	Highway Safety Enforcement (Speed, Safety Belt & DUI Enforcement)	\$5,704.00
154AL-2011	154-Transfer-2011	154AL-2011-51293-4235	Safe Chincoteague Streets 2011	\$12,051.00
154AL-2011	154-Transfer-2011	154AL-2011-51179-4121	Home Grown Traffic Safety Initiatives	\$30,640.00
154AL-2011	154-Transfer-2011	154AL-2011-51174-4116	2011 Radar and Selective Enforcement	\$12,834.00
154AL-2011	154-Transfer-2011	154AL-2011-51125-4067	Speed & DUI Enforcement	\$13,960.00
154AL-2011	154-Transfer-2011	154AL-2011-51308-4250	Educate and Keep Culpeper Safe	\$13,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51397-4339	DMV Equipment Grant	\$10,524.00
154AL-2011	154-Transfer-2011	154AL-2011-51240-4182	Speed Reduction and Safe and Sober Roads	\$13,030.00
154AL-2011	154-Transfer-2011	154AL-2011-51234-4176	Stop the Speed	\$3,950.00
154AL-2011	154-Transfer-2011	154AL-2011-51284-4226	Safer Streets In Front Royal	\$15,345.00
154AL-2011	154-Transfer-2011	154AL-2011-51124-4066	2010 Gordonsville Traffic Safety Program	\$11,400.00
154AL-2011	154-Transfer-2011	154AL-2011-51316-4258	2011 Selective Enforcement	\$5,550.00
154AL-2011	154-Transfer-2011	154AL-2011-51103-4045	Louisa Safe Streets III	\$12,600.00
154AL-2011	154-Transfer-2011	154AL-2011-51324-4266	Think Safe, Drive Safe & Be Safe	\$8,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51299-4241	Middletown Safe Roads 2011	\$7,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51128-4070	Project "MOSS" 3 (Make Our Streets Safer)	\$6,350.00
154AL-2011	154-Transfer-2011	154AL-2011-51300-4242	10-11 Safety Enforcement Blitz	\$10,930.00
154AL-2011	154-Transfer-2011	154AL-2011-51294-4236	Onley Police Dept. Highway Safety Grant	\$9,300.00
154AL-2011	154-Transfer-2011	154AL-2011-51177-4119	TOPPs (Total Occupant Protection in Pearisburg)	\$17,535.30

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
154AL-2011	154-Transfer-2011	154AL-2011-51395-4337	PGPD DMV Grant 2011	\$12,500.00
154AL-2011	154-Transfer-2011	154AL-2011-51171-4113	Selective Speed Enforcement	\$14,850.00
154AL-2011	154-Transfer-2011	154AL-2011-51146-4088	Project Director	\$13,550.00
154AL-2011	154-Transfer-2011	154AL-2011-51251-4193	Smooth Operator of Purcellville 2011	\$6,900.00
154AL-2011	154-Transfer-2011	154AL-2011-51275-4217	DMV Grant 2010-2011	\$13,785.00
154AL-2011	154-Transfer-2011	154AL-2011-51225-4167	Strasburg Drive Safe	\$10,125.00
154AL-2011	154-Transfer-2011	154AL-2011-51201-4143	Proactive DUI & Speeding Enforcement	\$16,750.00
154AL-2011	154-Transfer-2011	154AL-2011-51343-4285	S.T.R.I.P.E. II	\$8,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51221-4163	Choose Life, Use Your Belts - Phase I	\$17,106.00
154AL-2011	154-Transfer-2011	154AL-2011-51169-4111	Selective Enforcement	\$20,508.00
154AL-2011	154-Transfer-2011	154AL-2011-51207-4149	Highway Safety 2011 Grant	\$15,824.00
154AL-2011	154-Transfer-2011	154AL-2011-51289-4231	Drive Safe - Drive Sober - DUI Enforcement and Education Program	\$29,200.00
154AL-2011	154-Transfer-2011	154AL-2011-51298-4240	FY2011 Highway Safety Grant	\$40,470.00
154AL-2011	154-Transfer-2011	154AL-2011-51187-4129	Selective Enforcement	\$35,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51407-4349	HPD 2010 In Car Camera System	\$15,781.84
154AL-2011	154-Transfer-2011	154AL-2011-51427-4369	Manassas City Police Proactive Traffic Safety	\$28,561.00
154AL-2011	154-Transfer-2011	154AL-2011-51131-4073	Occupant Protection/DUI Enforcement	\$16,299.00
154AL-2011	154-Transfer-2011	154AL-2011-51209-4151	Comprehensive Speed, DUI / Passenger and CMV Occupant Restraint Enforcement	\$47,289.00
154AL-2011	154-Transfer-2011	154AL-2011-51254-4196	DUI Enforcement	\$55,150.00
154AL-2011	154-Transfer-2011	154AL-2011-51381-4323	Safe with Class	\$19,327.00
154AL-2011	154-Transfer-2011	154AL-2011-51405-4347	VA Law Enforcement Training and Resources	\$300,308.75
154AL-2011	154-Transfer-2011	154AL-2011-51412-4354	2010-2011 Checkpoint Strikeforce Campaign	\$1,103,894.00



Grant Program	Award	Project Number	Project Title	Amount Approved
154AL-2011	154-Transfer-2011	154AL-2011-51416-4358	Virginia GrandDriver: Staying Ahead of the Age Curve	\$98,364.00
154AL-2011	154-Transfer-2011	154AL-2011-51110-4052	Air, Land and Speed	\$883,607.88
154AL-2011	154-Transfer-2011	154AL-2011-51409-4351	NSUPD Highway Safety Project	\$6,600.00
154AL-2011	154-Transfer-2011	154AL-2011-51328-4270	VASAP Case Management and Facilitator Training	\$58,100.00
154AL-2011	154-Transfer-2011	154AL-2011-51256-4198	Campus Traffic Safety	\$12,160.00
154AL-2011	154-Transfer-2011	154AL-2011-51205-4147	Reduce Impaired Driving-Related Crashes, Injuries & Fatalities	\$83,720.00
154AL-2011	154-Transfer-2011	154AL-2011-51176-4118	UR Traffic Safety Initiative	\$16,140.00
154AL-2011	154-Transfer-2011	154AL-2011-51144-4086	Highway Safety Project-CASC: TSRP, Advanced DUI, DUID	\$123,727.50
154AL-2011	154-Transfer-2011	154AL-2011-51360-4302	FY2011 Law Enforcement Liaison	\$194,250.00
154AL-2011	154-Transfer-2011	154AL-2011-51401-4343	Statewide DUI/DUID Training	\$41,300.00
154AL-2011	154-Transfer-2011	154AL-2011-51418-4360	VAHSO Project Support Project	\$84,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51127-4069	Virginia Highway Safety Office Media	\$767,000.00
154AL-2011	154-Transfer-2011	154AL-2011-51274-4216	2011 DMV 1	\$10,270.00
154AL-2011	154-Transfer-2011	154AL-2011-51402-4344	Support of Virginia's Statewide DUI/DUID Efforts	\$25,520.00
154AL-2011	154-Transfer-2011	154AL-2011-51413-4355	Getting Started 2010	\$10,440.00
154AL-2011	154-Transfer-2011	154AL-2011-51154-4096	Virginia State Police Association/YOVASO Grant for FY2010-2011	\$409,541.00
154AL-2011	154-Transfer-2011	154AL-2011-51426-4368	Hampden-Sydney College Highway Safety Plan	\$10,996.00
154PA-2011	154-Transfer-2011	154PA-2011-51371-4313	NHTSA-154 Planning and Administrative	\$1,804,000.00
K6-2011	2010-Motorcycle-2010	K6-2011-51396-4338	Motorcyclist Safety Awareness Training - 2010 Grant Funds	\$17,000.00
K6-2011	2010-Motorcycle-2010	K6-2011-51380-4322	Virginia Highway Safety Office Motorcycle Media	\$40,000.00
K3-2011	2011-Child-Seats	K3-2011-51267-	Occupant Protection and	\$25,000.00

Grant Program	Award	Project Number	Project Title	Amount Approved
		4209	Education Project	
K3-2011	2011-Child-Seats	K3-2011-51152-4094	Child Passenger Safety Program	\$19,750.00
K3-2011	2011-Child-Seats	K3-2011-51230-4172	Occupant Protection for Children Training Coordinator	\$134,356.08
AL-2011	402-NHTSA-2011	AL-2011-51345-4287	DMV Safety Grant	\$4,116.00
AL-2011	402-NHTSA-2011	AL-2011-51202-4144	LUPD Traffic Safety Grant	\$6,543.00
AL-2011	402-NHTSA-2011	AL-2011-51419-4361	Pedestrian Safety	\$7,200.00
MC-2011	402-NHTSA-2011	MC-2011-51365-4307	Motorcycle & Sidecar/Trike Education and Motorist Awareness	\$283,915.00
OP-2011	402-NHTSA-2011	OP-2011-51392-4334	Virginia Targeted Occupant Protection/Impaired Driving 2011	\$200,247.00
OP-2011	402-NHTSA-2011	OP-2011-51415-4357	Virginia Seat Belt Survey 2011	\$89,614.00
PA-2011	402-NHTSA-2011	PA-2011-51358-4300	402-Planning and Administration	\$300,000.00
PS-2011	402-NHTSA-2011	PS-2011-51320-4262	Safety Town Instruction & Safety Materials for Elementary School Classes	\$1,877.52
PS-2011	402-NHTSA-2011	PS-2011-51260-4202	Statewide Bike and Pedestrian Education Program	\$91,454.00
PS-2011	402-NHTSA-2011	PS-2011-51408-4350	Street Smart Regional Pedestrian and Bicycle Safety Program	\$110,000.00
RS-2011	402-NHTSA-2011	RS-2011-51296-4238	Regional Crash Team for Montgomery County Virginia	\$29,949.50
RS-2011	402-NHTSA-2011	RS-2011-51382-4324	Pulaski / Giles Regional Crash Team	\$25,000.00
RS-2011	402-NHTSA-2011	RS-2011-51194-4136	Roanoke/Montgomery Cos. Multijuris I-81 Safety Corridor & Approaches Enforcement	\$20,900.00
RS-2011	402-NHTSA-2011	RS-2011-51199-4141	Roanoke Valley Regional Traffic Crash Team	\$81,480.00
RS-2011	402-NHTSA-2011	RS-2011-51364-	Mt. Empire Regional Crash	\$26,500.00

Grant Program	Award	Project Number	Project Title	Amount Approved
		4306	Team	
RS-2011	402-NHTSA-2011	RS-2011-51367-4309	2011 Central Virginia Regional Crash Team	\$25,850.00
RS-2011	402-NHTSA-2011	RS-2011-51327-4269	Regional Crash Team	\$25,400.00
RS-2011	402-NHTSA-2011	RS-2011-51227-4169	James River Regional Crash Team	\$29,850.00
RS-2011	402-NHTSA-2011	RS-2011-51286-4228	Regional Training in Traffic Engineering	\$15,000.00
RS-2011	402-NHTSA-2011	RS-2011-51288-4230	Survive the Drive	\$53,356.10
RS-2011	402-NHTSA-2011	RS-2011-51102-4044	Public Information and Education of Virginia's Highway Safety Priorities	\$404,321.63
RS-2011	402-NHTSA-2011	RS-2011-51352-4294	Truck Safety Programs Coordinator	\$28,029.70
RS-2011	402-NHTSA-2011	RS-2011-51373-4315	Teen Safe Driver	\$104,390.00
RS-2011	402-NHTSA-2011	RS-2011-51424-4366	Buckle Up Safety Youth Training & Educational Outreach	\$14,500.00
RS-2011	402-NHTSA-2011	RS-2011-51331-4273	Traffic Engineering and Traffic Records Training	\$3,200.00
RS-2011	402-NHTSA-2011	RS-2011-51220-4162	Fundamentals, Advanced and Motorcycle Crash Reconstruction Training	\$100,357.02
RS-2011	402-NHTSA-2011	RS-2011-51228-4170	Technical Assistance Training and Administration	\$202,910.44
RS-2011	402-NHTSA-2011	RS-2011-51219-4161	Multi-disciplinary Crash Investigation Team	\$131,405.05
RS-2011	402-NHTSA-2011	RS-2011-51368-4310	45-Hour Parent/Teen Driving Guide	\$29,900.00
RS-2011	402-NHTSA-2011	RS-2011-51362-4304	VAHSO Website Enhancement	\$178,950.00
RS-2011	402-NHTSA-2011	RS-2011-51265-4207	VAHSO Travel & Training	\$73,000.00
RS-2011	402-NHTSA-2011	RS-2011-51385-4327	VASITE Continuing Education Courses	\$15,000.00
RS-2011	402-NHTSA-2011	RS-2011-51319-4261	Driver Education In-Car Delivery	\$30,800.00
SC-2011	402-NHTSA-2011	SC-2011-51310-4252	Alleghany County - A Safe Community	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51222-4164	Police Traffic Services	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51101-4043	ACSO Safe Driving Program	\$21,100.00

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
SC-2011	402-NHTSA-2011	SC-2011-51301-4243	Strategic Traffic Enforcement Program	\$52,100.00
SC-2011	402-NHTSA-2011	SC-2011-51156-4098	Crash Reduction via DUI Enforcement	\$24,917.00
SC-2011	402-NHTSA-2011	SC-2011-51261-4203	Saving Lives Through Safety Belts	\$19,022.00
SC-2011	402-NHTSA-2011	SC-2011-51356-4298	DUI / Seat Belt Enforcement Saving LIVES	\$23,550.00
SC-2011	402-NHTSA-2011	SC-2011-51167-4109	Speed & DUI / DUID Enforcement	\$16,590.00
SC-2011	402-NHTSA-2011	SC-2011-51145-4087	Enforcing Traffic Safety in Chesterfield County	\$82,995.00
SC-2011	402-NHTSA-2011	SC-2011-51237-4179	Highway Blitz	\$21,031.00
SC-2011	402-NHTSA-2011	SC-2011-51348-4290	Smooth Operator / Click It or Ticket	\$110,800.00
SC-2011	402-NHTSA-2011	SC-2011-51326-4268	Giles County Safe and Sober Enforcement Project	\$16,482.00
SC-2011	402-NHTSA-2011	SC-2011-51173-4115	2011 Highway Safety Grant	\$8,353.00
SC-2011	402-NHTSA-2011	SC-2011-51159-4101	Traffic Safety Enforcement for FY2011	\$163,655.00
SC-2011	402-NHTSA-2011	SC-2011-51309-4251	FY11 Highway Safety Initiative	\$34,569.00
SC-2011	402-NHTSA-2011	SC-2011-51141-4083	Highway Safety Enforcement	\$12,660.00
SC-2011	402-NHTSA-2011	SC-2011-51323-4265	Safe Driver Campaign	\$43,600.00
SC-2011	402-NHTSA-2011	SC-2011-51242-4184	Mathews County Sheriff's Office Selective Enforcement	\$6,600.00
SC-2011	402-NHTSA-2011	SC-2011-51279-4221	Comprehensive Speed Enforcement	\$23,030.00
SC-2011	402-NHTSA-2011	SC-2011-51130-4072	Selective Enforcement	\$11,290.72
SC-2011	402-NHTSA-2011	SC-2011-51109-4051	Page County Transportation Project	\$18,850.00
SC-2011	402-NHTSA-2011	SC-2011-51212-4154	Safe Driving...It's a Risk Worth Taking	\$31,085.00
SC-2011	402-NHTSA-2011	SC-2011-51189-4131	Prince Edward County 2010-11 Highway Safety Program	\$20,000.00
SC-2011	402-NHTSA-2011	SC-2011-51303-4245	Prince William County Safe Roads Program	\$87,150.00
SC-2011	402-NHTSA-2011	SC-2011-51244-4186	Selective Enforcement	\$20,300.00
SC-2011	402-NHTSA-2011	SC-2011-51346-4288	Stopping Speeders on Russell County Roads	\$14,059.00

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
SC-2011	402-NHTSA-2011	SC-2011-51266-4208	Rural Traffic Safety	\$16,038.00
SC-2011	402-NHTSA-2011	SC-2011-51322-4264	Spotsylvania County Highway Safety Grant FY2011	\$67,950.00
SC-2011	402-NHTSA-2011	SC-2011-51347-4289	Stafford County Enhanced Traffic Safety Efforts	\$70,400.00
SC-2011	402-NHTSA-2011	SC-2011-51262-4204	Seatbelt, Speed & DUI Enforcement	\$8,620.00
SC-2011	402-NHTSA-2011	SC-2011-51403-4345	Safe Roads Save Lives	\$17,550.00
SC-2011	402-NHTSA-2011	SC-2011-51235-4177	Speed Enforcement Grant	\$30,860.00
SC-2011	402-NHTSA-2011	SC-2011-51287-4229	Highway Safety Improvement Project	\$6,825.00
SC-2011	402-NHTSA-2011	SC-2011-51353-4295	Safe and Sober Roadways	\$8,999.00
SC-2011	402-NHTSA-2011	SC-2011-51163-4105	B.A.S.S. (Bridgewater Alcohol, Safety Seat, Seatbelt, Speed Enforcement)	\$9,028.80
SC-2011	402-NHTSA-2011	SC-2011-51394-4336	Selective Enforcement	\$12,170.00
SC-2011	402-NHTSA-2011	SC-2011-51175-4117	Traffic Enforcement Effort -3	\$16,000.00
SC-2011	402-NHTSA-2011	SC-2011-51246-4188	Safer Community Initiative Part 1	\$16,645.00
SC-2011	402-NHTSA-2011	SC-2011-51317-4259	S.T.E.P. (Special Traffic Enforcement Program)	\$10,000.00
SC-2011	402-NHTSA-2011	SC-2011-51332-4274	Speed Control	\$8,110.00
SC-2011	402-NHTSA-2011	SC-2011-51399-4341	Gate City Traffic Safety Grant	\$10,300.00
SC-2011	402-NHTSA-2011	SC-2011-51391-4333	DUI Selective Enforcement and Occupant Protection Enforcement	\$12,460.00
SC-2011	402-NHTSA-2011	SC-2011-51184-4126	C.A.V.E.S.	\$7,830.00
SC-2011	402-NHTSA-2011	SC-2011-51404-4346	Safe and Sound 10/11	\$7,324.00
SC-2011	402-NHTSA-2011	SC-2011-51143-4085	Highway Traffic Safety	\$8,645.00
SC-2011	402-NHTSA-2011	SC-2011-51232-4174	Smooth Safe and Sober Herndon	\$31,750.00
SC-2011	402-NHTSA-2011	SC-2011-51213-4155	Operation Cold Sober	\$15,000.00
SC-2011	402-NHTSA-2011	SC-2011-51366-4308	Independence Safety First	\$8,062.50

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
SC-2011	402-NHTSA-2011	SC-2011-51273-4215	Selective Enforcement/Speed/Impaired Driving	\$11,550.00
SC-2011	402-NHTSA-2011	SC-2011-51217-4159	SHOW - Safer Highways On the Way	\$9,060.00
SC-2011	402-NHTSA-2011	SC-2011-51318-4260	Operation STAND (Save Teens Act Now Defense)	\$10,010.00
SC-2011	402-NHTSA-2011	SC-2011-51272-4214	Speed/DUI Prevention	\$7,500.00
SC-2011	402-NHTSA-2011	SC-2011-51198-4140	Pembroke Traffic Safety Enforcement Project Two	\$9,907.00
SC-2011	402-NHTSA-2011	SC-2011-51306-4248	Quantico Town Police	\$4,000.00
SC-2011	402-NHTSA-2011	SC-2011-51388-4330	Remington Highway Safety Grant	\$8,395.00
SC-2011	402-NHTSA-2011	SC-2011-51325-4267	Save the Streets	\$20,524.70
SC-2011	402-NHTSA-2011	SC-2011-51107-4049	DUI and Speed Enforcement Highway Safety Grant	\$9,452.00
SC-2011	402-NHTSA-2011	SC-2011-51115-4057	U.S.A./Use Seat Belts Always	\$3,620.00
SC-2011	402-NHTSA-2011	SC-2011-51150-4092	Stanley Police Department Highway Safety Program	\$7,612.00
SC-2011	402-NHTSA-2011	SC-2011-51369-4311	Waverly Highway Safety Blitz	\$15,600.00
SC-2011	402-NHTSA-2011	SC-2011-51278-4220	Traffic Safety for Small Jurisdictions	\$10,500.00
SC-2011	402-NHTSA-2011	SC-2011-51304-4246	Selective Enforcement	\$5,850.00
SC-2011	402-NHTSA-2011	SC-2011-51350-4292	Town of White Stone Highway Safety Project	\$2,100.00
SC-2011	402-NHTSA-2011	SC-2011-51188-4130	Speed, Occupant Protection, & DUI Enforcement	\$13,000.00
SC-2011	402-NHTSA-2011	SC-2011-51133-4075	FY2011 DMV Grant for DUI / Aggressive Driving Enforcement	\$44,550.00
SC-2011	402-NHTSA-2011	SC-2011-51389-4331	Drive Hammered...Get Nailed!	\$35,015.47
SC-2011	402-NHTSA-2011	SC-2011-51181-4123	Traffic Safety Solutions	\$12,500.00
SC-2011	402-NHTSA-2011	SC-2011-51336-4278	Safe Road	\$18,000.00
SC-2011	402-NHTSA-2011	SC-2011-51139-4081	Colonial Heights Highway Safety Project	\$19,644.00
SC-2011	402-NHTSA-2011	SC-2011-51344-4286	Totally Safe Community for the Highlands	\$16,132.00
SC-2011	402-NHTSA-2011	SC-2011-51406-4348	Traffic Enforcement Tech	\$9,000.00

Grant Program	Award	Project Number	Project Title	Amount Approved
SC-2011	402-NHTSA-2011	SC-2011-51375-4317	FPDDMV2011	\$16,474.80
SC-2011	402-NHTSA-2011	SC-2011-51223-4165	Highway Safety 402 Grant	\$42,137.00
SC-2011	402-NHTSA-2011	SC-2011-51297-4239	Drunk/Impaired Driving, Speeding & Occupant Safety Selective Enforcement Program	\$30,000.00
SC-2011	402-NHTSA-2011	SC-2011-51172-4114	2010-2011 DMV Grant	\$40,440.00
SC-2011	402-NHTSA-2011	SC-2011-51138-4080	Selective Enforcement Highway Grant	\$59,149.00
SC-2011	402-NHTSA-2011	SC-2011-51339-4281	Petersburg Motorist and Occupant Safety Enforcement	\$35,200.00
SC-2011	402-NHTSA-2011	SC-2011-51126-4068	Selective Enforcement to Increase DUI Arrests and Reduce Speeding	\$22,840.00
SC-2011	402-NHTSA-2011	SC-2011-51151-4093	Speed/DUI Program	\$12,490.00
SC-2011	402-NHTSA-2011	SC-2011-51425-4367	Traffic Safety	\$100,275.00
SC-2011	402-NHTSA-2011	SC-2011-51359-4301	Roanoke Highway Safety Program 2010	\$46,992.00
SC-2011	402-NHTSA-2011	SC-2011-51231-4173	Safe In Salem	\$29,576.00
SC-2011	402-NHTSA-2011	SC-2011-51142-4084	Speed/Seatbelt Enforcement	\$9,984.00
SC-2011	402-NHTSA-2011	SC-2011-51253-4195	2010 - 2011 Traffic Safety Grant	\$38,500.00
SC-2011	402-NHTSA-2011	SC-2011-51113-4055	Upgrade Speed Detection Equipment	\$105,000.00
SC-2011	402-NHTSA-2011	SC-2011-51117-4059	Speed - Selective Enforcement	\$292,818.06
TR-2011	402-NHTSA-2011	TR-2011-51269-4211	Traffic Records Project Proposal	\$11,659.20
TR-2011	402-NHTSA-2011	TR-2011-51224-4166	Traffic Records	\$106,600.35
TR-2011	402-NHTSA-2011	TR-2011-51258-4200	Supreme Court of Virginia Enhanced Traffic Records Improvement	\$134,400.00
TR-2011	402-NHTSA-2011	TR-2011-51120-4062	Support for Highway Safety Traffic Records Strategic Planning Programs	\$48,675.00
TR-2011	402-NHTSA-2011	TR-2011-51165-4107	Assessment of Traffic Records in Virginia	\$37,260.00

Grant Program	Award	Project Number	Project Title	Amount Approved
TR-2011	402-NHTSA-2011	TR-2011-51390-4332	CODES-Crash Outcome Data Evaluation System	\$132,627.99
K2-2011	405-OP-Safetea-2011	K2-2011-51268-4210	Seat Belt Enforcement	\$65,980.00
K2-2011	405-OP-Safetea-2011	K2-2011-51295-4237	Make-it-Click: A Safety-Belt Initiative for Tweens 2010-2011	\$66,551.00
K2-2011	405-OP-Safetea-2011	K2-2011-51315-4257	Encouraging Hispanic Immigrant Males (HIM) to Increase Seatbelt Use	\$53,541.00
K2-2011	405-OP-Safetea-2011	K2-2011-51377-4319	Child Passenger Safety	\$309,740.81
K2-2011	405-OP-Safetea-2011	K2-2011-51119-4061	Occupant Protection - Selective Enforcement	\$132,788.98
K2-2011	405-OP-Safetea-2011	K2-2011-51421-4363	Safe Kids Virginia Occupant Protection	\$3,280.00
K9-2011	408-DataSafetea-2011	K9-2011-51338-4280	Traffic Records Electronic Data System (TREDS Phase 2) – system enhancements	\$777,400.00
K8-2011	410-AL-Safetea-2011	K8-2011-51305-4247	Safer Roads for Amelia	\$29,212.00
K8-2011	410-AL-Safetea-2011	K8-2011-51417-4359	DUI Reduction	\$7,699.00
K8-2011	410-AL-Safetea-2011	K8-2011-51379-4321	CVHTSB All For One	\$19,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51276-4218	Craig Checkpoint/Strikeforce	\$24,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51243-4185	Drive Sober-It's The Law	\$14,910.00
K8-2011	410-AL-Safetea-2011	K8-2011-51245-4187	Highway Safety Program	\$10,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51264-4206	DMV Aggressive Driving Project 2010-2011	\$35,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51135-4077	Alcohol/Speed/Occupant Protection	\$42,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51311-4253	Law Enforcement Traffic Safety Initiative	\$20,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51329-4271	King George County Selective Enforcement	\$10,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51281-4223	Highway Safety Enforcement	\$8,000.00



<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
K8-2011	410-AL-Safetea-2011	K8-2011-51182-4124	Lancaster County Sheriff's Office Highway Safety Grant Project	\$12,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51123-4065	DMV Grant 2010-2011	\$16,013.12
K8-2011	410-AL-Safetea-2011	K8-2011-51307-4249	2011 DMV Grant	\$17,100.00
K8-2011	410-AL-Safetea-2011	K8-2011-51158-4100	2011 Northumberland Selective Enforcement	\$23,900.00
K8-2011	410-AL-Safetea-2011	K8-2011-51200-4142	DUI Selective Enforcement	\$28,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51302-4244	Blue Ridge Regional DUI Taskforce	\$22,800.00
K8-2011	410-AL-Safetea-2011	K8-2011-51196-4138	Impact DUI/DUID to Reduce Alcohol Related Injuries and Fatalities	\$45,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51410-4352	Selective Speed Enforcement	\$14,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51255-4197	Shenandoah County Safe Roads	\$25,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51206-4148	Tazewell County Highway Safety Program	\$15,385.00
K8-2011	410-AL-Safetea-2011	K8-2011-51241-4183	Selective Enforcement	\$30,400.00
K8-2011	410-AL-Safetea-2011	K8-2011-51387-4329	Wise County Safe Roads Initiative	\$21,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51132-4074	Selective Enforcement	\$5,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51218-4160	Keeping Altavista Safe II	\$14,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51349-4291	Blacksburg Road Safety	\$30,130.00
K8-2011	410-AL-Safetea-2011	K8-2011-51170-4112	Tonight I'll Drive 55	\$6,700.00
K8-2011	410-AL-Safetea-2011	K8-2011-51386-4328	2010 Broadway Highway Safety Project	\$7,910.00
K8-2011	410-AL-Safetea-2011	K8-2011-51192-4134	2011 Highway Safety Enforcement	\$4,550.00
K8-2011	410-AL-Safetea-2011	K8-2011-51285-4227	2011 Highway Safety	\$3,530.00
K8-2011	410-AL-Safetea-2011	K8-2011-51161-4103	Seat Belt, DUI, Speeding Patrol	\$6,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51257-4199	Ticket For You	\$21,700.00
K8-2011	410-AL-Safetea-2011	K8-2011-51105-4047	Law Enforcement Overtime and In-car Video Cameras	\$38,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51178-4120	Selective Enforcement Overtime Grant	\$11,600.00

Grant Program	Award	Project Number	Project Title	Amount Approved
K8-2011	410-AL-Safetea-2011	K8-2011-51259-4201	Selective Enforcement Overtime	\$6,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51252-4194	Seatbelt/Child Safety & Impaired Driving Enforcement	\$10,996.00
K8-2011	410-AL-Safetea-2011	K8-2011-51121-4063	Onancock Highway Safety 2010 - 2011	\$8,383.00
K8-2011	410-AL-Safetea-2011	K8-2011-51291-4233	Aggressive Driving & Speeding in Relation to Highway Safety	\$25,056.00
K8-2011	410-AL-Safetea-2011	K8-2011-51280-4222	Slow Down	\$2,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51378-4320	Saltville's Strict Enforcement to Save Lives Continued Third Year	\$16,798.00
K8-2011	410-AL-Safetea-2011	K8-2011-51236-4178	Operation Highway Safety 2011	\$11,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51292-4234	DMV Grant 2011	\$8,500.00
K8-2011	410-AL-Safetea-2011	K8-2011-51282-4224	Drunken Driver--Over the Limit/Under Arrest	\$7,380.00
K8-2011	410-AL-Safetea-2011	K8-2011-51191-4133	Strap in to Win	\$9,300.00
K8-2011	410-AL-Safetea-2011	K8-2011-51104-4046	Highway Safety Grant Application	\$20,020.00
K8-2011	410-AL-Safetea-2011	K8-2011-51290-4232	Speed Enforcement Zero Tolerance	\$14,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51049-4091	Windsor Traffic Safety Initiative 2010	\$8,594.00
K8-2011	410-AL-Safetea-2011	K8-2011-51351-4293	Slow Down in Our Town	\$8,740.00
K8-2011	410-AL-Safetea-2011	K8-2011-51185-4127	South Boston PD DMV Grant	\$13,400.00
K8-2011	410-AL-Safetea-2011	K8-2011-51363-4305	2011 Crash Reduction Through Selective Enforcement	\$18,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51376-4318	Buena Vista Regional Traffic Crash Team	\$33,245.00
K8-2011	410-AL-Safetea-2011	K8-2011-51330-4272	DUI, Speed and Occupant Protection Enforcement	\$23,920.00
K8-2011	410-AL-Safetea-2011	K8-2011-51334-4276	City of Fairfax Alcohol Traffic Safety Program	\$18,522.00
K8-2011	410-AL-Safetea-2011	K8-2011-51355-4297	Safe and Sober Fredericksburg	\$18,325.00
K8-2011	410-AL-Safetea-2011	K8-2011-51270-4212	Safer Streets and Highways for Hopewell	\$21,710.00
K8-2011	410-AL-Safetea-2011	K8-2011-51147-4089	Lexington Safety Grant	\$7,960.00

<b>Grant Program</b>	<b>Award</b>	<b>Project Number</b>	<b>Project Title</b>	<b>Amount Approved</b>
K8-2011	410-AL-Safetea-2011	K8-2011-51210-4152	Highway Safety	\$27,490.80
K8-2011	410-AL-Safetea-2011	K8-2011-51166-4108	Suffolk Police Department Highway Safety Program	\$11,975.60
K8-2011	410-AL-Safetea-2011	K8-2011-51398-4340	Waynesboro Traffic Safety Initiative 2011	\$15,225.00
K8-2011	410-AL-Safetea-2011	K8-2011-51314-4256	Alcohol Safety Countermeasures	\$212,899.16
K8-2011	410-AL-Safetea-2011	K8-2011-51411-4353	2010-2011 Impaired Driving Prevention and Education	\$123,530.00
K8-2011	410-AL-Safetea-2011	K8-2011-51283-4225	25th Annual College Conference	\$37,600.00
K8-2011	410-AL-Safetea-2011	K8-2011-51114-4056	DUI and Highway Safety Equipment	\$363,200.00
K8-2011	410-AL-Safetea-2011	K8-2011-51116-4058	DUI - Selective Enforcement	\$472,485.54
K8-2011	410-AL-Safetea-2011	K8-2011-51134-4076	Zero Tolerance 11	\$15,866.00
K8-2011	410-AL-Safetea-2011	K8-2011-51247-4189	2011 Judicial Transportation Safety Conference	\$70,000.00
K8-2011	410-AL-Safetea-2011	K8-2011-51106-4048	2010 DFS Breath Alcohol Training Project	\$173,958.00
K8-2011	410-AL-Safetea-2011	K8-2011-51204-4146	ODU PD-DMV Traffic Safety Grant	\$8,925.00
<b>Total</b>				<b>\$17,735,078.01</b>

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 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**

### **Section 402 Requirements**

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

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

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

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));

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. (23 USC 402 (b)(1)(E).

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

### **Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

• The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

• Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and. (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**THE DRUG-FREE WORKPLACE ACT OF 1988(41 U.S.C. 702);**

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g.,

grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

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

determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

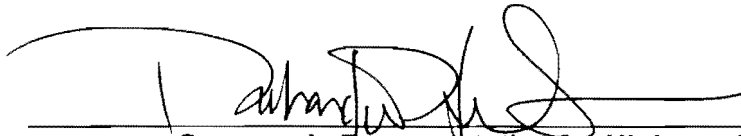
**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving -
- a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as-
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

VA  
\_\_\_\_\_  
State or Commonwealth

2011  
For Fiscal Year

11-23-2010  
Date

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**2010**

**Virginians' Self-Reported  
Perceptions of and Actions Involving  
Targeted Safe-Driving Behaviors**

Final Report



**Prepared for:**  
**Virginia Department of Motor Vehicles' Highway Safety Office**

**By:**

**Bryan E. Porter, Ann L. Edwards, & Kristie L. Johnson**

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## Acknowledgements

The authors gratefully acknowledge the following individuals or organizations that provided significant project support:

- The Virginia Department of Motor Vehicles for funding.
- Issues and Answers Network, Inc. for its professional partnership in conducting the survey's data collection.
- Students of the Behavioral Psychology Research and Analysis Team, under Dr. Bryan Porter's direction, for feedback on final survey questions.

The report's contents are the responsibility of the authors and not the Virginia Highway Safety Office or Old Dominion University.

Citation for the report:

Porter, B. E., Edwards, A. L., & Johnson, K. L. (2010). *2010 Virginians' self-reported perceptions of and actions involving targeted safe-driving behaviors*. Norfolk, Virginia: Old Dominion University for the Virginia Highway Safety Office.



## Summary

In 2011, states will be required to survey their residents to assess various attitudes and perceptions in traffic safety. Specifically, respondents will be asked about seat-belt use, impaired driving, and speeding topics. Perceptions of media, perceptions of enforcement activities, and self-reported behaviors in each of these topics are to be measured too. Therefore, each state will be mandated to assess a set of nine main questions: each of the three topics (seat-belt use, impaired driving, speeding) crossed by each of the three perceptions and reports (media, enforcement, and self-reported behavior). States are encouraged to add more questions as needed or relevant pending interest. Additional follow-up questions, in particular, are encouraged to go beyond the basic required questions.

Virginia's Highway Safety Office (VHSO) decided to collect baseline information in 2010 to have some point of reference for data collection required in 2011. In addition, the VHSO wished to add two questions on distracted driving to explore its prevalence in Virginia. These questions, while not mandated, provided important data for targeting mobile phone talking and texting while driving (mobile phone use was the behavior representing distracted driving in this survey).

This report summarizes the work to create the survey to assess the areas mentioned above, deploy it to licensed drivers in Virginia, and collect and analyze data from major components of interest (i.e., statewide results; gender and regional differences). Overall, two samples were targeted. First, a sample of 1,003 licensed drivers aged 18 and older completed the survey. This sample was distributed across Virginia proportionally by regional population levels. Therefore, more of the sample came from northern and southeastern regions of Virginia than from the southwestern areas. It is appropriately representative of the Commonwealth. A second sample was derived from licensed drivers 18 – 34 years old. This age group was a particular focus of various interventions in Virginia, most notably the *Click It or Ticket* seat-belt enforcement program. The 18 - 34 sample was drawn from those in that age category from the main sample (265 of the 1,003 were 18 – 34 years old), with an additional oversampling of 300 participants making the 18 - 34 sample a total of 565 participants.

Overall, key *statewide* findings included:

### Seat-Belt Use

- The majority of respondents reported always wearing seat belts while driving or riding as passengers.
- Fewer than half recalled law enforcement activity targeting belt use.
- Approximately half of the respondents believed the chances of getting a ticket for belt non-use was “likely” or “very likely.”

### Impaired Driving

- More than 60% of the full sample and nearly 39% of the augment sample told interviewers they did not drink.
- For those who did not identify themselves as non-drinkers (and therefore were considered “drinkers” in this study), more than 80% had *not* driven within two hours after drinking alcohol; however, 8.7% (augment) and 11.5% (full) reported having done so two or more times in the past 60 days.
- Most believed the chances of arrest after drinking and driving were at least “likely.”
- Less than half of the samples recalled police activities targeting impaired driving or designated driving programs.

### Speeding

- Approximately half of the respondents from each sample reported at least sometimes speeding on local roads (more than 35 mph in 30 mph zone) and interstates (more than 70 mph in 65 mph zone).
- More than 60% believed the chances of receiving a speeding ticket were “very likely” or “likely.”
- Approximately 40% recalled law enforcement activity targeting speeding in the past 30 days.

### Distracted Driving

- More than half of the respondents “seldom” or “never” talked on mobile phones while driving; however the younger augment sample respondents were more likely to talk on a mobile phone while driving than the full augment sample.
- More than 80% of the full sample and 70% of the augment sample said they “never” text while driving.

The authors also break down these statewide results into gender and regional differences. However, readers should interpret these broken down results with caution. The survey was designed to produce representative *statewide* data. The sample was not constrained to represent equally gender or regional responses.

Additional data not presented in this report are available. Interested readers are encouraged to review Appendix A, where the complete survey and percent responses for categorical items are given.

## Introduction

This report documents the design, collection, and analysis methodology that were used to implement the new National Highway Traffic Safety Administration (NHTSA) and Governor's Highways Safety Association (GHSA) joint requirement<sup>1</sup> to assess citizen attitudes, self-reported behaviors, and perceptions on three major traffic safety issues: (a) seat-belt use; (b) impaired driving (i.e., alcohol); and (c) speeding. While federal guidelines do not require testing prior to 2011, baseline testing began in 2010 in the Commonwealth of Virginia.

The Preusser Research Group, Inc in their Task 2 Final Report (2009)<sup>2</sup> developed and tested a series of survey questions on the three interest areas required by NHTSA. These survey questions were taken from state and national organization surveys in use since 2004. A core group of questions was developed using a matrix of self-reported behavior, media awareness and enforcement awareness. Although observable seat-belt use is reported separately by all states, self-report behavior was included in these core questions to give additional information from the individual's point of view.

In addition, Virginia's Highway Safety Office (VHSO) desired questions on distracted driving as a fourth key behavior of interest. To comply, the final survey included questions on mobile phone use and texting while driving. Beyond the required three behaviors of interest across media, enforcement, and self-reported engagement, states can take advantage of this required survey to gather more information per its own interests.

States can choose how to collect these survey data. The Preusser Research Group recommended either phone or in-person surveys (e.g., at DMV offices) of licensed drivers 18+ years of age from a representative sample of the state. The minimum recommended sample size was 500.

The Commonwealth of Virginia chose to use a telephone-based, random digit dialing method. Evaluators from Old Dominion University (ODU) in partnership with the VHSO obtained the services of Issues and Answers Network, Inc. as part of an independent bid process through the Old Dominion University Research Foundation (the non-profit organization which manages the evaluators' research grants and contracts). The survey was finalized and deployed, with data collection timed, to follow approximately one month after the conclusion of the 2010 *Click It or Ticket* program. Specifically, data were collected in July, 2010.

The remainder of this report documents the basic procedures used to (a) create, test, and finalize the survey, (b) design and select the samples of interest, (c) collect data, and (d) analyze major results. The purpose of 2010 was to give Virginia its baseline to compare to future years as well as provide additional information to assist ongoing programs targeting the three key areas of seat-belt use, impaired driving, and speeding and the Virginia-added fourth area of distracted driving.

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<sup>1</sup> The requirement came from a report by J. Hedlund that was part of a NHTSA and GHSA process to add more information to traffic safety measurement. For the initial NHTSA supported report, see Hedlund, J. (2008). *Traffic safety performance measures for states and federal agencies*. Washington, DC: U.S. Department of Transportation/NHTSA. Retrieved from <http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf>.

<sup>2</sup> Hedlund, J., Casanova, T., & Chaudhary, N. (2009, February). *Survey recommendations for the NHTSA-GHSA working group (task 2 final report)*. Retrieved from [http://www.ghsa.org/html/projects/perf\\_msr/pdf/survey\\_rec.pdf](http://www.ghsa.org/html/projects/perf_msr/pdf/survey_rec.pdf).

# Procedures

## Survey

The evaluation team at Old Dominion University developed a draft survey, based on the required key areas listed above, in late spring and early summer 2010. The survey took as its questions those from Hedlund et al. (2009)<sup>3</sup> that were most relevant, with other questions that were adapted from Hedlund et al.'s or added to address other topics (i.e., follow-up questions to the key questions, demographics, distracted driving).

The survey was reviewed and pilot-tested among ODU's personnel, and given to the VHSO for review and suggestions. Once the survey questions were written and vetted to match requirements, a bid process was completed to select the vendor to finalize survey set-ups and begin data collection.

The chosen vendor, Issues and Answers Network, Inc., was brought to a planning and overview meeting after its personnel had time to review and suggest structural changes (not content changes) to administering the survey. For example, introductory language and screening variables were discussed and finalized. After this early meeting and subsequent exchanges regarding structural wording were completed, the team had its final, to-be-deployed survey.

The following are the main questions constituting the survey. Main questions are those that address the required components of this survey that all states are to follow. Questions that come directly, or nearly directly, from Hedlund et al. (2009) are marked with an asterisk (\*). In the actual survey administration, each behavior section was randomly presented to participants. For example, seat-belt use was the first behavioral category for some participants but it was presented in a different order for others.

Follow-up and demographic questions are not listed here. Rather, the full, complete survey as deployed in the telephone interviews is provided in Appendix A.

### SEAT-BELT USE

1. \*How often do you use seat belts when you **drive** a car, van, sport utility vehicle or pick up?
2. How often do you wear seat belts when you are a **front seat passenger** in a car, van, sport utility vehicle or pick up?
3. How often do driving conditions change your seat-belt use?
4. Do you wear your seat belt more, less, or about the same at night?
5. \*In the past 60 days, have you read, seen or heard anything about seat-belt law enforcement by police?
6. \*What do you think the chances are of getting a ticket if you don't wear your seat belt?

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<sup>3</sup> See note 3.

## IMPAIRED DRIVING

7. \*In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?
8. \*In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
9. In the past 30 days, have you read, seen or heard anything about designated driving programs?

## SPEEDING

10. \*On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
11. \*Using the same scale, on an interstate with a speed limit of 65 mph, how often do you drive faster than 70 mph?
12. \*What do you think the chances are of getting a ticket if you drive over the speed limit?
13. \*In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

## DISTRACTED DRIVING

14. How often do you talk on a mobile phone while you are driving a motor vehicle?
15. Using the same scale, how often do you text with your mobile phone while you are driving a motor vehicle?

## Sample Design and Preparations

As mandated by the DOT HS 811 025 (August 2008), data were collected from a representative sample of licensed Virginia drivers who were 18 years and older. Issues and Answers Network, Inc based their sampling on the U.S. Census Bureau's demographic profile of Virginia (2000 data). In 2000, Virginia had an estimated population of 7,078,515 people of whom approximately 5,340,253 met the age criteria of the survey.

Old Dominion University requested a minimum sample 1,000 stratified by population across the major regions of the Commonwealth (i.e., areas labeled as Northern Virginia, Richmond, Hampton Roads, Southwest, Other). This sample was called the "full" sample. In addition, ODU requested an oversampling of 18 – 34 year old licensed drivers similarly proportional across Virginia's regions. The oversample size was 300. It became known as the "augment" sample, although in the Results section below note that these 300 were combined with the 265 respondents from the full sample who were 18-34 years old, creating a sample of 565 that will be referred to as the augment sample from here on in this report.

ODU required quotas only to ensure proportional sampling from Virginia's major regions. The goal was to produce representative data to allow generalization to Virginian's at large or to Virginians aged 18 – 34. However, Issues and Answers and ODU worked to meet additional soft quotas, or those that were targeted but not enforced. Specifically, the full and augment samples had soft quotas to meet expected

gender proportions (male vs. female) and age proportions (18 – 24, 25 – 34, 35 – 44, 45 – 54, 55+) given known Virginia breakdowns for these two variables. The samples came very close to meeting soft quota goals. Soft quota expected and actual sample comparisons for gender and age group are available by request to Dr. Bryan Porter (see title page for contact information).

Issues and Answers generated phone numbers for the full and augment samples through random digit dialing (RDD) methods. RDD methods have the potential to more accurately sample from listed and unlisted phone numbers (as opposed to purchasing particular phone number banks). RDD samples were drawn from each targeted region to ensure quotas would be reached and monitored. Further, ODU and Issues and Answers agreed that landline and cell phone numbers would be included. Issues and Answers' experience and research suggested 88% of households predominately use landline phones while the remaining 12% are cell-phone only households. Therefore, the sample breakdowns roughly followed an 88 – 12 split with RDD, although in reality more cell phones were targeted – proportionally – to reach the 18 – 34 year old augment sample. The final sample breakdowns were approximately 86.5% landlines for full and 74.3% landlines for augment, with the remaining participants in each sample collected via cell phone.

Once the samples were drawn, the actual interviews were collected using a Computer Assisted Telephone Interviewing (CATI) system. Leaders at Issues and Answers imported the survey into this system, managed testing to ensure the questions flowed as expected, trained interviewers (i.e., in classroom, role-play, and live pretest settings), and provided continual supervision throughout the course of the project. Issues and Answers' system and protocol also allowed quick and efficient daily reports, monitoring, access to the process by lead evaluators if requested, and, just as importantly, efficient downloading of final data into analysis platforms commonly used by evaluators (i.e., in this case, the data were directly transferrable into SPSS, a common statistical analysis software used in all projects run by the ODU team). More details about the Issues and Answers processes to manage such surveys are available from Dr. Bryan Porter (contact information on title page).

## Data Collection

### Telephone Calls

Telephone calls were made between 5:00 p.m. and 9:00 p.m. weekdays, and at varying day and night hours on weekends. Calls began on July 9 and ended July 26. The project team received daily updates from Issues and Answers. These updates included completion counts and quota management information (e.g., how well quotas were being met).

The final sample sizes were 1,003 for the full sample of Virginians 18 years and older, and 565 for the augment sample of 18 - 34 year olds only (i.e., 265 from the full sample and 300 from the oversampling effort). Table 1 provides the percents from these samples that came from the major regions of Virginia (as self-reported by respondents). Table 1 also lists the expected percent from each regions based on the stratified random design (expected percents were based on known population levels for each region). The full sample met the expected percent breakdowns. The augment sample approached the stratification goal. However, Northern Virginia was slightly over-represented while Richmond, Southwest, and Other regions were under-represented<sup>4</sup>. Even so, the actual distributions across regions were not sufficiently disparate to outweigh the benefits of creating more stable response estimates for 18 – 34 year olds (a sample of 565 is more reliable than one of 300).

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<sup>4</sup> The distribution of participants across regions for the augment sample of 565 was different from the expected proportions. The 300 oversampling effort only, before adding the 265 from the full sample, was near perfectly proportional as expected across regions.

Table 1. Sample by region with expected percent breakdowns by quota and actual percent collected.

REGION	Expected %	FULL SAMPLE		AUGMENT SAMPLE	
		<i>n</i>	Actual %	<i>n</i>	Actual %
Northern Virginia	35.7	360	35.9	236	41.8
Richmond	15.7	152	15.2	70	12.4
Hampton Roads	20.9	211	21.0	122	21.6
Southwest	13.8	139	13.9	72	12.7
Other Regions	13.8	141	14.1	65	11.5
<b>Total</b>		<b>1,003</b>		<b>565</b>	

Note: Regional information was self-reported by respondents. However, expected quotas from each region were based on U.S. Census estimates for 2000. See earlier note in the sample design section. The Augment sample is comprised of 265 participants from the full sample who were 18-34 years old, plus an additional 300 who were oversampled to give more size to the 18 – 34 year old sample.

Besides overall sample size and regional quota information, gender was the next most important variable and the only one considered beyond statewide and region in this report’s edition. Table 2 gives the breakdown for gender per sample as well as comparisons to the soft quota for proportional participation (i.e., soft quotas were the goal but were not mandated per the sample design requirements between ODU and Issues and Answers).

Table 2. Sample by gender with soft quota percent breakdown by actual percent collected.

REGION	Soft Quota %	FULL SAMPLE		AUGMENT SAMPLE	
		<i>n</i>	Actual %	<i>n</i>	Actual %
Males	48.0	414	41.3	233	41.2
Females	52.0	589	58.7	332	58.8
<b>Total</b>		<b>1,003</b>		<b>565</b>	

Note: Regional information was self-reported by respondents. However, expected quotas from each region were based on U.S. Census estimates for 2000.

## Data Set

Issues and Answers Network collected all data. No phone numbers, neither landline or cell phone, were ever included in the data set received by Old Dominion University nor VHSO. Issues and Answers destroyed the connecting data between phone number and responses. Data were analyzed by Dr. Bryan Porter in the department of psychology at ODU and students working in conjunction with him.

## Results

The following section is organized by main topic area measured via the telephone survey. The three mandated topics (i.e., seat-belt use; impaired driving; speeding) are discussed first, followed by the optional topic (distracted driving) that Virginia added in this baseline year.

## Preliminary Considerations

### Self-Report Data

Surveys requiring self-reported driving behavior have several advantages over observing behavior. They allow information to be obtained that could not be obtained in any other way, such as opinion and perception of media, enforcement, public policy and personal motivation for change<sup>5</sup>. Surveys also allow a large number of people to be accessed in a relatively short period of time. Telephone surveys also tend to reflect the same percentage of national concerns as other national surveys<sup>6</sup>. Self-report surveys, however, can be prone to certain biases such as social desirability<sup>7</sup>. Respondents may wish to control the impression they are making by deliberately giving an inaccurate answer. Respondents may also practice self-deception to the extent that they believe they are answering correctly. Self-deception, in particular, has been linked to driving skills. This self-deception leads to over-reliance in driving skills and inflated beliefs in safe driving behaviors.

Readers are encouraged to understand the strengths and weaknesses of self-report surveys as they read the results below. The data, like all data, should be compared with additional evaluation sources involving field work, crash reports, other self-report surveys, and so forth. The data are, however, useful in giving the VHSA and other interested traffic safety specialists information for program development and evaluation.

### Analytical Decisions

Further, the dataset is extremely rich with various demographic and follow-up question breakdowns. The authors made a deliberate effort to determine which information is most important at this time for programmatic reviews. This report therefore displays the following main groupings for each behavior of interest: (1) statewide responses; (2) gender differences; and (3) regional differences. The latter two variables, gender and regional information, are regularly considered in other reports on traffic safety programs in Virginia. The full survey is given in Appendix A; interested readers may contact the lead author for additional information about other variables of interest.

### Statistical Significance and Sampling Error

Finally, the authors decided to report the data *descriptively* as opposed to *inferentially*. That is, the data and discussions which follow focus only on the percents given for different responses and categories (e.g., full vs. augment, male vs. female, etc.) without any effort to determine if different percents are mathematically equivalent or different enough to be “significant.” In no way should the written descriptions be taken to mean certain groups were *statistically significant* from others in response choices. The authors decided to provide the data in this manner given the fact this is Virginia’s baseline year and statistical significance is often an artifact of design (and in some cases in this work, particularly with gender and regional comparisons, the samples were not designed to be representative of the larger population and had insufficient power to test group breakdowns statistically).

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<sup>5</sup> Hedlund, J. Chaudhary, N. & Williams, A. (2010). Driver Survey: Information and Options for State Highway Safety Offices. SHSO driver survey information 1-7-10. Retrieved from [http://www.ghsa.org/html/projects/perf\\_msrs/pdf/2010.01.07.survey.white.paper.pdf](http://www.ghsa.org/html/projects/perf_msrs/pdf/2010.01.07.survey.white.paper.pdf).

<sup>6</sup> Beck, K. H., Yan, A. J., Wang, M. Q. (2009). A comparison of web-based and telephone surveys for assessing traffic safety concerns, beliefs, and behaviors. *Journal of Safety Research*, 40, pp. 377-381.

<sup>7</sup> Lajunen, T. & Summala, H. (2003) Can we trust self-reports of driving? Effects of impression management on driver behaviour questionnaire responses. *Transportation Research Part F*, 97 – 107.



Descriptive data are useful to give insights about potential differences among categories. In some cases, the VHSO may wish to explore statistical significance via additional analyses or in comparisons with data to be collected in 2011 (e.g., is a response in 2011 significantly different from one in 2010?).

However, the sampling error for the full and augment responses at the *statewide* level is relevant and useful. The sampling error informs the reader about how well the obtained response of a sample is likely to represent the population. Specifically, how well does the full sample represent Virginian's 18 years and older? How well does the augment sample represent Virginian's 18 – 34 years of age? Small sampling errors are ideal, as these mean an obtained response is close to what is expected at the population level.

In the current work, the sampling errors were acceptable and congruent with other surveys of this type. For the full sample of 1,003 respondents, the sampling error for 95% confidence (the standard in research and evaluation) was +/- 3.09%. The augment sample of 565 respondents had a sampling error, for 95% confidence, of +/- 4.12%.

## Sample Set-ups for Comparison

As mentioned previously, there were two main samples for comparison. The first, full sample, consisted of 1,003 licensed Virginian drivers aged 18 and older. The second, augment sample, was an additional oversampling of 300 licensed drivers aged 18 – 34 *beyond* the 265 participants aged 18 – 34 from the full sample, giving a total size of 565. The remainder of this document refers to full versus augment comparisons. Gender and regional information are also presented as relevant to each topic.

## Seat-Belt Use

### Statewide Results

The first questions assessing seat-belt use focused on use while driving, while riding as a passenger, and while driving in different conditions and times of day. As seen in Figures 1 and 2, the *majority* of respondents in both the full and augment samples reported always wearing their seat belts either as a driver or as a passenger. Use rates exceed 90%, even among the augment sample who traditionally are considered higher-risk than the typical Virginian. These self-reported use rates well exceeded what the Virginia field study showed in 2010<sup>8</sup>. Even though the reported use rates were much higher than expected by roadside measurements, it is important to note that comparative differences between the full and augment samples are meaningful. The augment sample's "always" use rate was reported to be lower than the typical Virginian's, which was as expected.

There were also differences between the full and augment samples for questions involving conditions and how respondents may change belt use. Specifically, 83.2% of the full sample stated that driving conditions never affected belt use, whereas 76.6% of the augment sample stated never. Therefore, the younger driver in general may be more likely to alter belt use given the road conditions, and while this may be helpful in poor weather it may become problematic when such drivers interpret different risks and pursue unbelted trips when conditions are perceived to be safe.

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<sup>8</sup> The overall field-observed use rate for Virginia in 2010 was 80.5%, with drivers' use rate being 80.6% and passengers' 78.5%; Porter, B. E., Johnson, K. L., Dozier, J. E., & Murphy, E. M. (2010). *2010 seat-belt use in Virginia*. Norfolk, Virginia: Old Dominion University for the Virginia Highway Safety Office.

Figure 1

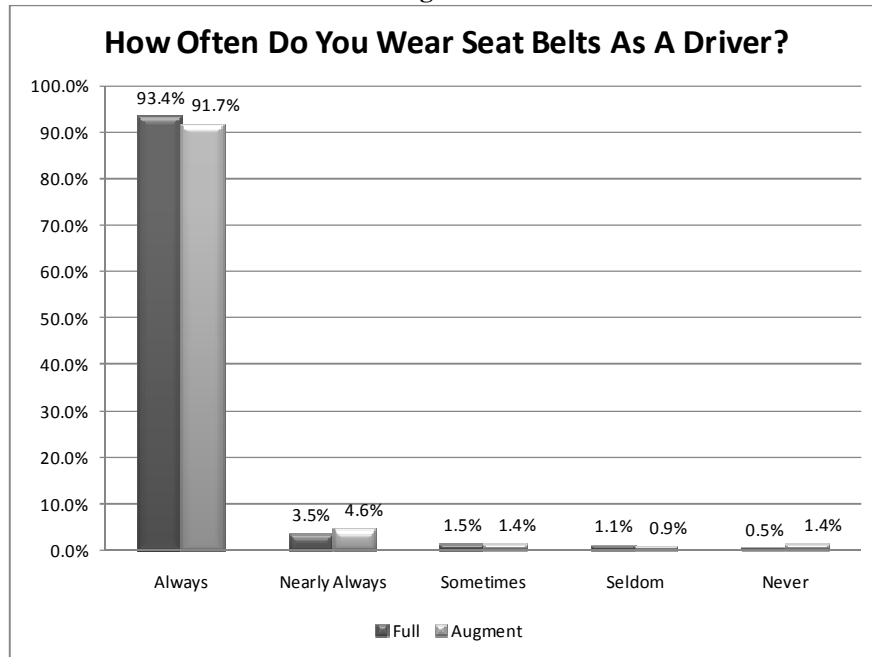
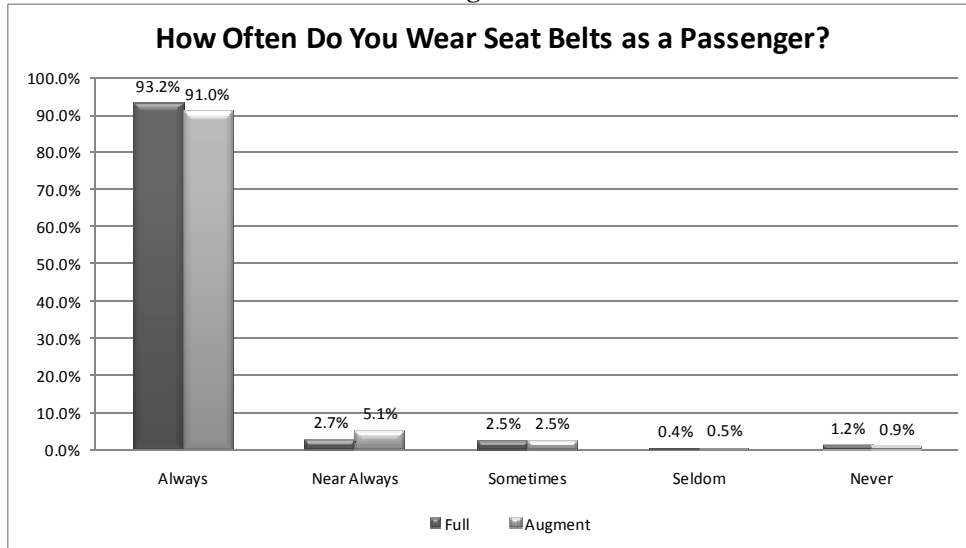


Figure 2

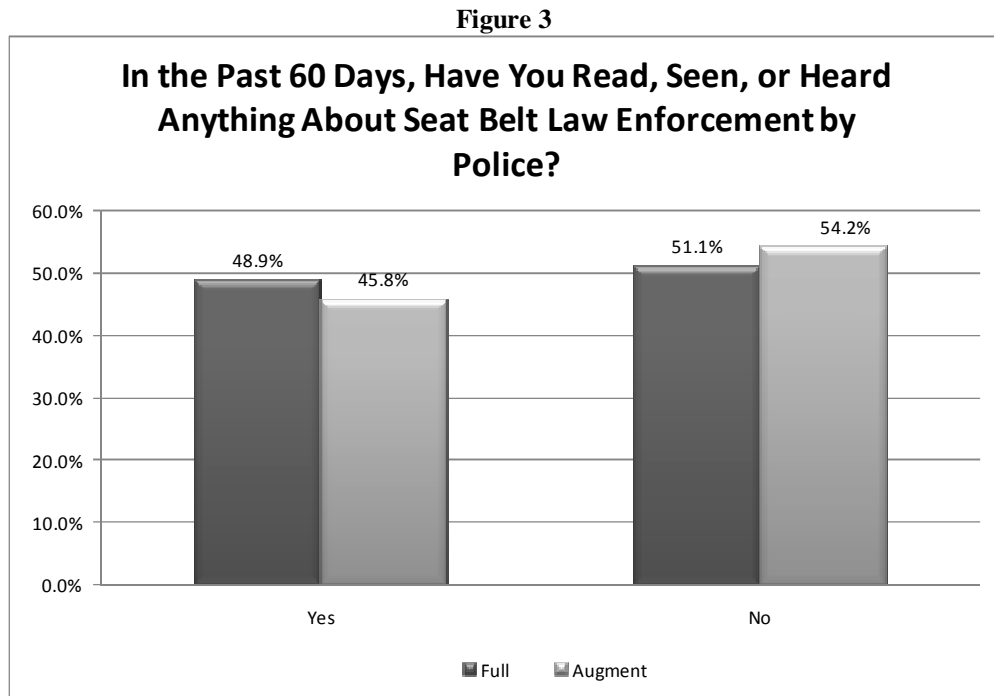


Nighttime belt use has also become a greater focus among traffic safety personnel<sup>9</sup>. While field research has demonstrated belt use differences for day and nighttime (with nighttime rates typically lower than daytime)<sup>10</sup>, the two samples here reported their belt use to be the same at night as during the day (94.4% of the full sample and 92.2% of the augment, respectively).

<sup>9</sup> For examples of this growing focus, visit the National Highway Traffic Safety Administration’s website, and search for “nighttime belt use”. A myriad of reports and strategies for enforcement and roadside observation are available. <http://www.nhtsa.gov>.

<sup>10</sup> For a good, recent example of such research and evaluation see: Masten, S. V. (2010). Do states upgrading to primary enforcement of safety belt laws experience increased daytime and nighttime belt use? *Accident Analysis and Prevention*, 39, 1131-1139.

An important concern for the VHSO and current evaluators was whether respondents remembered seeing, reading, and hearing anything about law enforcement targeting seat-belt use. The time frame for the question was “in the past 60 days,” placing it during the *Click It or Ticket* 2010 mobilization (the mobilization was May to early June; the survey occurred in July). As shown in Figure 3, almost half of the respondents from both samples remembered law enforcement activity.



Neither sample seemed certain of the chances of getting a ticket for not wearing a seat belt. Figure 4 shows the percent choosing very likely to very unlikely to get such a citation; note that the percentages are distributed across categories, although nearly 50% of each sample combined believed there was at least a likely chance of being ticketed for non-belt use.

## Gender and Regional Information

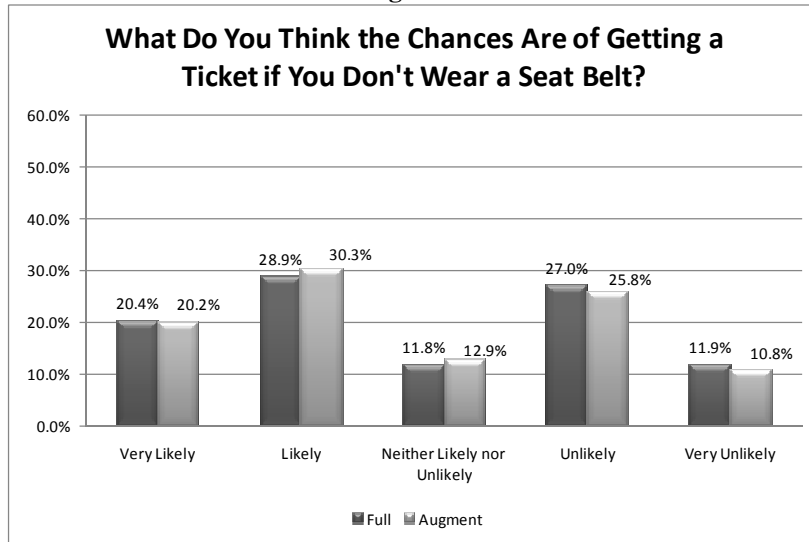
### *Gender*

The previous section reported statewide data. Recall that the sampling plan stratified responses as close as possible to population proportions across the main regions of Virginia. As such, data presented thus far can be interpreted as “the typical 18+ year old Virginian” and “the typical 18-34 year old Virginian”<sup>11</sup> responds a certain way regarding seat-belt use. The following data for gender and regions, however, are to be used only as indicators of typical responses for men and women in Virginia, and of typical responses among five main regions: Northern Virginia, Richmond area, Hampton Roads (a group of several cities and counties in southeast Virginia), Southwest, and Other areas. Regional information was determined by respondent self-identification with an area. These data should not be used to generalize to the typical

<sup>11</sup> Recall that the augment sample, as created here, over-samples Northern Virginia. See footnote #4 for additional details.

male or female, or typical resident in a certain region without additional study and more refined sampling to produce such justifiable generalizations.

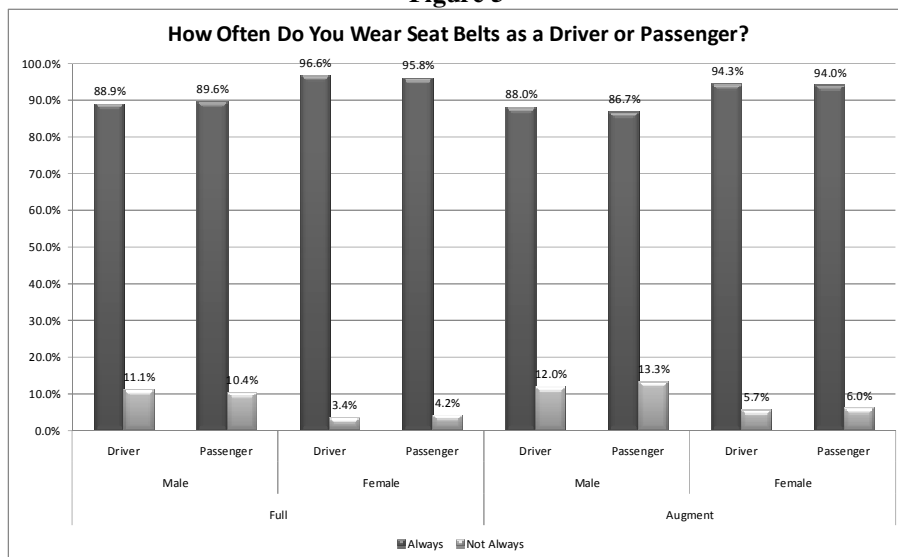
**Figure 4**



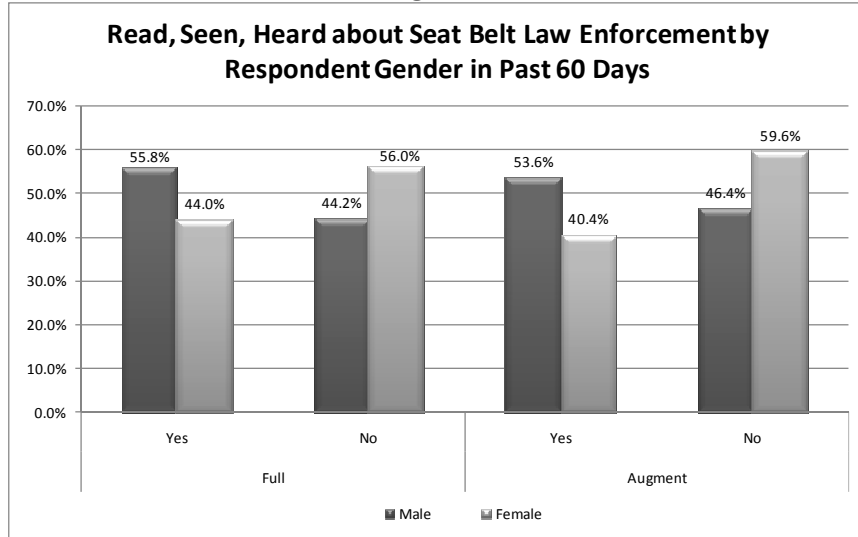
The overall differences between men and women reporting that they always wear seat belts as drivers and passengers versus not always are shown in Figure 5. Women in all cases reported higher rates of always buckling up. Within gender, there were small differences between full and augment samples and between drivers and passengers, but the male versus female difference remained the major finding.

Men were more likely than women to have witnessed in some manner law enforcement activities targeting non-belt use in the past 60 days (see Figure 6). More than half the men in both samples witnessed activities, whereas less than half of women did.

**Figure 5**



**Figure 6**

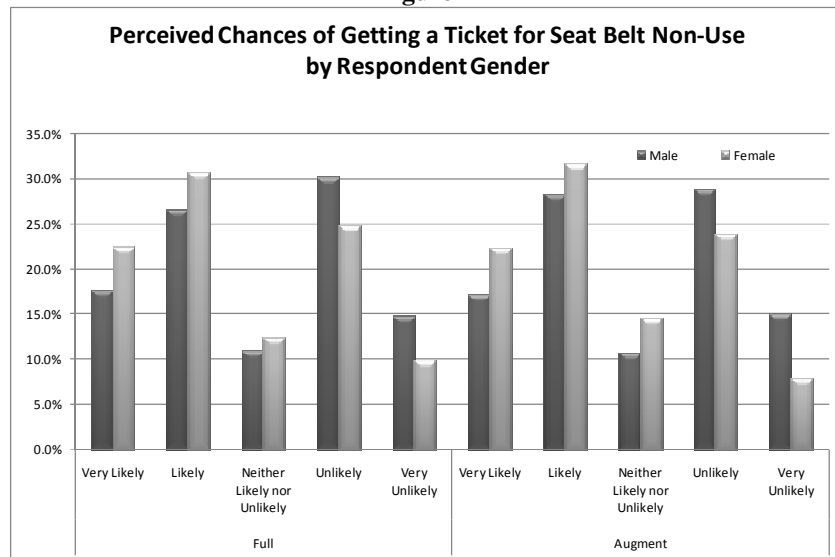


On the other hand, women perceived the likelihood of receiving a ticket for non-belt use to be higher in general than men. Figure 7 shows that more women than men from both samples believed the likelihood to be “very likely” or “likely”.

*Regional Differences*

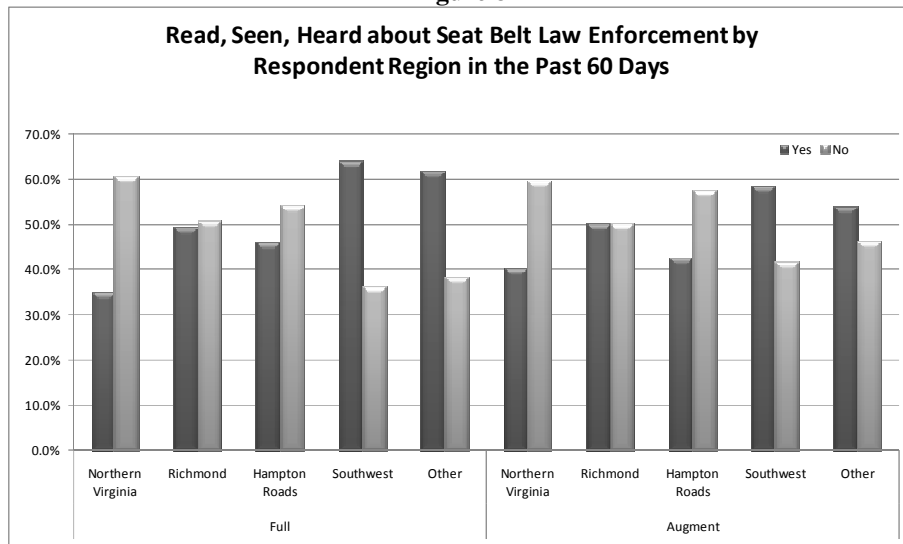
As with gender, regional differences are to be interpreted with caution. Sample sizes for regions vary; Northern Virginia’s data resulted from a larger sample than Southwest’s because Northern Virginia contributed more respondents to the full and augment samples and state-weighted outcomes. The sampling design was not structured to produce a representative comparison across regions. The following data are indicators of potential differences to focus upon.

**Figure 7**

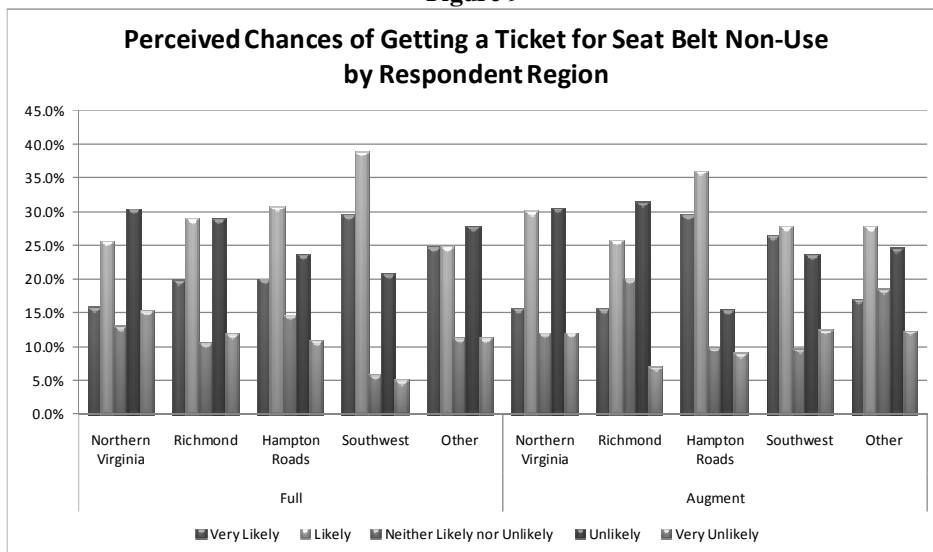


Two questions were of interest when comparing regions. First, evaluators considered regional differences in witnessing enforcement activities targeting non-belt use. Figure 8 shows that the Southwest respondents in both samples were more likely to remember witnessing enforcement activity than the three main regions of Virginia (Northern, Richmond, and Hampton Roads). Respondents coded as “Other region” had similar results. In addition, the Southwest respondents were more likely to believe getting a ticket for non-use was “very likely” or “likely” than the other main areas. Figure 9 shows these data for each sample.

**Figure 8**



**Figure 9**



## Topic Conclusions

The majority of respondents told evaluators that they always wear their seat belts, and in all conditions and times of day. These data do not match what is known from Virginia field studies or from other literature, which may call into question whether the sampling methodology reached those at greatest risk for non-belt use. This concern was mitigated somewhat by the focus of one sample on 18-34 year olds, the identified risk group for belt use interventions. Further, there were sufficient men in both samples (approximately 41% of each sample), as men are also targeted by Virginia. Yet, it remains to be seen whether (a) the hard-core non-users participated in the survey or (b) the self-report nature of the survey led people to over-report their belt use much more than is typically expected by such surveys.

While sampling questions will be answered after future years, there are useful findings that can be built upon in additional belt-use interventions. First, targeted groups are receiving the enforcement message more than non-targeted groups. Specifically, a higher percent of men in both samples reported witnessing belt-use enforcement activity. Likewise, respondents from Southwest, a region of great interest for having low belt use rates and high-fatality rates per capita, reported witnessing more enforcement activities and had more belief in the likelihood of receiving a ticket for non-belt use.

## Impaired Driving

### Statewide Results

Asking questions about one's drinking behavior is more difficult than asking about seat-belt use. The current evaluators have seen this phenomenon over several surveys from past work, with respondents becoming very quick to tell them that they do not drink. Drinking – and particularly drinking and driving – has more negative connotations than being unbuckled in a vehicle.

Therefore, the first piece of data (Figure 10) presents the percent of respondents who, when asked if they had driven within two hours of drinking alcohol in the past 60 days, either answered the question or responded "I don't drink." Those who answered the question would be considered "Those who drink" at least sometimes in future questions, whereas those who refused to answer by stating they don't drink were operationalized as "Non-drinkers." As seen in Figure 10, less than half of the full sample compared to a little more than 61% of the augment, and younger, sample answered the question and would be considered "at least sometimes drinkers."

Figure 11 shows answers from the follow-up question regarding how many times the drinkers had driven within two hours of drinking alcohol in the past 60 days. The question was answered by the 475 people in the full sample and 346 in the augment who were operationalized as at least drinking sometimes (those who gave an answer, shown in Figure 9). The vast majority of both samples (at least 80%) said they had not driven in such a way in the past 60 days. Interestingly, 11.5% of the full sample and 8.7% of the augment had driven in such a way at least twice in the past 60 days, and could be inferred to have potentially been among the impaired driving population the previous two months.

The next figure uses both the population of at least sometimes drinkers and those who stated they did not drink. Figure 12 displays the perceived likelihood that "someone" will get arrested after drinking as rated by those who do not drink (i.e., the 528 and 219 non-drinkers from the full and augment sample, respectively). It also displays the perceived likelihood that the individual him or herself will be arrested after drinking, as rated by respondents who were at least sometimes drinkers (i.e., the 475 and 346 drinkers from the full and augment sample, respectively). Overall, the augment sample perceived the

likelihood of getting arrested to be higher than the full sample. Further, the differences between rated likelihoods for someone versus oneself were negligible.

Figure 10

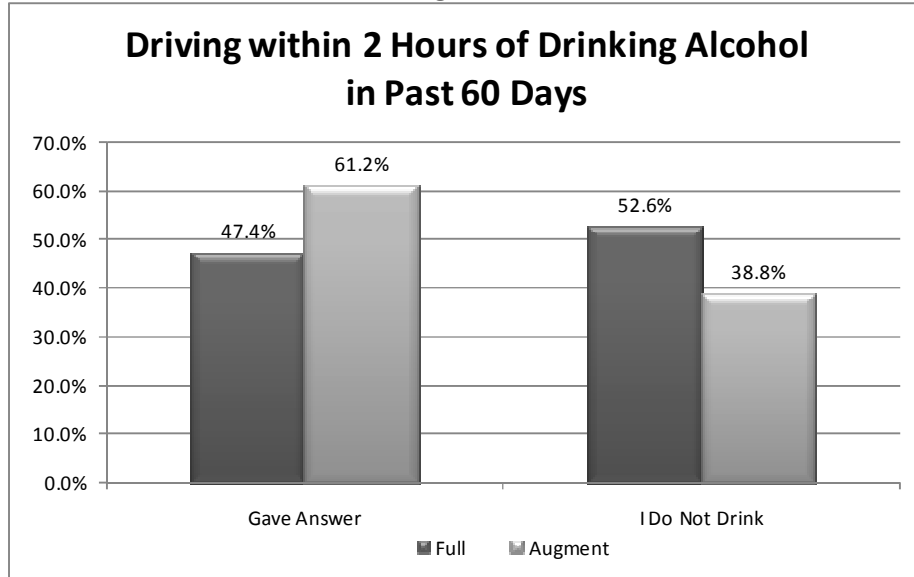
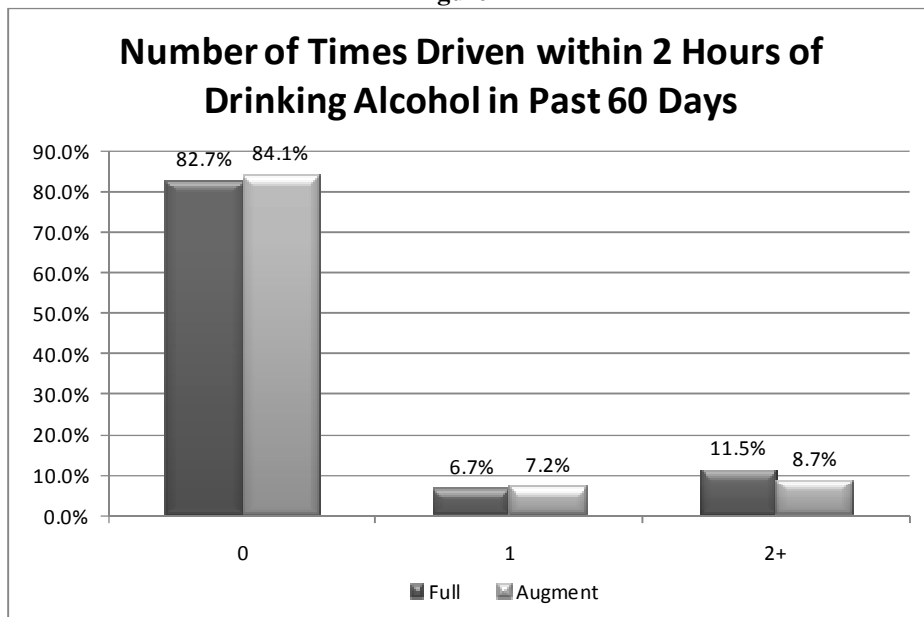
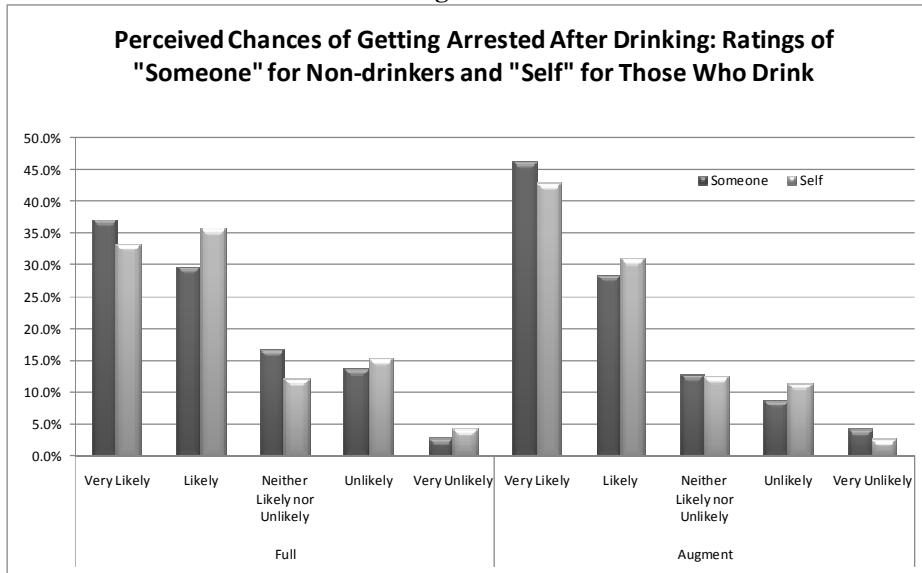


Figure 11



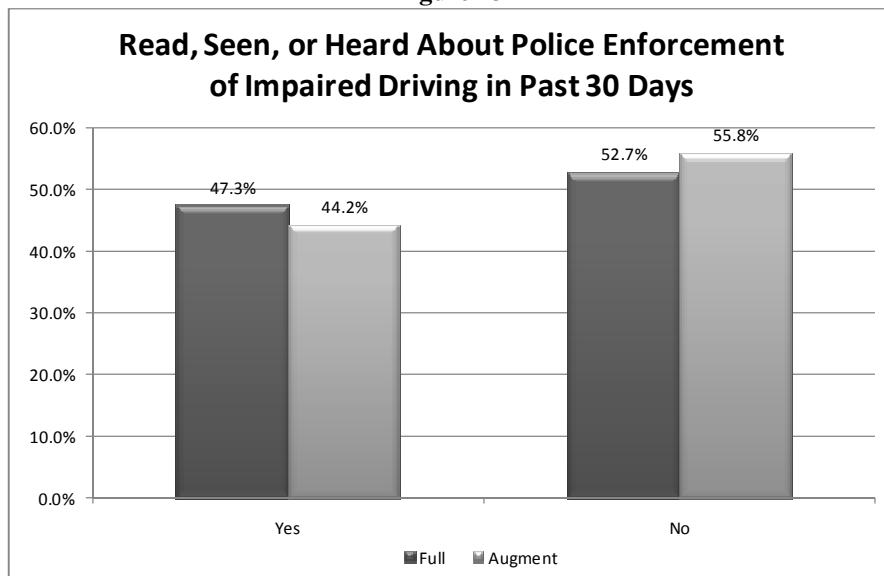


**Figure 12**



Two remaining questions were important to consider for Virginia at-large. Respondents were asked whether they had read, seen, or heard about police enforcement of impaired driving and about designated driving programs. The time period for recollection was “in the past 30 days.”<sup>12</sup> Less than half of each sample (in the 40% range) recalled witnessing impaired driving enforcement, with the augment sample recalling at a lower percentage than the full sample (Figure 13). Even fewer respondents recalled designated driving programs in the same time period, again with fewer recollections in the augment sample (only 1 in 4 compared to nearly 1 in 3 among the full sample; Figure 14).<sup>13</sup>

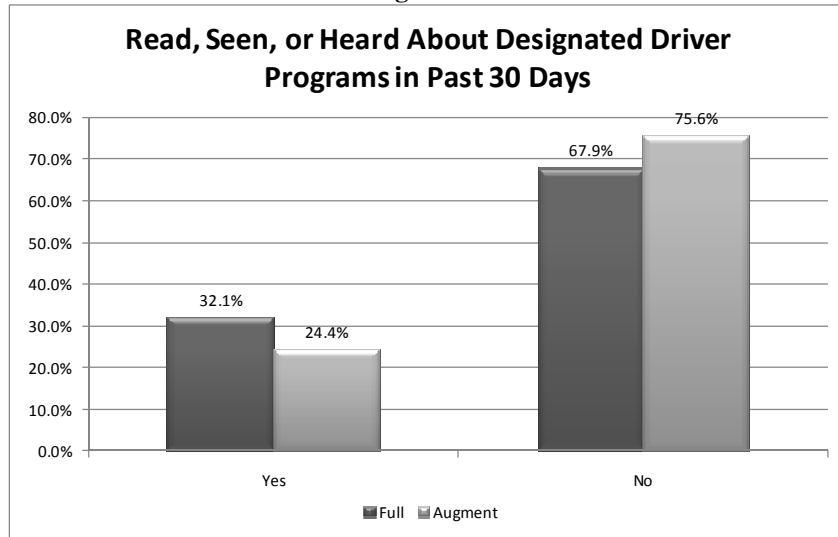
**Figure 13**



<sup>12</sup> The 30-day time period was used to remain consistent with previous questions reviewed by Hedlund et al. (see footnote #2). Impaired driving programs are often ongoing, so it was reasonable to ask about the previous 30-day period.

<sup>13</sup> Appendix A provides more information about what designated driving programs were recalled. See question #9b.

**Figure 14**

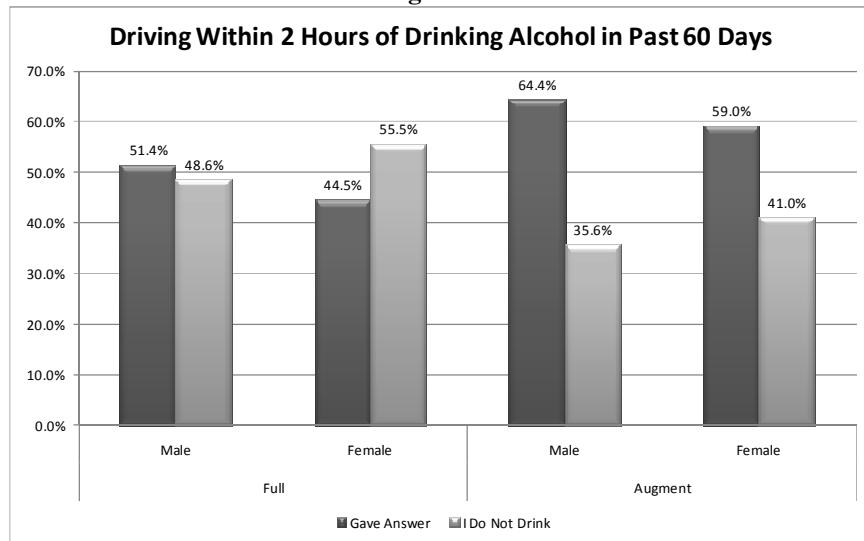


**Gender and Regional Information**

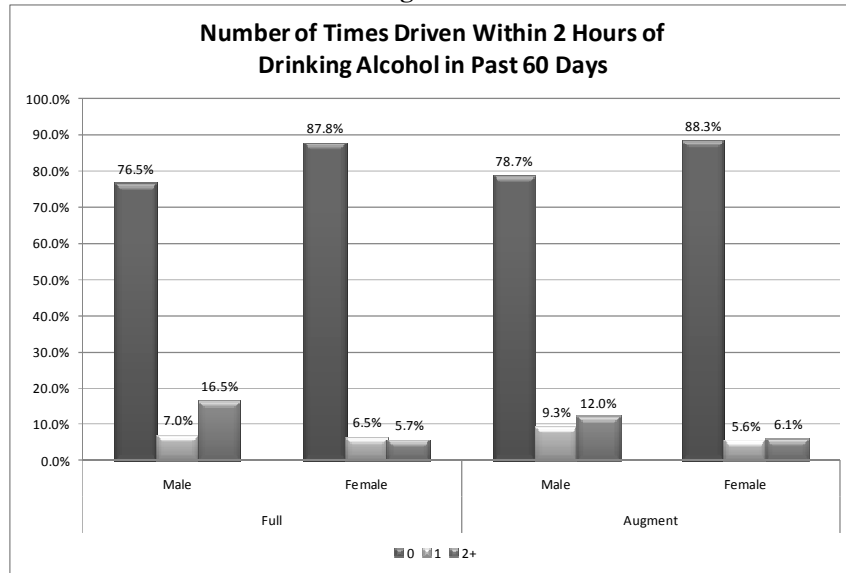
*Gender*

As with seat-belt use, the statewide questions were re-assessed by gender breakdowns. Figures 15 and 16 show that more men than women gave an answer to the drinking question, and therefore more men than women were operationalized to be, at minimum, sometimes drinkers. As expected, too, the younger augment sample had higher percentages of sometimes drinkers than the full sample. However, most of each gender in each sample reported zero times that driving occurred within two hours of drinking alcohol. Men, though, were at least twice as likely as women in each sample to have driven after drinking two or more times.

**Figure 15**

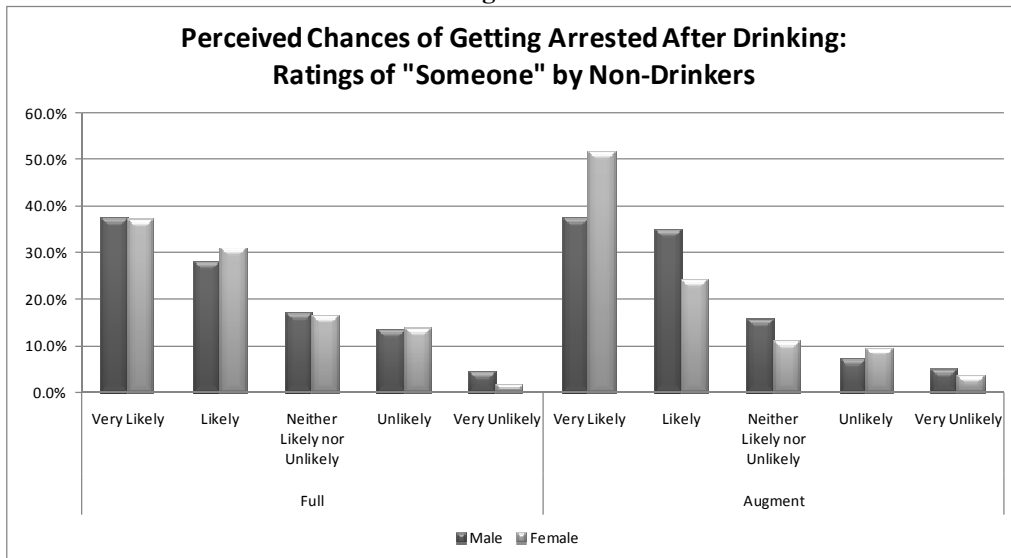


**Figure 16**

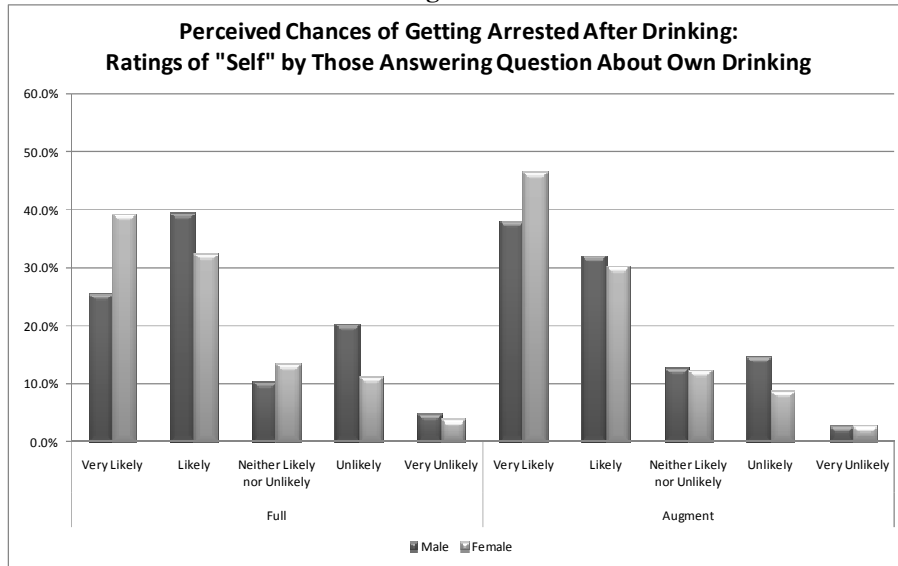


Figures 17 and 18 show each gender's ratings of the likelihood of someone or self being arrested after drinking. Recall that the "someone" ratings were by respondents who reported that they do not drink. Self ratings were by respondents operationalized to be at least sometimes drinkers. There were no appreciable differences between ratings for someone versus self. The majority of both rating groups believed it to be very likely or likely to be arrested for drinking and driving.

**Figure 17**

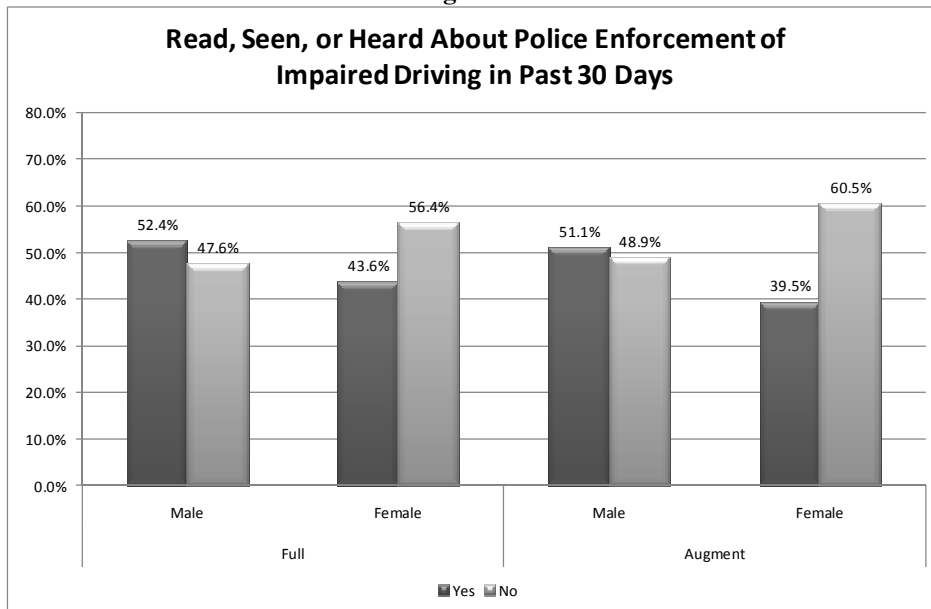


**Figure 18**

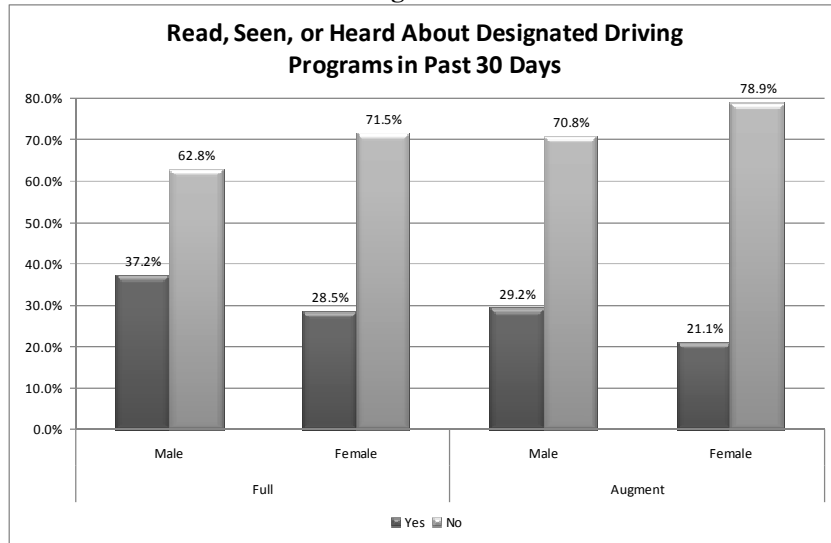


More men than women, when inspecting each sample, recalled reading, seeing, or hearing about police enforcement of impaired driving. Further, more men than women, again when looking within each sample, remembered witnessing information about designated driving programs. Figures 19 and 20 provide the percentages. Note that about half of the men recalled police; 20% to nearly 40% of men recalled designated driving programs.

**Figure 19**



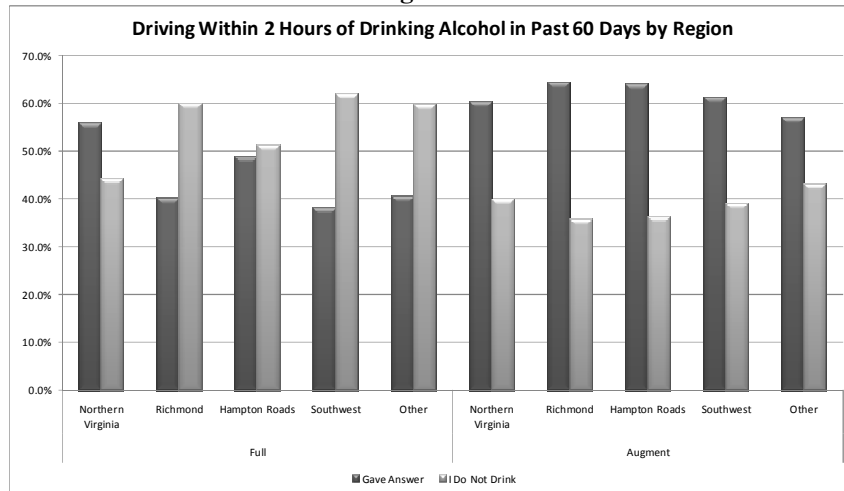
**Figure 20**



*Regional Differences*

Figure 21 shows the percent of respondents by region who were considered at least sometimes drinkers or non-drinkers. In the full sample, “sometimes” drinkers outnumbered non-drinkers in only one region. Northern Virginians were more likely than other respondents in this sample to be considered drinkers. Sometimes drinkers, on the other hand, outnumbered non-drinkers in every region of the augment sample. The higher rates of drinkers than non-drinkers in the augment sample, compared to the full sample, makes sense in that the full sample includes older than 34 year-old respondents who were less likely to drink than those aged 18 – 34.<sup>14</sup>

**Figure 21**

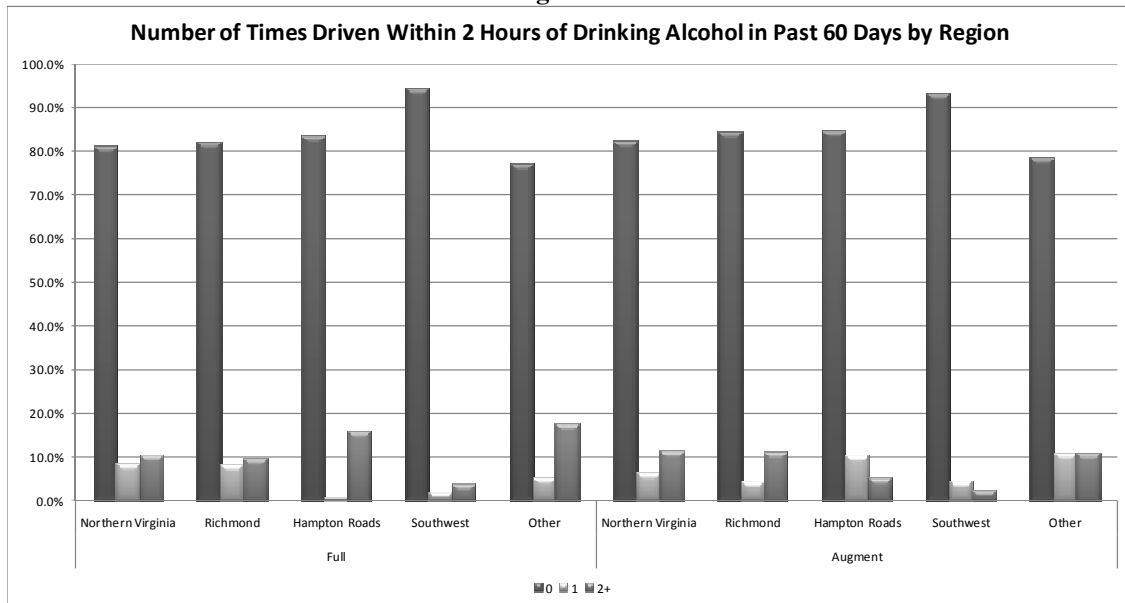


<sup>14</sup> For a national study on prevalence of alcohol use, and how younger people and males drink more than other groups, see Grant, B. F., Dawson, D. A., Stinson, F. S., Chou, S. P, Dufour, M. C., & Pickering, R. P. (2004). The 12-month prevalence and trends in DSM-IV alcohol abuse and dependence: United States, 1991-1992 and 2001-2001. *Drug and Alcohol Dependence*, 74, 223-234.

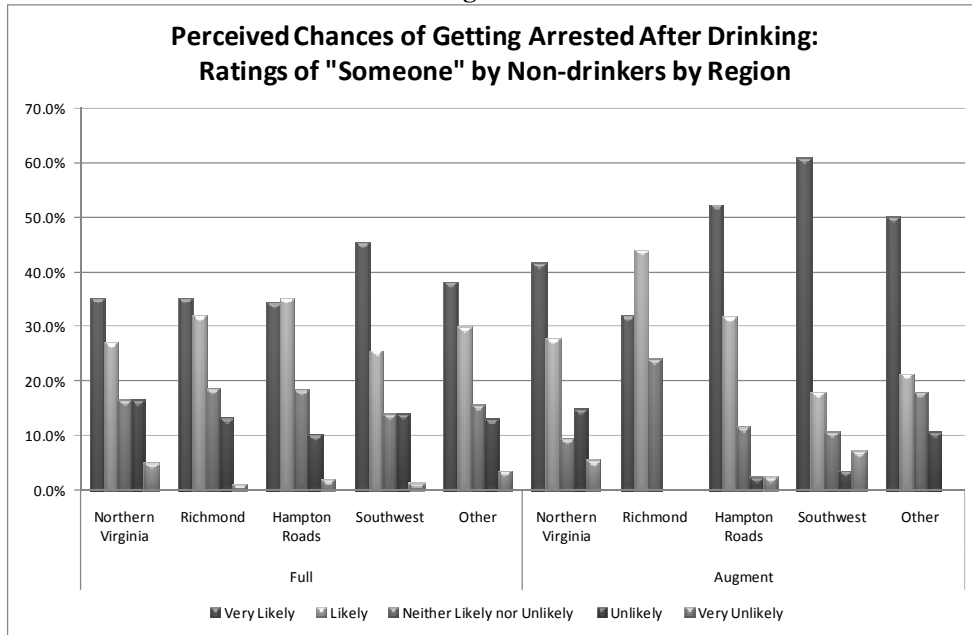
Figure 22 displays the number of times within 60 days that these sometimes drinkers drove within two hours of drinking alcohol. Southwest respondents reported a higher rate of zero times driven in these conditions than other regions, but in general the rates for all regions were very high for reporting zero occasions. Hampton Roads' and Other respondents in the full sample had a higher percentage of driving in this situation two or more times. On the other hand, Hampton Roads' respondents in the augment sample had the second lowest percentage reporting two or more occasions. Only augment respondents from Southwest reported lower incidence of two or more times.

Figures 23 and 24 provide regional data on someone versus self being arrested after drinking and driving. The regions mostly agree on the likelihoods, with few differences between someone and self chances. However, it is interesting to note that ratings of someone and self getting arrested by the augment group tended more toward "very likely" to "likely" than ratings by the full sample. Younger respondents believed the chances of being arrested were greater than Virginians in general.

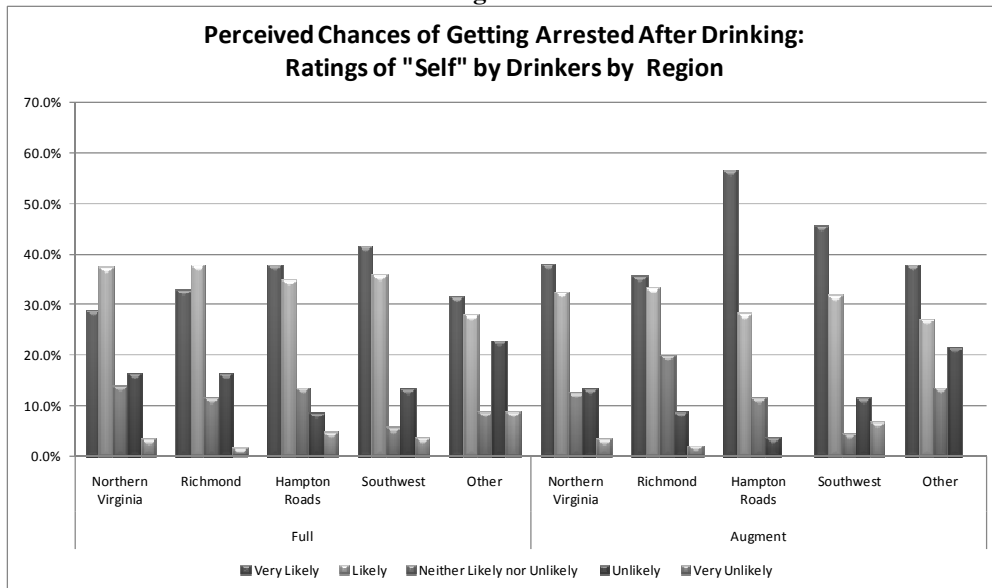
**Figure 22**



**Figure 23**

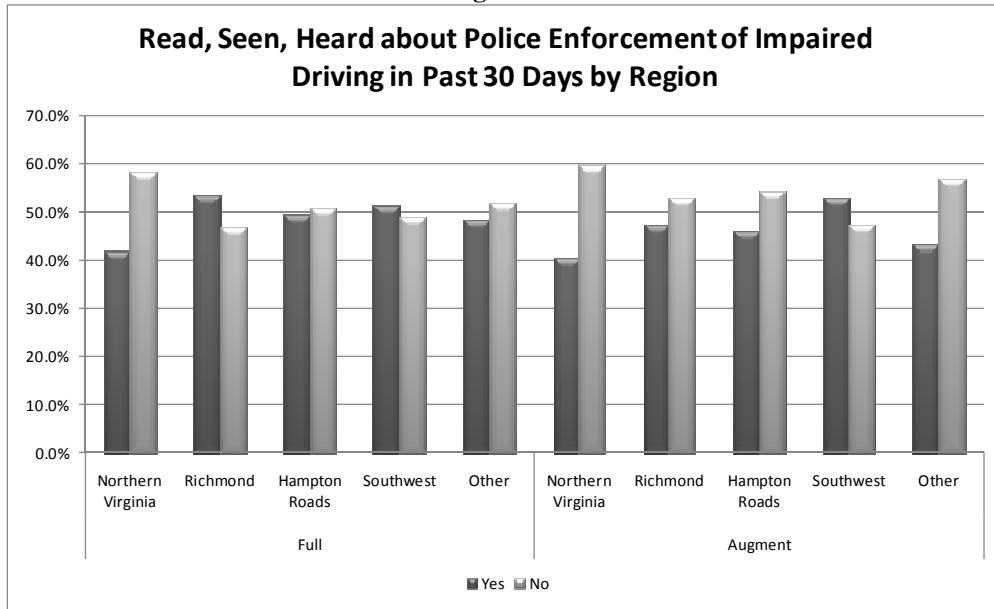


**Figure 24**

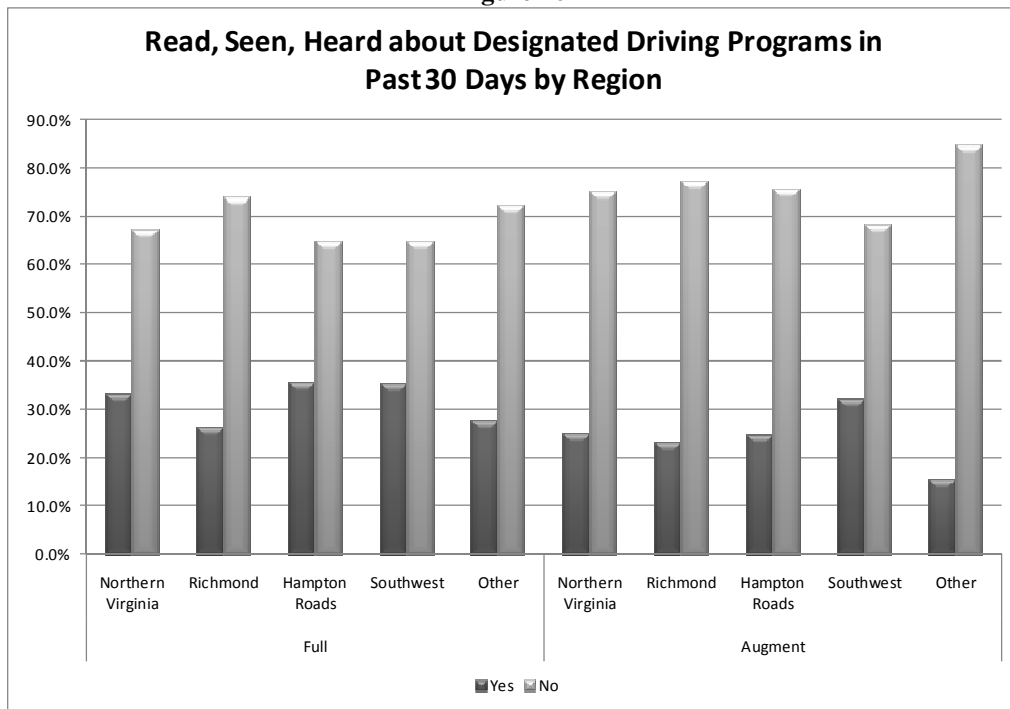


Figures 25 and 26 show regional percentages for reading, seeing, or hearing about police enforcement of impaired driving and designated driving programs, respectively. Northern Virginia respondents reported less recollection of police enforcement activity than other regions. On the other hand, "Other" regional respondents reported less recall of designated driving programs. Recall that Other is represented by respondents not identifying with any of the other major regions of Virginia.

**Figure 25**



**Figure 26**



**Topic Conclusions**

Alcohol use is a difficult behavior to address in such self-report measures, as it is reasonable to assume most people responding to the survey know that impaired driving is illegal and considered unsafe. This is one potential reason that a high number of respondents reported immediately that they do not drink. Even



so, of the approximate half of the samples operationalized as “at least sometimes drinkers,” 7% to 8% admitted to driving two or more times within two hours of drinking alcohol. These percents are not trivial.

As with seat-belt use, half or less of the respondents recalled police activities – in this case, activities targeting impaired driving. Even fewer statewide (less than 30%) recalled designated driving programs. Men, in both cases and in both samples, recalled police and designated driving programs more than women. One positive finding among these results was the perceived likelihood, by both samples, both genders, and most regions, that impaired drivers would be arrested.

Program officials leading impaired driving programs could benefit by capitalizing on the perceptions of being arrested by continuing messages of enforcement. However, to counterbalance these efforts, the data also clearly indicate more could be done to promote designated driving programs and encourage participation in those programs. There is room for improvement with designated driving efforts, outreach to women (who lagged behind men in awareness of programs), and outreach to regions that, unlike for example Northern Virginia and Hampton Roads, may not be as heavily targeted by impaired driving programs (i.e., “Other” regions).

## **Speeding**

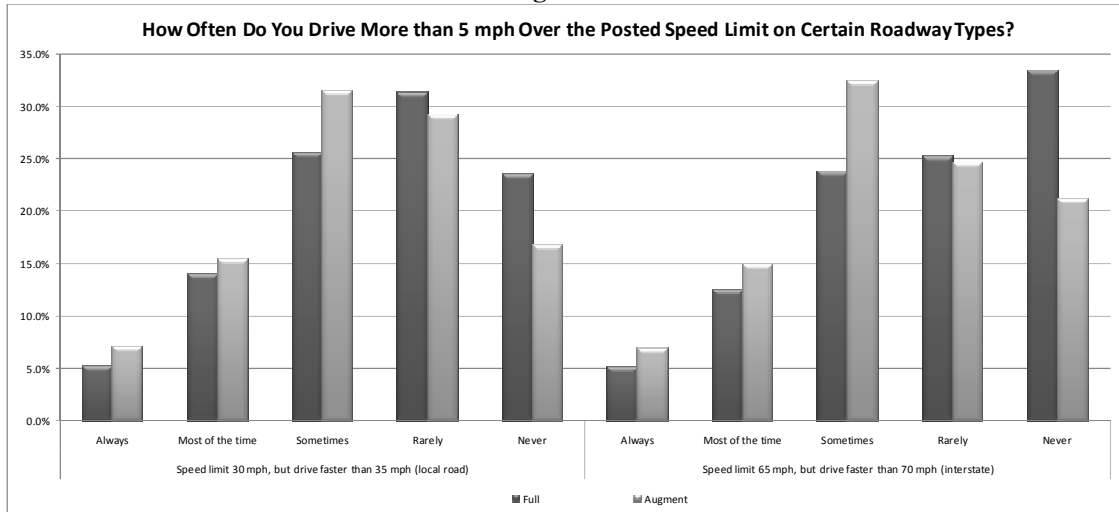
### **Statewide Results**

Evaluators focused less on speeding and distracted driving (in the next section) than seat-belt use and alcohol considerations. They did so strategically in that speeding and distracted driving receive less attention than the other two traffic behaviors. They also did so to keep the survey length manageable to encourage respondent completions and meet budget requirements. Even with these limitations, valuable data were obtained that will help programs focus more attention on speeding and distracted driving in Virginia.

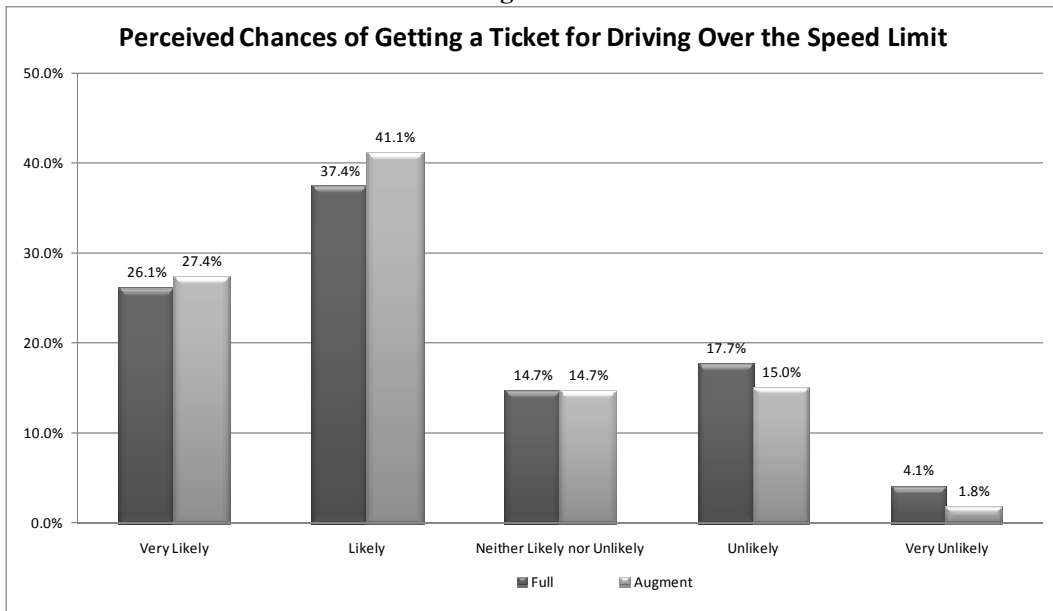
The first comparison is speeding on a typical local road versus speeding on an interstate. Figure 27 displays the likelihood respondents in each sample would speed more than 5 mph above a posted 30 mph road or 65 mph road. The pattern of responses for each road was similar, with the percent admitting to nearly always to always speeding 5 mph or more being lower than the percent responding seldom to never. However, an important 23% to 32% of each sample admitted to “sometimes” speeding on each road type. In all, a little less than half of the respondents from both samples admitted to at least sometimes speeding. The majority responded seldom-to-never speeding.

Respondents also believed that the chances of getting a ticket for speeding were good (Figure 28). The majority of respondents from both the full and augment samples believed the chances were very likely to likely. While the full and augment samples’ percent breakdowns were equivalent for most categories, they diverged at “very unlikely.” Specifically, the augment, younger sample was less likely to report the chances of receiving ticket to be “very unlikely” compared to the older, full sample.

**Figure 27**



**Figure 28**



**Figure 29**

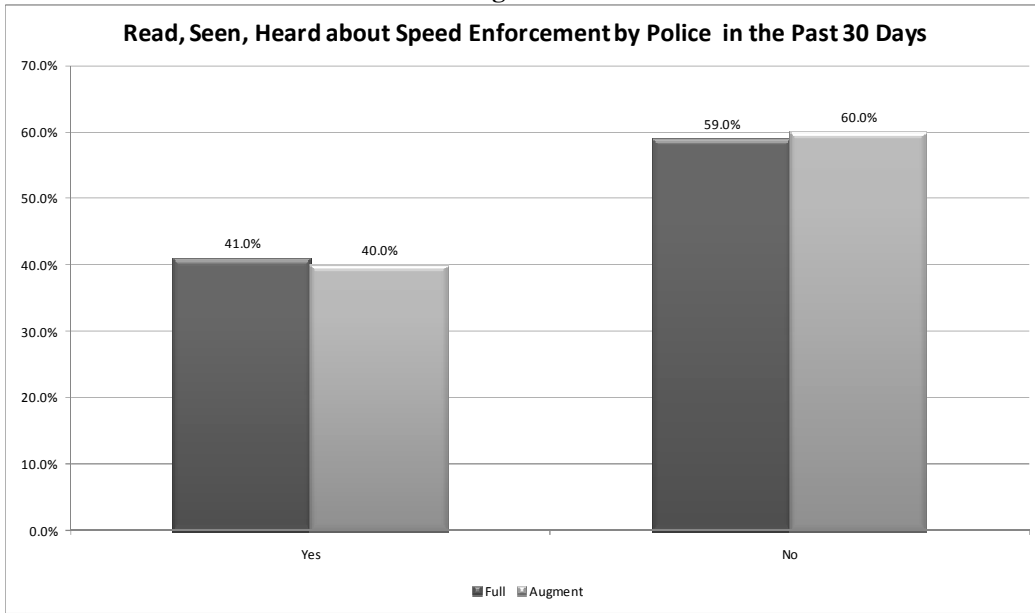


Figure 29 provides the response percents for each sample’s awareness of police activity targeting speeding in the previous 30-day period. The difference between the samples was negligible. Overall, about 40% of each sample recalled such activity.

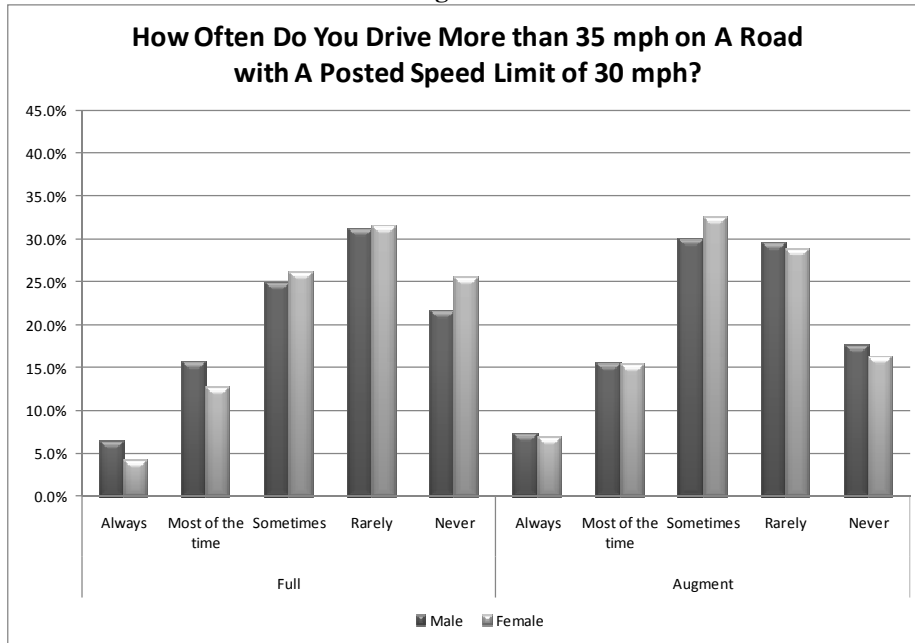
## Gender and Regional Information

### *Gender*

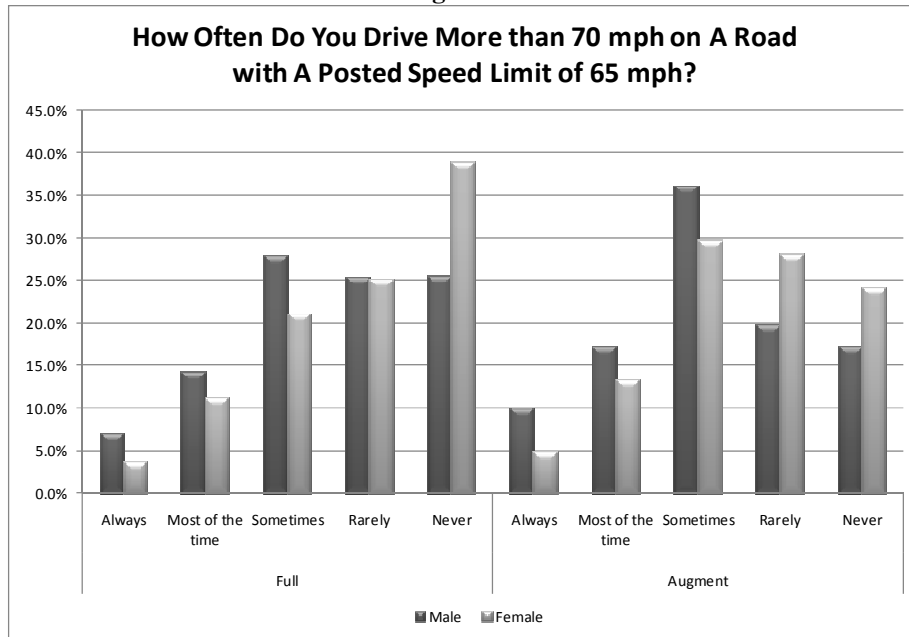
Figure 30 provides the likelihood of speeding on local (30 mph) and interstate (65 mph) roads by gender. Gender responses for the full and augment samples were similar for local road speeding. However, men in the full sample were more likely to always or nearly always drive more than 35 mph on roads with posted limits of 30 mph. Gender differences were less pronounced in the augment sample.

On the other hand, gender differences were much more pronounced for driving more than 70 mph on roads with a posted limit of 65 mph (e.g., interstates). Men in both the full and augment samples were more likely than women to at least sometimes speed. Women were more likely to report seldom or never speeding in this situation.

**Figure 30**

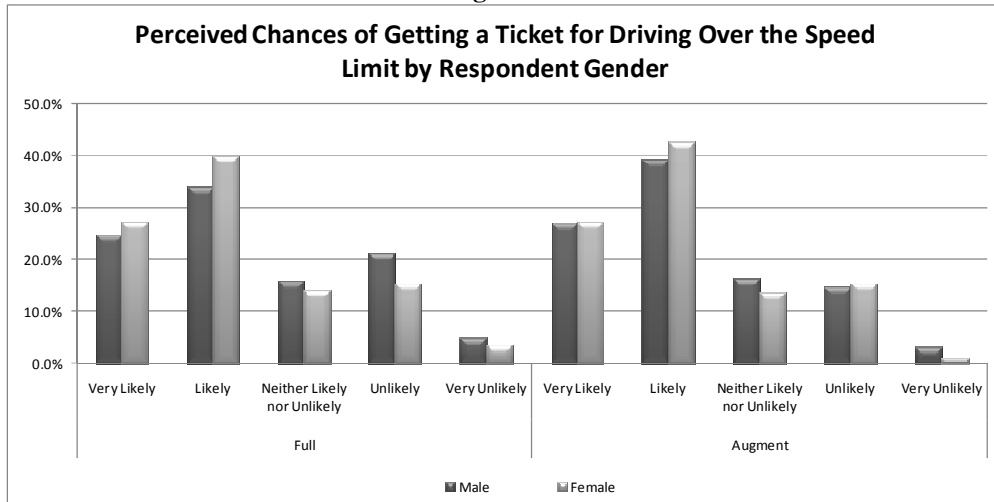


**Figure 31**

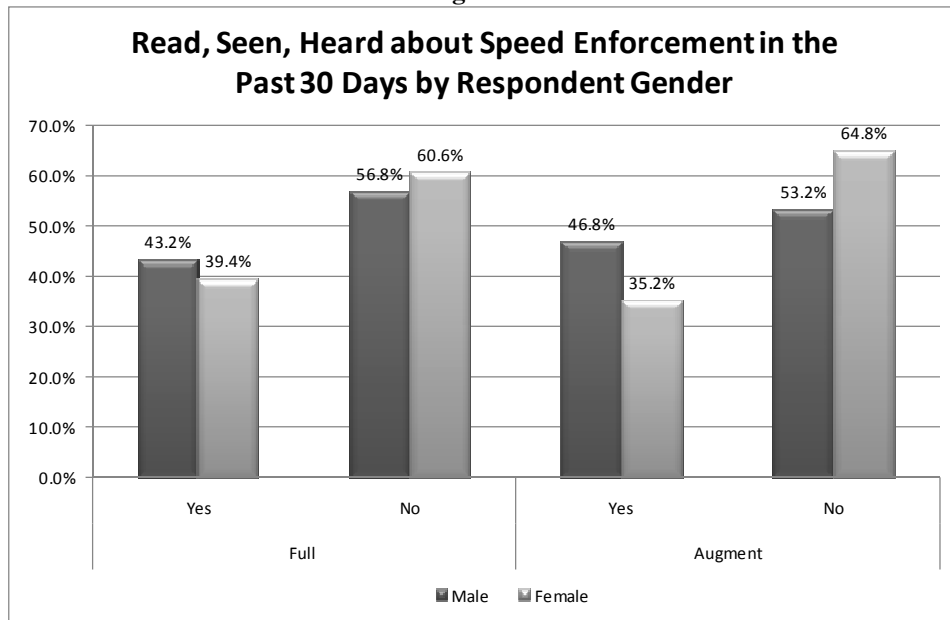


Women, though, were more likely than men to believe receiving a ticket for speeding was very likely or likely. Men were more likely to believe such tickets were unlikely or very unlikely (Figure 32). Finally, similar to results for seat-belt and impaired driving enforcement, men were more likely than women to recall enforcement activities for speeding regardless of sample (Figure 33).

**Figure 32**



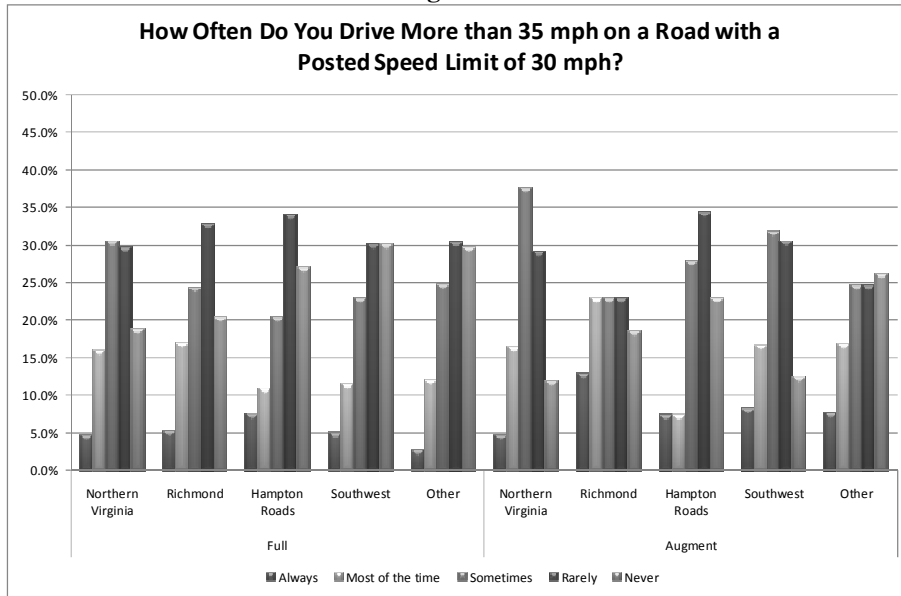
**Figure 33**



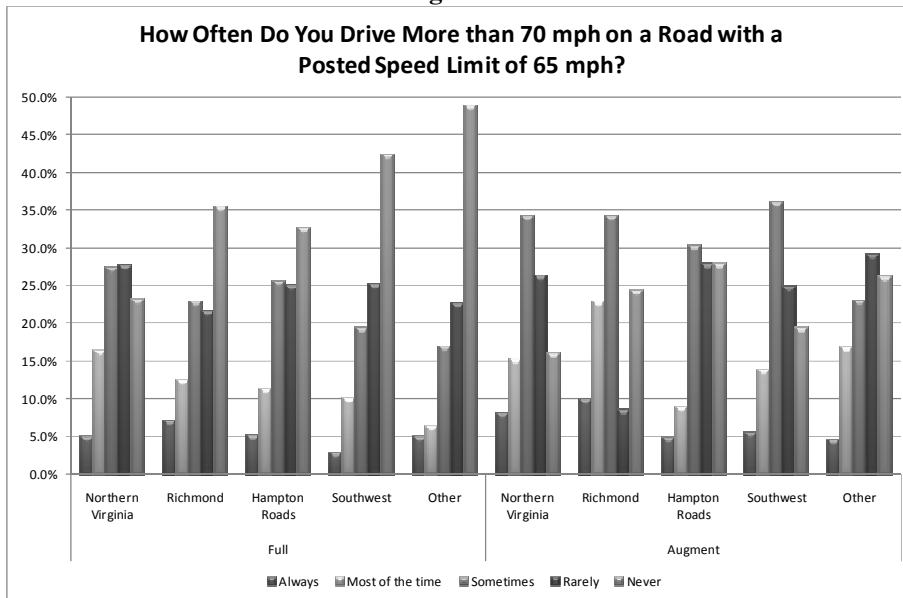
*Regional Differences*

Regional percentages for the speeding frequency are given in Figures 34 and 35. In both cases of speeding (on lower and higher speed roads), the full sample from rural areas such as the Southwest region were more likely to report never speeding. The augment sample was more varied in its speeding reports for both types of roads.

**Figure 34**

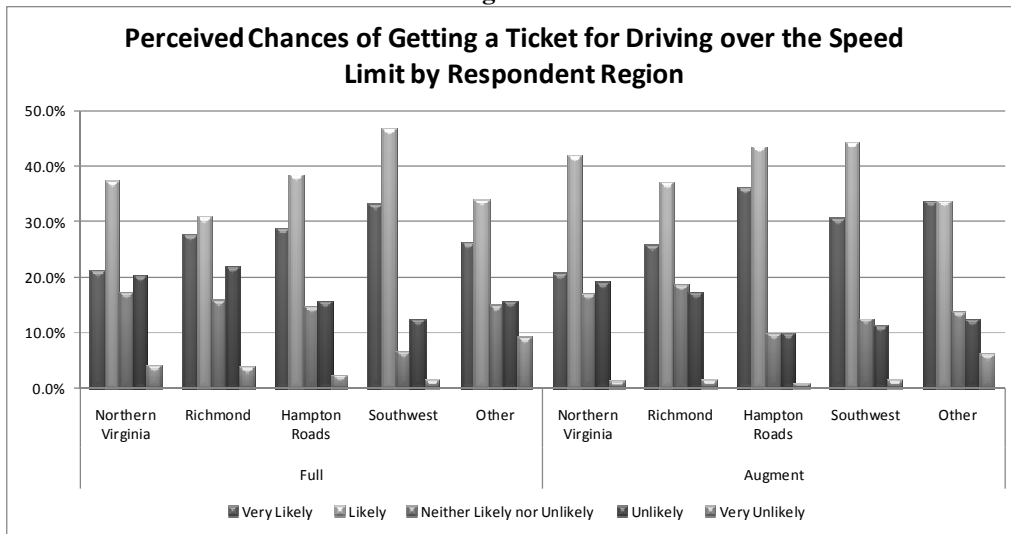


**Figure 35**

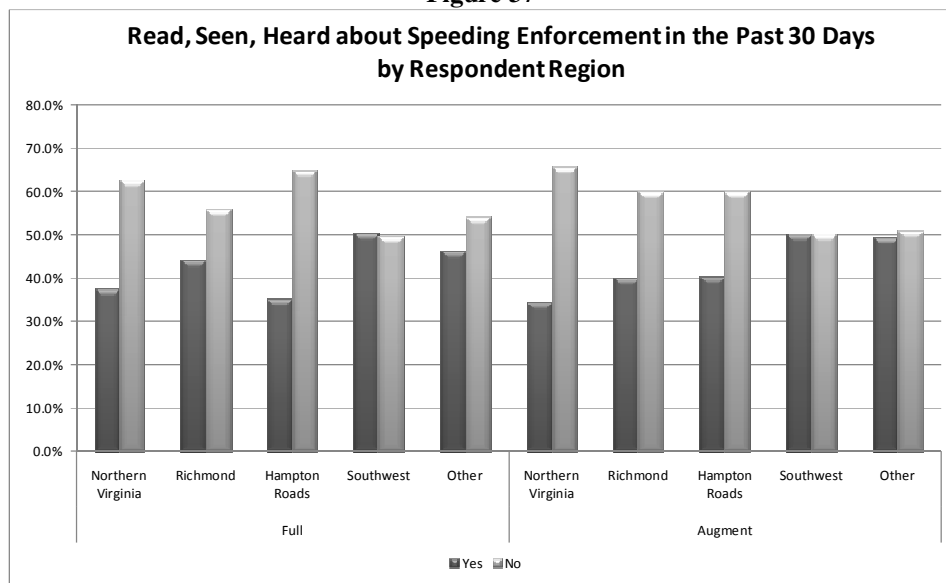


Finally, Figures 36 and 37 display perceptions of getting a ticket and recall of police activities targeting speeding, respectively. For perceived chances of getting a ticket, full and augment respondents across regions were roughly similar in that the majority of each region, across each sample, believed the chances of getting a ticket were at least likely. Further, there were regional differences in recollection of police activity. Southwest respondents in each sample were more likely to recall police targeting speeding. Less than 45% of the respondents from the more urban regions in each sample recalled such activity.

**Figure 36**



**Figure 37**



**Topic Conclusions**

Approximately half of Virginians reported at least sometimes speeding on local or interstate roads. Men were more likely to report this behavior than women, as were respondents from more urban regions of the Commonwealth. Perceptions of receiving a ticket for speeding were relatively high, although recollections of police activity targeting enforcement were less than 50% in most of the data comparisons.

Given the high frequency that law enforcement targets speeding, particularly in conjunction with other programs such as *Click It or Ticket*, it was somewhat surprising to see the recollection of activities at about the same level as recollection of seat-belt and impaired-driving enforcement, which have particular

programs running at particular times (although the impaired programs are run with much higher frequency than occupant protection selective enforcement efforts).

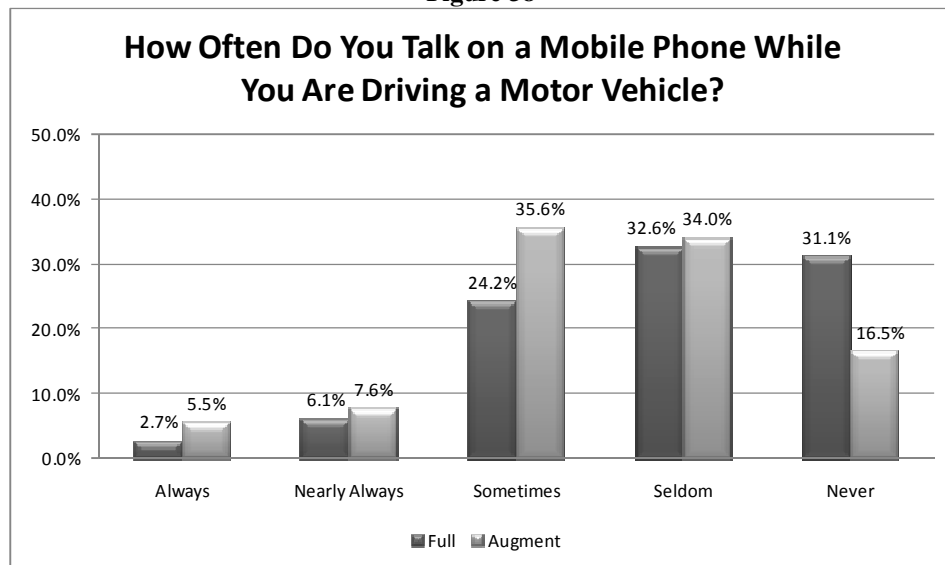
Recommendations for future programs targeting speeding are more difficult to pull from these data alone without referring to extant literature. Enforcement efforts are important and should continue, as respondents believed tickets were likely. A greater focus on the local roads may be useful too, as fewer respondents reported “never” speeding on these roads compared to interstates. The consequences of speeding on these local roads, too, could be more damaging. Local roads have more potential conflicts with intersections, pedestrians, and traffic that all can be affected by speeders and by speeders who crash.

## Distracted Driving

### Statewide Results

Evaluators included and asked only two distracted driving questions, and both involved mobile phones. There are certainly other variables affecting distracted driving, but the main one focused upon in the traffic safety community is the use of mobile phones while driving. The questions here assessed the frequency of talking on a mobile phone and frequency of texting while driving. Figure 38 presents the results by sample for the frequency of talking. More than 60% of the full sample and almost half of the augment sample reported seldom-to-never talking on a mobile phone while driving. An even larger number of respondents reported seldom-to-never texting while driving (90% or more; see Figure 39).

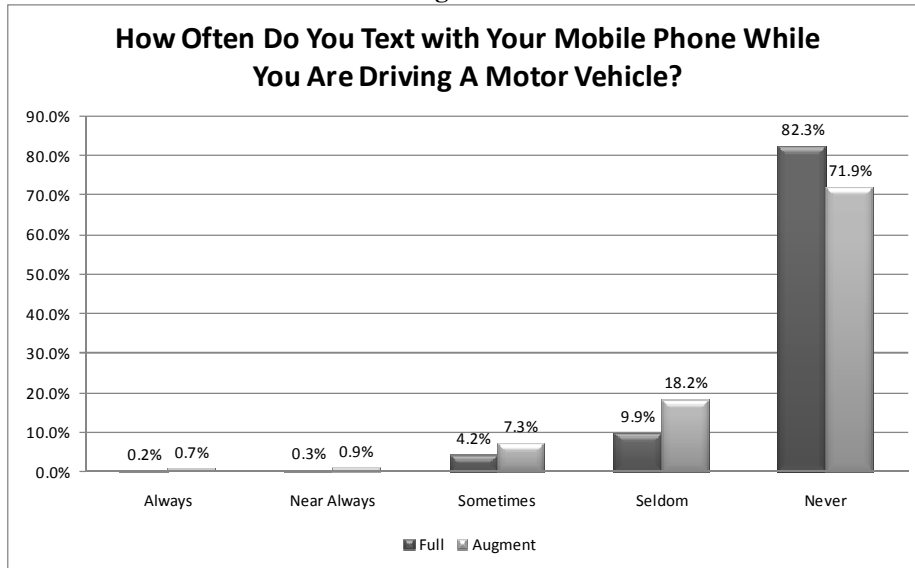
Figure 38



Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.



**Figure 39**



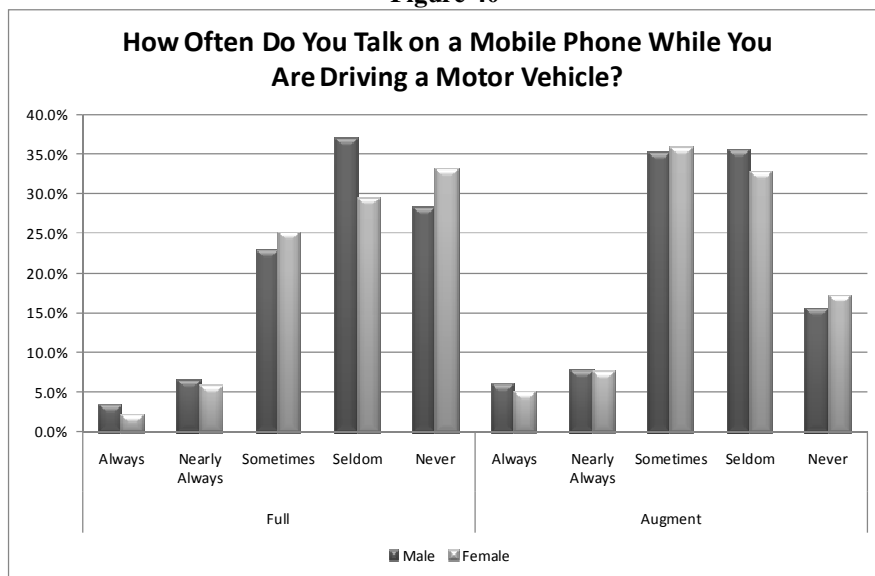
Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.

## Gender and Regional Information

### Gender

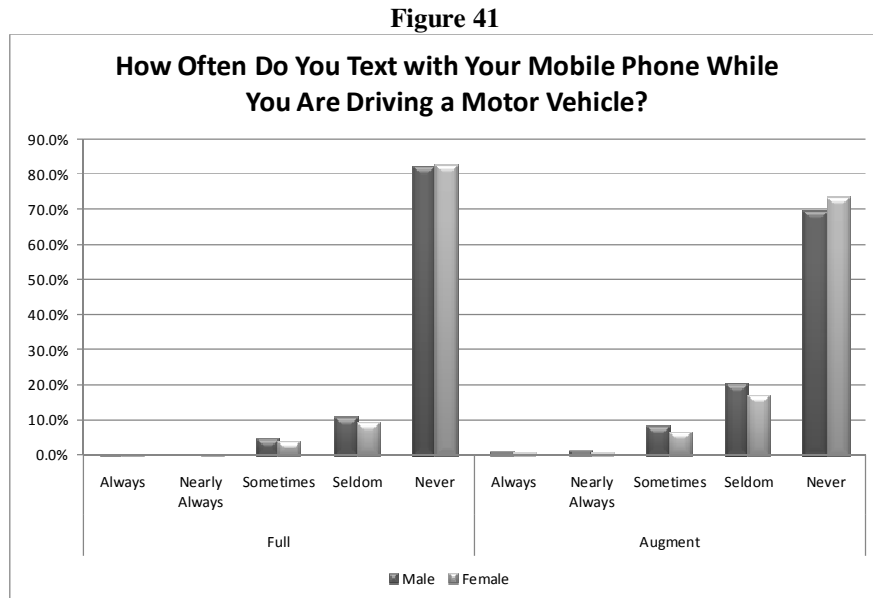
Men and women of the augment sample reported nearly equivalent talking on mobile phones while driving (Figure 40). However, there were differences in the full sample. While men and women had nearly equivalent rates reporting always, nearly always, and sometimes, more men than women were seldom likely to talk on mobile phones while driving; women were more likely to report never doing so.

**Figure 40**



Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.

There were only marginal differences between men and women when asked about texting while driving (Figure 41). Both groups were at least 70% likely to say never, although the texting rates for the augment group were higher than the full sample.



Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.

### *Regional Differences*

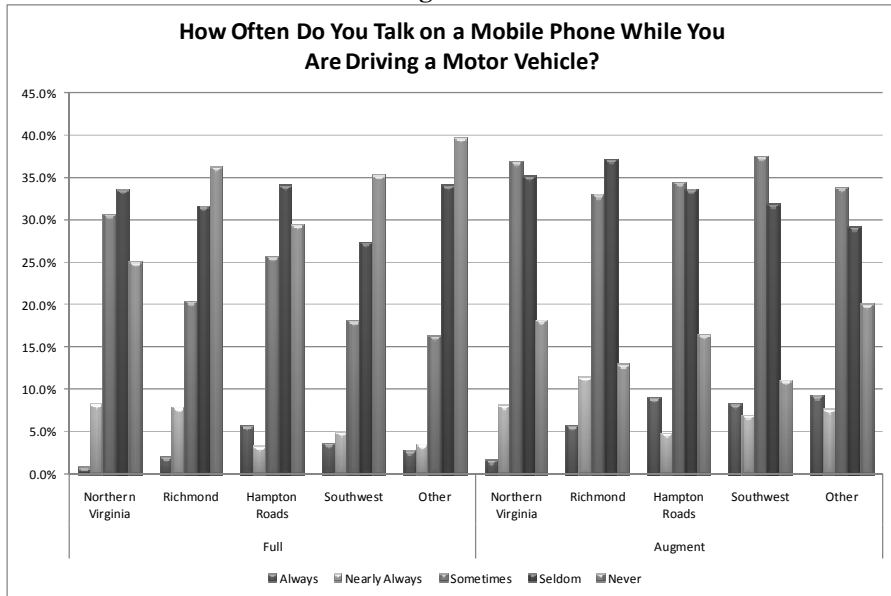
The final two figures of this report provide regional information for talking on a mobile phone and texting while driving. Figure 42 shows that across regions and both samples the frequencies of talking on the mobile phone while driving were roughly equivalent. The most common responses were seldom-to-never, however there was a significant percentage in each sample who at least sometimes talked on the mobile phone while driving.

Figure 43 shows the texting frequencies. The majority reported never texting while driving. However, there were sample and regional differences. The augment sample was more likely to report some texting than the full sample. Further, augment drivers from the Southwest region were more likely to report some texting than other regions.

### **Topic Conclusions**

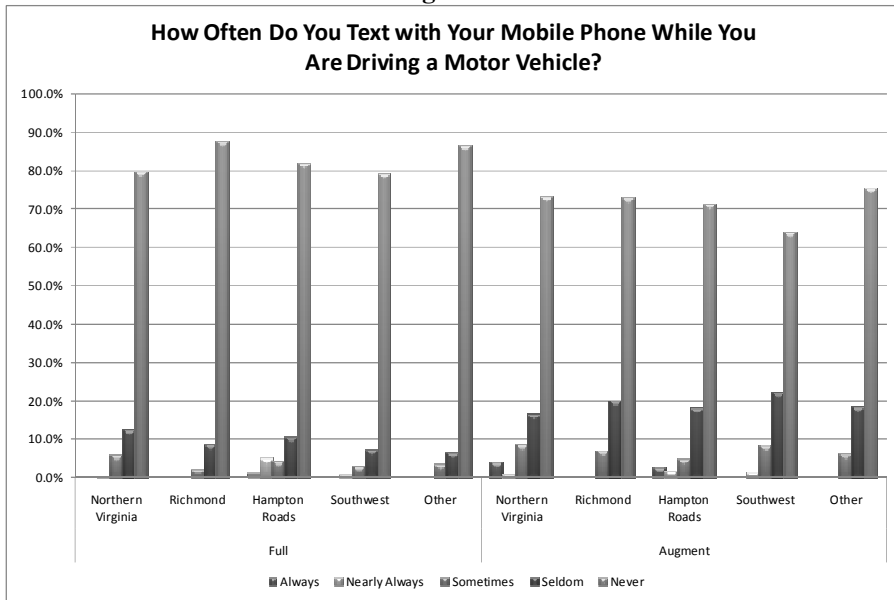
While the majority of respondents did not frequently talk on mobile phones or text while driving, the data indicated that sufficient numbers were doing so to warrant continued monitoring. Young drivers (in the augment) may be at risk, as may be those young drivers in more rural areas. Southwest augment drivers were more frequently texting than other drivers in other regions. Further, gender differences appeared to be negligible, which means this particular traffic safety problem may involve women in as much risk as men.

**Figure 42**



Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.

**Figure 43**



Note: Percents do not equal 100% because a small number of respondents in each sample reported they did not own a mobile phone.

## Discussion

This report discussed the first year of a self-reported telephone survey to assess Virginians' perceptions of and actions involving targeted driving behaviors. This survey, which will be administered in some form annually, addressed seat-belt use, impaired driving, and speeding. It also addressed distracted driving via mobile phone use at the request of the VHSO. Perceptions of media, enforcement, and self-involvement in the behaviors were key considerations. The data provided statewide estimates representing two groups of Virginia licensed drivers: (1) a sample of 18+ year olds ( $n = 1,003$ ) and (2) a sample of 18 – 34 year olds ( $n = 565$ ). Additional data were presented that, with cautious interpretation, provided indications of gender and regional differences among the three key behaviors. For this general discussion, important issues are presented.

First, the data – regardless of the behavior being questioned – clearly indicated that the majority of Virginians perceived their behaviors to be consistent with safe-driving practices. The majority reported wearing seat belts, not speeding, not drinking and driving, and not using mobile phones while driving. These reports were consistent with known field work investigating actual roadway behaviors. However, what was also clear, and this is a concern for future surveys, was that the percentages reporting engagement in the risk behavior seemed lower than those observed doing the behavior (e.g., less than 10% reported not always buckling up, but field studies in Virginia show this rate closer to 20%)<sup>15</sup>. Hardcore, risky drivers and passengers may be less likely to participate in these surveys and interpretations must be cautious as a result.

Second, again regardless of the behavior, a meaningful percentage of respondents (approximately 50%) believed that police will catch risky behaviors and give tickets or make arrests (i.e., the latter for impaired driving). Yet, half or less of respondents recalled seeing enforcement activities.

Third, there were many similarities between the full and augment samples (with the exception of drinkers and texting while driving). It is possible that the augment sample's similarity was partially due to 265 participants who were in both the full and augment samples (i.e., recall that 18 - 34 year olds in the full sample were used in the full sample but also brought over to increase the sample size and reduce the sampling error in the augment sample). However, this explanation does not fully capture how the augment group's trends and tendencies mirrored the full sample. Therefore, it is possible that perceptions of traffic behaviors among 18 – 34 year olds may not be as disparate from other age groups in Virginia, even though observed behaviors are known to differ. This inconsistency is worth exploring in future surveys.

Finally, a brief note is required about gender and regional differences. While caution is necessary when interpreting these findings, future work should pay attention to: (a) why men are more aware of police activity, but report more risk in most of the behaviors than women; (b) how men and women may be equal in terms of mobile phone distractions; and (c) why some regions are different from others depending on the risk (e.g., the Southwest respondents may drink less often, but text more, than other regional respondents).

The authors encourage readers to consider other questions from the data. As mentioned previously in the report, the authors made decisions regarding what to present based on established priorities. However, they look forward to exploring other components of the data now and in future surveys – and encourage partners to suggest new avenues for consideration.

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<sup>15</sup> See footnote #8.

## Appendix A

**Text of script used in the 2010 telephone survey, including raw percentages of answers for questions with multiple choice options. Questions listed below that do not have percent responses were those involving free responses or questions for screening purposes only.**

**GENERAL POPULATION RAW PERCENTAGES IN BOLD (N = 1,003)**

*AUGMENT POPULATION RAW PERRRCENTAGES (AGES 18-34) IN ITALICS (N = 565)*

### Introduction

Hello, my name is \_\_\_\_\_ with Issues & Answers Network in Virginia Beach. We are conducting a brief survey on behalf of traffic safety officials in Virginia. Your responses will be kept completely confidential. Your telephone number was selected at random and we are not trying to sell you anything.

May I please speak to an adult in the household age 18 or older who has a valid driver's license and drives a motor vehicle? (WHEN SPEAKING WITH APPROPRIATE RESPONDENT, GO TO SCREENER. IF SOMEONE ELSE COMES TO THE PHONE, REPEAT INTRODUCTION EXCEPT FOR THE LAST SENTENCE):

#### Screen:

S1. To start, can I please confirm that you are at least 18 years of age?

- 1 Yes (CONTINUE INTERVIEW)
- 2 No (RE-SCREEN FOR ADULT IN HOUSEHOLD)

S2. Can I confirm that you have a valid driver's license and drive a motor vehicle?

- 1 Yes (CONTINUE INTERVIEW)
- 2 No (RE-SCREEN FOR ADULT WITH LICENSE)

S3. And are you currently using a cell phone or landline phone?

- 1 Cell phone
- 2 Landline
- 3 Don't know/refused (TERMINATE)

S4. How would you classify your household's phone usage? Would you say ...

- 1 Cell phone only (if S3=1, classify as cell phone quota, otherwise TERMINATE)
- 2 Cell phone mostly (if S3=1, classify as cell phone quota, otherwise TERMINATE)
- 3 Landline mostly (if S3=2, classify as landline quota, otherwise TERMINATE)
- 4 Landline only (if S3=2, classify as landline quota, otherwise TERMINATE)
- 5 Don't know/refused (TERMINATE)

S4a. If S3 and S4 do not match, ask for phone number from S4. (cell if S4=1,2 and landline if S4=3,4).

- S5. How would you classify the region of Virginia where you reside? (READ)
- |                                |              |       |
|--------------------------------|--------------|-------|
| 1. Northern Virginia           | <b>35.9%</b> | 41.8% |
| 2. Richmond                    | <b>15.2%</b> | 12.4% |
| 3. Hampton Roads               | <b>21.0%</b> | 21.6% |
| 4. Southwest Virginia          | <b>13.9%</b> | 12.7% |
| 5. Some other area of Virginia | <b>14.1%</b> | 11.5% |

**Section 1: Seat Belt Usage (Randomize Sections 1,2, 3, & 4)**

NOTE: RESPONSE CHOICES ARE READ TO RESPONDENT *EXCEPT* WHERE INDICATED.

1. How often do you use seat belts when you **drive** a car, van, sport utility vehicle or pick up?

- |                  |              |       |
|------------------|--------------|-------|
| a) Always        | <b>93.4%</b> | 91.7% |
| b) Nearly always | <b>3.5%</b>  | 4.6%  |
| c) Sometimes     | <b>1.5%</b>  | 1.4%  |
| d) Seldom        | <b>1.1%</b>  | 0.9%  |
| e) Never         | <b>0.5%</b>  | 1.4%  |

1a. (IF RESPONDENT ANSWERS ANYTHING OTHER THAN “A-ALWAYS”) What ONE thing, over all others, would convince you to wear your seat belt all the time? (DO NOT READ LIST, BUT MARK THE ONE THAT APPLIES CLOSEST)

- |  |              |       |
|--|--------------|-------|
| a) A primary law in Virginia (or a stronger law in Virginia) | <b>13.6%</b> | 14.9% |
| b) Getting a ticket  | <b>18.2%</b> | 14.9% |
| c) Being in a crash  | <b>16.7%</b> | 21.3% |
| d) Insurance reduction                                       | <b>3.0%</b>  | 4.3%  |
| e) Family motivating me                                      | <b>15.2%</b> | 12.8% |
| f) If I had children   | <b>9.1%</b>  | 12.8% |
| g) Other: _____  | <b>24.2%</b> | 19.1% |

2. How often do you wear seat belts when you are a **front seat passenger** in a car, van, sport utility vehicle or pick up?

- |                  |              |       |
|------------------|--------------|-------|
| a) Always        | <b>93.2%</b> | 91.0% |
| b) Nearly always | <b>2.7%</b>  | 5.1%  |
| c) Sometimes     | <b>2.5%</b>  | 2.5%  |
| d) Seldom        | <b>0.4%</b>  | 0.5%  |
| e) Never         | <b>1.2%</b>  | 0.9%  |

3. Using the same scale, how often do driving conditions change your seat-belt use?

- |                  |              |       |
|------------------|--------------|-------|
| a) Always        | <b>11.7%</b> | 18.1% |
| b) Nearly always | <b>1.3%</b>  | 0.5%  |
| c) Sometimes     | <b>2.7%</b>  | 2.5%  |
| d) Seldom        | <b>1.2%</b>  | 2.3%  |
| e) Never         | <b>83.2%</b> | 76.6% |

4. Do you wear your seat belt more, less, or about the same at night?
- |                   |              |       |
|-------------------|--------------|-------|
| a) More           | <b>5.1%</b>  | 7.8%  |
| b) Less           | <b>0.5%</b>  | 0.0   |
| c) About the same | <b>94.4%</b> | 92.2% |
5. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police:
- |        |              |       |
|--------|--------------|-------|
| a) Yes | <b>48.9%</b> | 45.8% |
| b) No  | <b>51.1%</b> | 54.2% |

5a. (IF RESPONDENT SAYS YES HE/SHE HAS HEARD SOMETHING ABOUT SEAT BELT LAW ENFORCEMENT BY POLICE) Where did you read, see or hear about it? (LET RESPONDENT FREE RESPOND WITHOUT US READING THE LIST AND CHECK ALL THAT APPLY).

*These percent breakdowns can be considered to represent "first choices."*

- |                       |              |       |
|-----------------------|--------------|-------|
| a) Newspaper          | <b>11.0%</b> | 7.7%  |
| b) Radio              | <b>12.4%</b> | 12.7% |
| c) TV                 | <b>36.7%</b> | 29.0% |
| d) Billboards         | <b>26.7%</b> | 33.6% |
| e) Brochure           | <b>0.4%</b>  | 0.4%  |
| f) Police enforcement | <b>4.5%</b>  | 3.9%  |
| g) Other              | <b>8.2%</b>  | 12.7% |

6. What do you think the chances are of getting a ticket if you don't wear your seat belt?
- |                                |              |       |
|--------------------------------|--------------|-------|
| a) Very likely                 | <b>20.4%</b> | 20.2% |
| b) Likely                      | <b>28.9%</b> | 30.3% |
| c) Neither likely nor unlikely | <b>11.8%</b> | 12.9% |
| d) Unlikely                    | <b>27.0%</b> | 25.8% |
| e) Very unlikely               | <b>11.9%</b> | 10.8% |

**Section 2: Alcohol use questions**

7. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?
- a) ENTER NUMBER:
- b) I don't drink

7a (IF RESPONDENT SAYS HE/SHE DOES NOT DRINK) What do you think the chances are of someone getting arrested if he or she drives after drinking?

- |                                |              |       |
|--------------------------------|--------------|-------|
| a) Very likely                 | <b>37.1%</b> | 46.1% |
| b) Likely                      | <b>29.7%</b> | 28.3% |
| c) Neither likely nor unlikely | <b>16.7%</b> | 12.8% |
| d) Unlikely                    | <b>13.6%</b> | 8.7%  |
| e) Very unlikely               | <b>2.8%</b>  | 4.1%  |

7b (IF RESPONDENT GIVES ANY ANSWER OTHER THAN I DO NOT DRINK)

What do you think the chances are of getting arrested if you drive after drinking?

a) Very likely	<b>33.1%</b>	42.8%
b) Likely	<b>35.6%</b>	30.9%
c) Neither likely nor unlikely	<b>12.0%</b>	12.4%
d) Unlikely	<b>15.2%</b>	11.3%
e) Very unlikely	<b>4.2%</b>	2.6%

8. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

a) Yes	<b>47.3%</b>	44.2%
b) No	<b>52.7%</b>	55.8%

8a. (IF RESPONDENT SAYS YES HE/SHE HAS HEARD SOMETHING ABOUT ALCOHOL IMPAIRED DRIVING ENFORCEMENT BY POLICE) Where did you read, see or hear about it? (LET RESPONDENT FREE RESPOND AND CHECK ALL THAT APPLY).

*These percent breakdowns can be considered to represent "first choices."*

a) Newspaper	<b>21.1%</b>	14.4%
b) Radio	<b>15.0%</b>	18.8%
c) TV	<b>42.8%</b>	37.6%
d) Billboards	<b>5.3%</b>	7.2%
e) Brochure	<b>0.2%</b>	0.4%
f) Police enforcement	<b>8.4%</b>	10.8%
g) Other	<b>7.2%</b>	10.8%

9. In the past 30 days, have you read, seen or heard anything about designated driving programs?

a) Yes	<b>32.1%</b>	24.4%
b) No	<b>67.9%</b>	75.6%

9a. (IF RESPONDENT SAYS YES HE/SHE HAS HEARD SOMETHING ABOUT DESIGNATED DRIVING PROGRAMS) Where did you read, see or hear about it? (LET RESPONDENT FREE RESPOND AND CHECK ALL THAT APPLY).

*These percent breakdowns can be considered to represent "first choices."*

a) Newspaper	<b>14.9%</b>	8.0%
b) Radio	<b>18.9%</b>	16.7%
c) TV	<b>43.5%</b>	36.2%
d) Billboards	<b>4.7%</b>	11.6%
e) Brochure	<b>2.2%</b>	2.2%
f) Police enforcement	<b>2.2%</b>	4.3%
g) Other	<b>13.7%</b>	21.0%



9b. Do you remember any names of those designated driving programs? If so, what was the name? (LET RESPONDENT FREE RESPOND AND CHECK ALL THAT APPLY).  
*These percent breakdowns can be considered to represent “first choices.”*

a) Be A HERO, Be A Designated Driver	<b>1.5%</b>	2.5%
b) Friends don't let friends drive drunk	<b>4.9%</b>	3.7%
c) Other	<b>6.5%</b>	6.0%
d) I do not remember any program names	<b>87.1%</b>	87.8%

**Section 3: Speed Enforcement**

10. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?

a) Always	<b>5.2%</b>	7.1%
b) Most of the time	<b>14.0%</b>	15.4%
c) Sometimes	<b>25.6%</b>	31.5%
d) Rarely	<b>31.3%</b>	29.2%
e) Never	<b>23.5%</b>	16.8%

11. Using the same scale, on an interstate with a speed limit of 65 mph, how often do you drive faster than 70 mph?

a) Always	<b>5.1%</b>	6.9%
b) Most of the time	<b>12.5%</b>	14.9%
c) Sometimes	<b>23.8%</b>	32.4%
d) Rarely	<b>25.2%</b>	24.6%
e) Never	<b>33.4%</b>	21.2%

12. What do you think the chances are of getting a ticket if you drive over the speed limit?

a) Very likely	<b>26.1%</b>	27.4%
b) Likely	<b>37.4%</b>	41.1%
c) Neither likely nor unlikely	<b>14.7%</b>	14.7%
d) Unlikely	<b>17.7%</b>	15.0%
e) Very unlikely	<b>4.1%</b>	1.8%

13. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

a) Yes	<b>41.0%</b>	40.0%
b) No	<b>59.0%</b>	60.0%

13a. (IF RESPONDENT SAYS YES HE/SHE HAS HEARD SOMETHING ABOUT SPEED ENFORCEMENT BY POLICE) Where did you read, see or hear about it? (LET RESPONDENT FREE RESPOND AND CHECK ALL THAT APPLY).

*These percent breakdowns can be considered to represent "first choices."*

a) Newspaper	<b>16.3%</b>	11.9%
b) Radio	<b>12.4%</b>	9.7%
c) TV	<b>29.7%</b>	16.8%
d) Billboards	<b>14.4%</b>	21.7%
e) Brochure	<b>0.5%</b>	1.3%
f) Police enforcement	<b>16.8%</b>	21.2%
g) Other	<b>10.0%</b>	17.3%

#### **Section 4: Distracted Driving**

14. How often do you talk on a mobile phone while you are driving a motor vehicle?

a) Always	<b>2.7%</b>	5.5%
b) Nearly always	<b>6.1%</b>	7.6%
c) Sometimes	<b>24.2%</b>	35.6%
d) Seldom	<b>32.6%</b>	34.0%
e) Never	<b>31.1%</b>	16.5%
I do not own a mobile phone	<b>3.3%</b>	0.9%

15. Using the same scale, how often do you text with your mobile phone while you are driving a motor vehicle?

a) Always	<b>0.2%</b>	0.7%
b) Nearly always	<b>0.3%</b>	0.9%
c) Sometimes	<b>4.2%</b>	7.3%
d) Seldom	<b>9.9%</b>	18.2%
e) Never	<b>82.3%</b>	71.9%
f) I do not own a mobile phone	<b>3.2%</b>	1.1%

#### **Section 5: Demographics**

Now I'd like to ask just a few questions about you. (DO NOT READ LISTS)

16. May I please have your zip code?\_\_\_\_\_

- a) Refused

17. What is your age? (ask after S1 in 13347a job)  
 a) actual age given \_\_\_\_\_ *The majority refused to give actual age, so ranges below were requested and resulted in obtaining sufficient responses.*

IF THEY GIVE APPROXIMATE AGES, OR RANGE CHOOSE BELOW.

a) 18-24	<b>6.5%</b>	30.3%
b) 25-34	<b>19.9%</b>	69.7%
c) 36-45	<b>24.0%</b>	
d) 46-55	<b>19.8%</b>	
e) Over 55	<b>27.9%</b>	
f) Refused	<b>1.8%</b>	

18. Are you male or female? (ASK ONLY IF NOT EVIDENT OR UNCERTAIN)

a) Male	<b>41.3%</b>	41.2%
b) Female	<b>58.7%</b>	58.8%

19. Approximately how many miles do you drive each week? *The median response for each sample was 100 miles (50% drove less, 50% more than 100 each week)*

20. What is your profession? \_\_\_\_\_

21. Please select which category includes your total household income from all sources before taxes last year?

a) Less than \$25,000	<b>7.2%</b>	8.5%
b) \$25,000 to less than \$50,000	<b>11.3%</b>	11.0%
c) \$50,000 to less than \$75,000	<b>11.0%</b>	11.0%
d) \$75,000 to less than \$100,000	<b>10.1%</b>	8.8%
e) \$100,000 to less than \$150,000	<b>10.7%</b>	9.7%
f) \$150,000 to less than \$200,000	<b>4.4%</b>	2.1%
g) \$200,000 or more	<b>2.7%</b>	2.3%
h) Refused	<b>42.8%</b>	46.5%

22. Are you of Hispanic, Latino or Spanish origin?

a) Yes	<b>2.9%</b>	4.1%
b) No	<b>94.8%</b>	93.1%
c) Refused	<b>2.3%</b>	2.8%

23. What is your race?

(DO NOT READ THESE CATEGORIES CHECK THE CLOSEST ONE THAT APPLIES. IF NONE IS A DIRECT MATCH, REPEAT BACK THE PERSON'S CHOICE BEFORE CHECKING OTHER)

a) White	<b>77.4%</b>	74.2%
b) Black, African Am., or Negro	<b>13.4%</b>	14.5%
c) American Indian or Alaska Native	<b>0.7%</b>	0.2%
d) Asian Indian	<b>1.2%</b>	0.9%
e) Chinese	<b>0.1%</b>	0.5%
f) Filipino	<b>0.1%</b>	0.4%
g) Japanese	<b>0.1%</b>	
h) Korean		0.2%
i) Vietnamese		
j) Native Hawaiian		
k) Guamanian or Chamorro		
l) Samoan		
m) Other Pacific Islander	<b>0.1%</b>	0.2%
n) Other Asian	<b>1.1%</b>	1.1%
o) Some other Race	<b>2.4%</b>	4.6%
p) Refused (interviewers – probe for response first, but if still refuse, then use this code)	<b>3.3%</b>	3.4%

*That's all the questions I have. Thank you very much for your time. Have a nice evening!*