

UNITED STATES VIRGIN ISLANDS
HIGHWAY SAFETY PLAN FISCAL YEAR 2011

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Introduction

History and purpose of the Highway Safety Performance Plan (HSPP)

The HSPP is required by the U.S. Department of Transportation (U.S. DOT), NHTSA regulations. The HSPP 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 The Virgin Islands traffic safety problems and to propose the projects and activities The Virgin Islands plans to implement to reach its performance goals. It 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 The Virgin Islands will undertake to reach the goals identified in the Performance Plan.

Territory of the US Virgin Islands Highway Safety Office

Governor	John P. deJongh, Jr.
Governor's Highway Safety Representative	Novelle E. Francis, Jr. Police Commissioner
Highway Safety Administrator	Barbara Jackson-McIntosh
Highway Safety Program Coordinators	Kareem Christian Kieran Isidore Leslie Dickenson Barbara Flemming
Administrative Staff	Agnes Wallace
Location of Highway	Virgin Islands Police Department Office of Highway Safety #1 Estate Diamond Frederiksted, St. Croix USVI,00840
Contact Information:	Phone number: 340-772-3025

Mission Statement

The Office of Highway Safety is committed to developing and implementing a comprehensive strategy aimed at reducing traffic crashes, injuries, and saving lives on our roads and highways.

Delegation of Authority and Organizational Staffing

Virgin Islands Office of Highway Safety

In accordance with the Highway Safety ACT OF 1966, THE Virgin Islands established what is known as the Virgin Islands Office of Highway Safety (VIOHS) to assist in the reduction of crashes throughout the territory. VIOHS is a division within the Virgin Islands Police Department, and serves as the territory's designated State Highway Safety Office (SHSO). The Police Commissioner serves as the Governor's Highway Safety Representative (GR) and the Administrator of the VIOHS serves as the Virgin Islands Highway Safety Coordinator. The Virgin Islands highway safety program is facilitated by the VIOHS staff and supported by the National Highway Traffic Safety Administration formula and incentive funds as well as local funds.

The primary functions of the VIOHS include:

- **Administration:** Includes the management of federal highway safety funds (402,405,406, and 408), local funds (non-matching); distribution of these funds to sub-grantee agencies and preparation of the annual Highway Safety Plan, and annual Highway Safety Plan Evaluation.
- **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- **Monitoring and Evaluation:** Includes monitoring initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.
- **Public Information and Education:** Includes development and coordination of media events and public awareness activities with emphasis on identified priority areas.

The VIOHS staff coordinates, monitors and report on program activities. The staff is divided among four main priority areas- traffic records, occupant protection, alcohol and motor carrier safety which is supported by FMCSA. Other program areas are assigned to the staff by the Administrator.

Brief descriptions of each position of Virgin Islands Highway Safety Office are as follows:

Governor's Highway Safety Representative: The Commissioner of the Virgin Islands Police Department serves as the Governor's Highway Safety Representative.

Highway Safety Administrator: Responsible for providing agency oversight of the Virgin Islands highway safety program.

Traffic Records Program Coordinator: Responsibilities include managing, implementing and directing the statewide traffic records data system, crash data management and analysis, strategic highway safety planning, FARS coding and analysis, and serving as the coordinator for the state traffic records committee.

Program Coordinator: 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.

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

Executive Summary

Every year the Virgin Islands Office of Highway Safety develops a comprehensive Highway Safety Plan (HSP) that reflects the goals to reduce traffic crashes, injuries and fatalities on our roadways. Over the years, the success of HSP was as a result of strong partners such as elected officials, other governmental agencies, private sector partners, nonprofit organizations and dedicated citizens in the Virgin Islands; who assisted in program planning and implementation. While the past success have been significant, our goal still remains “to reduce traffic crashes, and injuries and to save lives” through a more effective administration of traffic safety programs.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides States and territories a method to continue building and improving their highway safety system. The Virgin Islands has utilized the grant funding provided by SAFETEA-LU to establish new and innovative programs that enhances our overall highway safety program. One of our most noteworthy enhancements is the territory’s electronic capturing of crash data, and the development of the framework to electronically capture citation data from the field to adjudication. 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 that is truly “second to none”.

Over the past four (4) years traffic crashes have steadily declined in the territory. In FFY 2008 the number of crashes was reduced by 9.5% over the FFY 2007 figure of 6,724. In FFY 2009 traffic crashes were reduced by 25% over the FFY 2008 figure of 6083. During the first ten months of FFY 2010 traffic crashes were significantly reduced by 50% over the FFY 2009 figure of 4573. It is anticipated that by the end of the fiscal year, even with additional crashes occurring, the percent decrease in the crash totals will still be significant. During calendar year 2009, sixteen (16) persons died on our roadway and one thousand one hundred and thirty (1130) persons were injured in crashes. In 2010 to date, there are five (5) fatalities and five hundred and eighty (580) injuries as a result of traffic crashes. Motorcycle fatalities decreased from three (3) in 2008 to two (2) in 2009 to zero 0 in during the first eight months of 2010. Unhelmeted motorcycle fatalities remained at zero from 2009 to 2010. Pedestrian fatalities were the highest fatality category in 2010. Pedestrian fatalities increased from 3 in 2008 to five (5) in 2009, and have decreased slightly to four (4) in 2010 to date. In calendar year 2007 the seatbelt usage rate was 83.4% and increased slightly in 2008 to 83.8%; the usage rate for 2009 increased to 85.8%. It is anticipated that upon the completion of the seatbelt usage rate survey in 2010 that there will be a significant increase in the usage rate in the territory. The sharp decrease in crashes, fatalities and injuries are as a result of the hard work and dedication of the Virgin Islands traffic Safety partners, especially the law enforcement community.

This plan also defines how the Virgin Islands will utilize federal 402 highway safety funds and includes an explanation of our total traffic safety efforts. The programs and activities in this plan outlines and activate the efforts designed to meet our goal, by expanding on many of the activities and efforts conducted in FFY 2010.

As part of their joint effort to develop Traffic Safety Performance Measures for States and Federal Agencies, a GHSA and NHTSA working group identified a basic set of questions that could be used in periodic surveys that track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues. The results of the US Virgin Islands survey that will be conducted in September 2010 will be reported in a separate document and in the 2010 highway safety plan evaluation.

Problem Identification Process and Data Sources

In order to determine the traffic fatality and injury trends, as well as an overall analysis of traffic safety in the Virgin Islands, the crash data from the preceding years are collected and analyzed. VIOHS utilizes the Virgin Islands Police Department Traffic Crash Database (Reportbeam), data from the Superior Court of the Virgin Islands as well as data from the Department of Health EMS database (EMS Charts) and data from the Department of Justice Office of the Attorney general. All of these systems compile data submitted to their respective agencies from Reportbeam and is available for analysis at any given point in time. The different databases are also used to cross reference the information to ensure that the results are accurate.

Data from Reportbeam can generate over 100 different kinds of report to include the number of traffic crashes investigated, number of fatalities and fatality rate, number injured, number and type of vehicles involved, sex and age of drivers and passengers and contributing factors of the crashes. Analysis of this data allows law enforcement and other safety partners to focus on enforcement and educational efforts on specific areas concern.

1) The problem identification process is as follows:

- Collection and analysis of traffic crash data – The Virgin Islands 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 Virgin Islands Highway Safety Office, in conjunction with the Virgin Islands Police Department along with our partner agencies, utilizes specific locality data/problem identification along with other Virgin Islands 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 various agency sources and the Department of Public Works, when applicable, and the affected sub-grantee agency. This network of cooperation is utilized so that we can be assured that all possible solutions are proposed or exhausted which will lead to the proper application of countermeasures.

3) The following criteria are 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) communities and areas in the Virgin Islands are ranked in terms of their crash severity problem (2) crashes are then ranked according to their contributing factors

(3) fatalities by number, type and location.

- Projects that support territory-wide goals.

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

- Innovative projects with potential territory-wide applications or ability to transfer to other jurisdictions.

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

The Goal Setting Process

Performance Goals and Trends

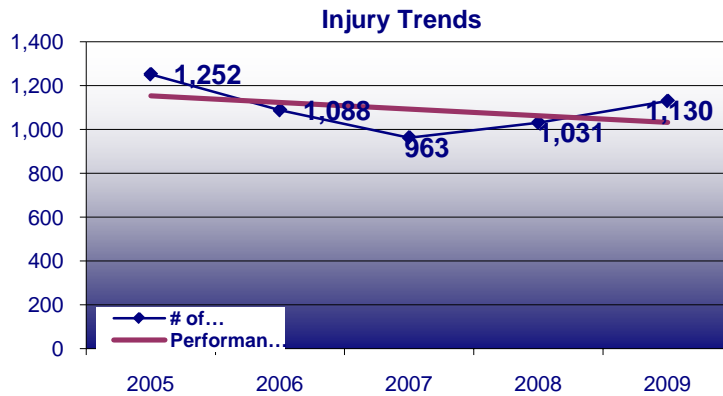
Goal: Fatalities

To decrease traffic fatalities by 20% from the 2007-2009 calendar base year average of 21 to 4 by December 31, 2011.



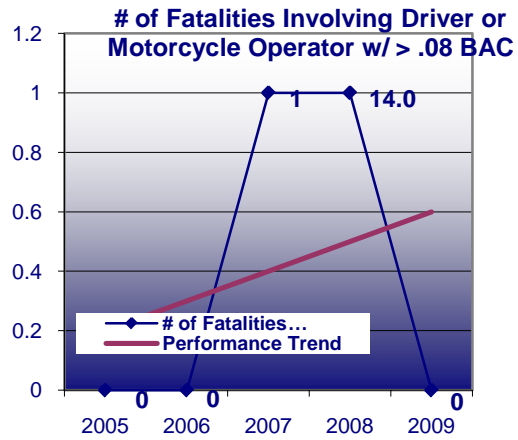
Goal: Injuries

To decrease injuries by 10% from the 2007-2009 calendar base year average of 1041 to 937 by December 31, 2011.



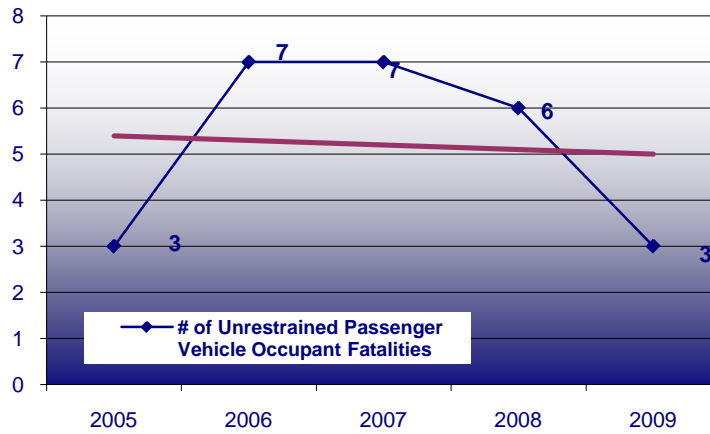
Goal: Fatalities Impaired Driving

To decrease alcohol impaired fatalities from the 2007-2009 base year average of 1 to 0 by December 2011.



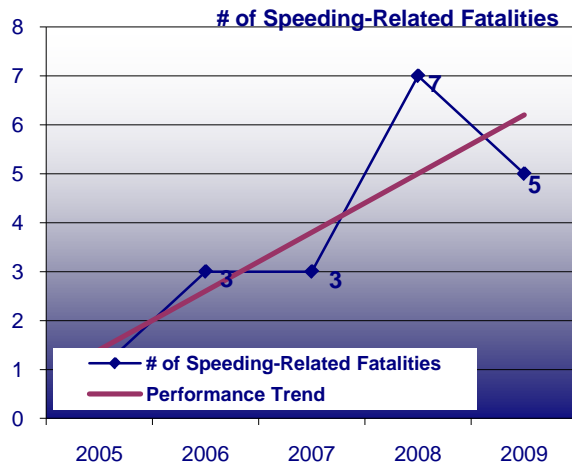
Goal: Unrestrained Fatalities

To decrease the number of unrestrained fatalities from the 2007-2009 calendar base year average of 5 to 4 by December 31, 2011.



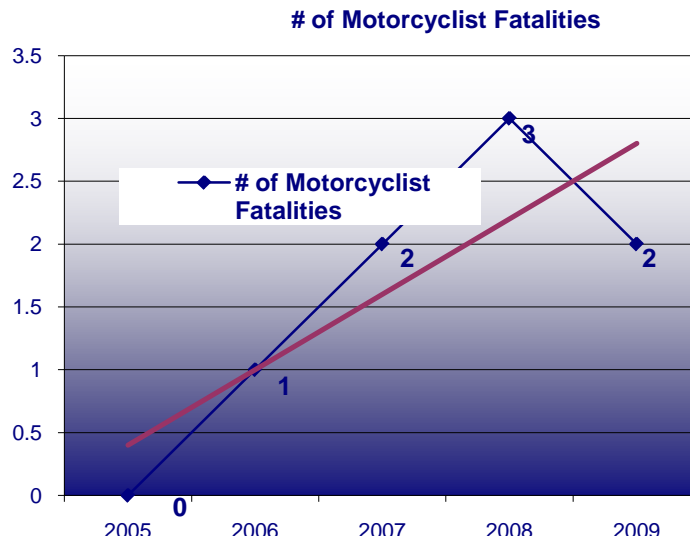
Goal: Speeding-Related Fatalities

To decrease the number of speed related fatalities from the 2007-2009 calendar base year average of 5 to 3 by December 31, 2011.



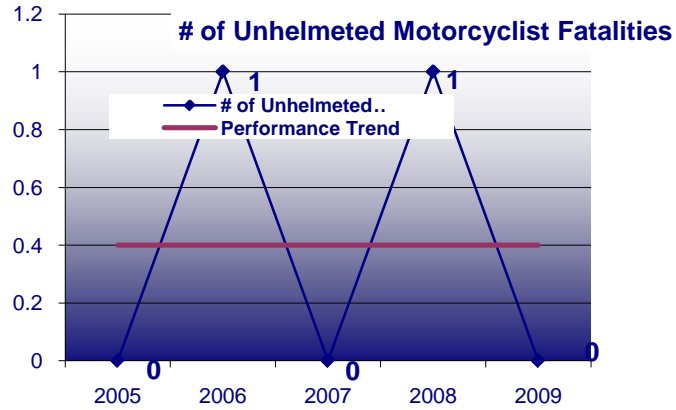
Goal: Motorcyclist Fatalities

To decrease Motorcycle Fatalities to 0% from the 2007-2009 calendar base year average of 2 to 0, by December 31, 2011.



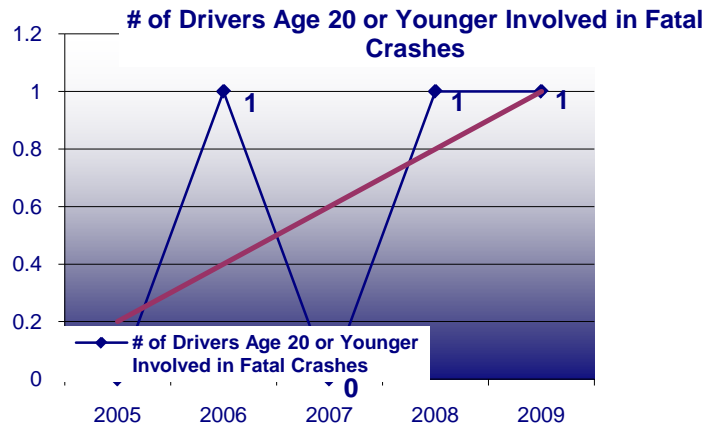
Goal: Unhelmeted Motorcyclists

To maintain the number of unhelmeted Motorcyclists Fatalities at 0 based on the baseline calendar year 2007-2009 average of 0, by December 2011.



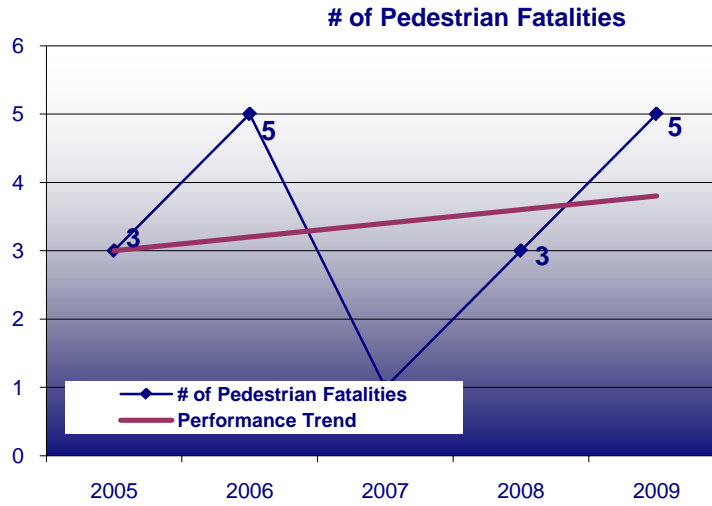
Goal: Drivers 20 or Under

To decrease the number of drivers age 20 and under that involved in Fatalities to 0, from the baseline calendar year 2007-2009 total of 2, by December 2011.



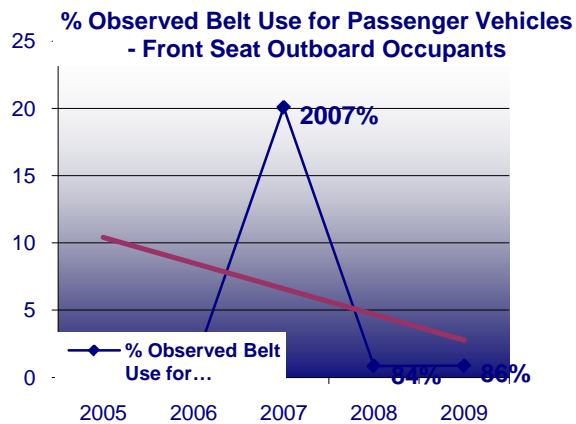
Goal: Pedestrian Fatalities

To decrease the pedestrian fatalities to 1 from the 2007-2009 calendar base year average of 3, by December 2011.



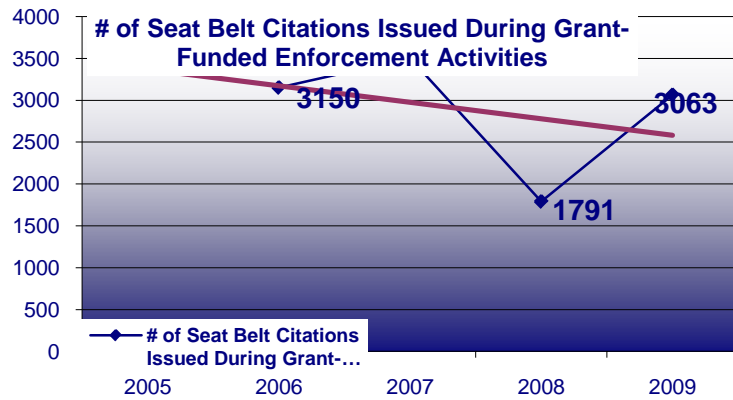
Goal: Observed Belt Use

To increase the observed seatbelt usage rate of front seat occupants from 86% in 2009 to 88% in 2011.



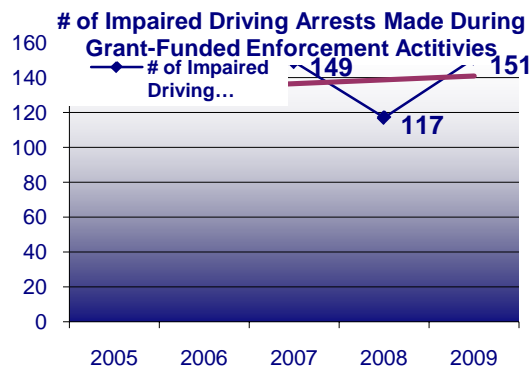
Goal: Seat Belt Citations

To increase the number of seatbelt citations issued during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 2785 to 3342 by December 31, 2011.



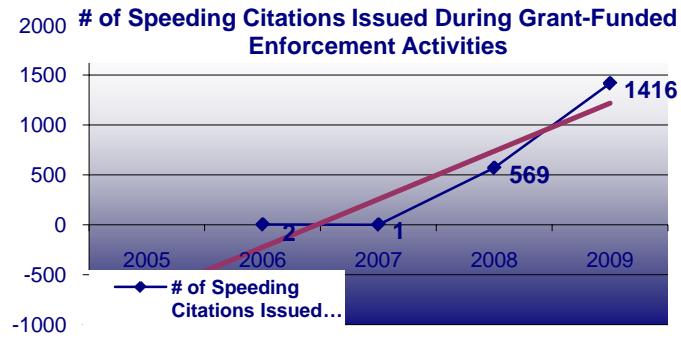
Goal: Impaired Driving Arrests

To increase the number of impaired driving arrests during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 139 to 167 by December 31, 2011.



Goal: Speeding Citations

To increase the number of speeding citations issued during grant funded enforcement activities by 300 from the 2007-2009 calendar base year amount of 662 to 962 by December 31, 2011.



Summary of Goals

For the FY 2011 funding period, the National Highway Traffic safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by states and territories in the development and implementation of behavioral highway safety plans and programs. The minimum set of measures (14) covers the major areas common to the state highway safety plans and use existing data systems. The Virgin Islands (VI) have set goals for these measures using existing local data along with data from the Fatality Analysis Reporting System (FARS). Occupant protection and impaired driving prevention continues to be the lead priority program area for the VI safety program in FY 2011. The third priority area is traffic records data improvement, as the Virgin strive to ensure that traffic records data are available captured real-time, and are accurate and accessible to traffic safety partners. Proper analysis of real-time data will allow the data users to make programmatic decisions such as the application of the appropriate countermeasures, to achieve the desired results. The following listing represents the VI's top priority traffic safety areas during FY 2011, funding these program areas would allow the VI to target those areas most at risk so that we can address the critical safety issues in the territory, and the Planning and Administration of the safety programs

PRIORITY PROGRAM AREAS

- 1 Police Traffic Services
- 2 Occupant Protection
- 3 Impaired Driving
- 4 Pedestrian/Bicycle Safety
- 5 Data Program
- 6 Motorcycle safety
- 7 Planning and Administration
- 8 Aggressive Driving

An overall goal has been established for the VI's highway safety program for FY 2011 and several objectives have also been identified as being critical to the program's success.

Overall Program Goal

To significantly reduce motor-vehicle related crashes, thereby reducing the fatalities, injuries, and resulting property damage.

Overall Program Objectives

- To decrease the total number of crashes from the 2007-2009 calendar base year average of 5793 to 5214 by December 31, 2011.
- To decrease traffic fatalities from the 2007-2009 calendar base year average of 21 to 4 by December 31, 2011.
- To decrease the total number of injuries from the 2007-2009 calendar base year average of 1044 to 937 by December 31, 2011.

The Highway Safety Planning Process

PROCESS DESCRIPTION

The 2011 Highway Safety Plan (HSP) is a coordinated program of strategies addressing the serious societal problems of property damage, injuries and fatalities resulting from traffic crashes. It identifies programs and projects that have been designed to mitigate the traffic crash problem. Each year the Virgin Islands Office of Highway Safety (VIOHS) prepares a Highway Safety Plan (HSP) that describes the projects recommended for funding for the federal fiscal year (October 1, to September 30). For the most part, the projects presented in the FY-2011 HSP, are continuation projects from the prior year. Projects that were started in the previous fiscal year are given a high priority in order to allow them to achieve full implementation.

The process of developing the HSP begins early in the calendar year proceeding the federal fiscal year. 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 initial planning meetings are attended by VIOHS staff only to allow for the review of previous year comments on prior activities. VIOHS staff then works with and incorporates information from meetings with inter-agency groups, government agencies e.g., The Virgin Islands Police, The Bureau of Motor Vehicles, the Department of Public Works the Superior Court of the Virgin Islands, and community coalitions. Additionally, statistical information is gathered and analyzed to identify behavioral trends from Speed enforcement campaigns, DUI initiatives, research provided by the university of the Virgin Islands and other community groups, Traffic Records Coordinating Committee (TRCC), and various local planning meetings.

All projects continuing into the next fiscal year are identified and initial funding estimates are developed. Appropriate highway safety staff members review the proposals submitted by stakeholders. The problem identification process includes goals, performance measures and strategies. VIOHS staff analyzes traffic safety data and information available from the Police Department, the Superior Court of the Virgin Islands and VIOHS. The data is used to identify emerging problem areas, as well as to verify the problem identification by the agencies that have submitted proposals for funding consideration.

HIGHWAY SAFETY PLAN

ALCOHOL PROGRAM AREA

Goal 1: To increase the number of impaired driving arrests during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 139 to 167 by December 31, 2011.

Goal 2: To decrease alcohol impaired fatalities to 0 from the 2007-2009 calendar base year average of 1 by December 31, 2011.

Project Title: Impaired Driving Enforcement

Project Description

The Virgin Islands Police Department will conduct DUI initiatives, during national mobilizations and identified local holidays when alcohol consumption is highest. Field sobriety checkpoints will be administered and there will be a minimum of ten sobriety check points throughout the year. Funds will also be used for equipment and related training as approved.

Budget: \$300,000.00

Project Title: Youth Alcohol

Project Description

Funds will also be used to coordinate community education/prevention efforts about the dangers of underage drinking and driving.

Budget: \$50,000.00

Project Title: Alcohol Program Management

Project Description

The funds will be used for program operations and administration including reporting, monitoring, technical assistance and development of plans and applications for alcohol related countermeasures. Funding will be provided for personnel services, employee-related expenses, professional and outside services, travel, materials, supplies, and other related operating expenses.

Budget: \$150,000.00

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Alcohol Enforcement	\$300,000.00	402 Funds
	Youth Alcohol	\$ 50,000.00	402 Funds
	Alcohol Program Management	\$150,000.00	402 Funds
402 Total		\$500,000.00	
Total All funds		\$500,000.00	

OCCUPANT PROTECTION PROGRAM AREA

Goal 1: To decrease the number of unrestrained fatalities from the 2007-2009 calendar base year average of 5 to 4 by December 31, 2011.

Goal 2: To increase the observed seatbelt usage rate of front seat occupants from 86% in 2009 to 88% in 2010

Goal 3: To increase the number of seatbelt citations issued during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 2785 to 3342 by December 31, 2011.

Project Title: Occupant Protection Program Management

Project Description

Occupant Protection Program Administration will include the coordination of activities, certification training and projects that promote the usage of restraint systems, and the enforcement of same. Administration also includes the development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Highway Safety Administrator and the NHTSA Regional Office. Additionally, program administration will include monitoring project activity, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel services, employee-related expenses, professional and outside services, travel, materials, supplies, and other related operating expenses.

Budget: \$200,000.00

Project Title: Occupant Protection Enforcement

Project Description

The VIPD will enforce the mandatory seat belt law using overtime, funded by the 405 grant. This is to supplement law enforcement regular seat belt enforcement activity. Enforcement will be done on a year round basis and will include participation in the national "Click It or Ticket" Mobilization.

Budget: \$250,000.00

Project Title: **Seatbelt Usage Rate Survey**

Project Description

This project will address the contract with the University of the Virgin Islands to conduct a Scientific Seatbelt Survey in the Territory as it is an agreement as part of our annual certification.

Budget: **\$60,000.00**

Project Title: **Child Passenger Safety**

Project Description

VIOHS will use grant funds to purchase child safety seats for safety seat clinics and a public information and education campaign. The recently enacted Booster Seat law in the territory requires an educational period before enforcement, therefore this program area will focus on promoting the safe usage of booster seats, distribution of seats at public community events, and training of community partners to assist in marketing the safety message.

Budget: **\$100,000.00**

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Occupant Protection Program Management	\$200,000.00	402
	Occupant Protection Enforcement	\$250,000.00	405
	Child Passenger Safety	\$100,000.00	402
	Seatbelt Survey	\$60,000.00	402
402 Total		\$160,000.00	
Total All funds		\$610,000.00	

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Goal: To decrease the pedestrian fatalities to 1 from the 2007-2009 calendar base year average of 3.

Project Title: Pedestrian Safety Program

Project Description

Using NHTSA funds, training, and educational resources will target high-risk motorist pedestrian behaviors and locations. Training of enforcement for motorists and pedestrians will be conducted to support this effort along with paid and earned media to further impact the safety message.

Budget: \$100,000.00

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Pedestrian Safety Program	\$100,000.00	402
402 Total		\$100,000.00	
Total All funds		\$100,000.00	

POLICE TRAFFIC SERVICES PROGRAM AREA

Goal 1: To decrease the total number of crashes from the 2007-2009 baseline average of 5739 to 5214 in 2011.

Goal 2: To decrease the total number of injuries from the 2007-2009 baseline average of 1044 to 937 in 2011.

Goal 3: To decrease the average number of fatalities to 4 from the 2005-2009 baseline average of 4 in 2011.

Project Title: Police Traffic Services Program

Project Description

Inattentive driving (failure to yield, failure to maintain safe distance and failure to stay in lane) continues to be one of the leading contributing factors in crashes in the Virgin Islands. In FFY 2011, VIOHS will work closely with the VIPD and other safety partners to develop a message regarding the importance of paying attention while driving. The focus will be on middle age and older drivers. Funds will also be sub-granted to VIPD to provide training to law enforcement and EMS personnel, as well as to procure the necessary equipment and supplies to support the HSP goals.

Budget: \$500,000.00

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Police Traffic Services-St. Croix	\$250,000.00	Section 402 funds
	Police Traffic Services-St. Thomas	\$250,000.00	Section 402 funds
402 Total		\$500,000.00	
Total All funds		\$500,000.00	

TRAFFIC RECORDS PROGRAM AREA PROGRAM AREA

Goal 1: To design, develop and implement a traffic citation/adjudication data subsystem which can deliver traffic citation and adjudication data in a timely fashion to all users, by the end of 2011.

Goal 2: To continue to make available to stakeholders complete traffic information, to aid in their resource allocation and decision making process.

Goal 3: To design, develop and implement a DUI tracking system, which can deliver traffic arrests, adjudication, treatment, probation/parole data in a timely fashion to all users, by the end of 2011.

Project Title: Traffic Records Improvement Program

Project Description

To provide funding for the Coordinator to assist in the full development of the traffic records Program. This will include planning, program implementation, monitoring and evaluation of traffic records activities.

To purchase e-citation technology that will automate the citation process.

To automate the DUI tracking process.

Budget: \$3,250,000.00

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
		\$3,000,000.00	Section 408 funds
408 Total		\$3,000,000.00	
		\$ 250,000.00	Section 402 funds
402 Total		\$250,000.000	
Total All funds		\$3,250,000.00	

MOTORCYCLE SAFETY PROGRAM AREA

Goal 1: To decrease Motorcycle Fatalities to 0 from the 2007-2009 calendar base year average of 2 by December 31, 2011.

Goal 2: To maintain the number of unhelmeted Motorcyclists Fatalities at 0 based on the baseline calendar year 2007-2009 average of 0, by December 2011.

Project Title: Motorcycle Program

Project Description

The number of Motorcycle fatalities has been inconsistent since 2003 to present. As a result the territory enacted a law that requires all motorcycle riders to be trained by a certified establishment before they can receive a motorcycle endorsement on their drivers license. The Bureau of Motor Vehicle (BMV) will certify rider safety instructors, by using driving simulators to promote training and licensure among at-risk population. BMV will use print and electronic paid and earned media to deliver the driver/motorists awareness messages.

Budget: \$150,000.00

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Motorcycle Safety Program	\$150,000.00	Section 402
402 Total			
Total All funds		\$150,000.00	

SPEED MANAGEMENT PROGRAM AREA

Goal 1: To decrease the number of speed related fatalities from the 2007-2009 calendar base year average of 5 to 3 by December 31, 2011.

Goal 2: To increase the number of speeding citations issued during grant funded enforcement activities by 20%, from the 2007-2009 calendar base year average of 2785 to 3342 by December 31, 2011.

Project Title: Speed Enforcement Program

Project Description

To increase speed enforcement and arrest, thereby reducing the number of motor vehicle collisions, resulting in fatalities and injuries caused by speeding drivers. VIPD will conduct high visibility speed checkpoints using designated Officers Cite violators. Funds will be used to train officers to efficiently investigate and supervise traffic crashes. Law enforcement will also be participating in operation "Arrive Alive", and will select areas known for speeding, on a quarterly basis for special speed enforcement.

Public information and education will also be an integral part of the speed enforcement program.

Budget: \$200,000.00

Speed Management Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Speed and Aggressive program Enforcement	\$200,000.00	Section 406
Total All funds		\$200,000.00	

PLANNING AND ADMINISTRATION

Goal: To provide effective and efficient management to the Virgin Islands Highway Safety Programs

Project Title: Planning and Administration

Project Description

The funds will be used to administer the highway safety program for the US Virgin Islands, to include the revision of the policy and procedure manual, evaluation of the highway safety program and redesign of the website. Funds will also be used to travel to conferences such as GHSA annual conference, Lifesavers, NAWHSL, Regional Meetings and any other NHTSA sanctioned meetings, workshops or conferences.

Budget: \$155,000.00

PLANNING AND ADMINISTRATION: Budget Summary

Project Number	Project Title	Budget	Budget Source
	Planning and Administration	\$155,000.00	Section 402 funds
Total All funds		\$155,000.00	

CERTIFICATIONS AND ASSURANCES

Revised 8/10

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.**

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

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(I)).

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 or 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).

Novelle E. Francis, Jr.
Governor's Representative for Highway Safety

Territory of the United States Virgin Islands

For Fiscal Year 2010

Date



O.M.B. No. 2127-0003
(Expires 9/30/01)

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

State: VI Number 5034-F11104 Date: August 25, 2010

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA	155,000	-	0.00	0	100%	155,000
AL	500,000	-	0.00	0	100%	500,000
OP	260,000	-	0.00	0	100%	260,000
PT	500,000	-	0.00	0	100%	500,000

MC	150,000	-	0.00	0	100%	150,000
YA	50,000	-	0.00	0	100%	50,000
PS	150,000	-	0.00	0	100%	150,000
TR-402	250,000		0.00	0	100%	250,000
CR	100,000		0.00	0	100%	100,000
405	250,000	-	0.00	0	100%	250,000
406	200,000	-	0.00	0	100%	200,000
408	3,000,000	-	0.00	0	100%	3,000,000
Total NHTSA	5,565,000		0.00	0	100%	5,565,000

State Official Authorized Signature:

NAME: Novelle E. Francis Jr.
TITLE: Police Commissioner

DATE: _____

Federal Official Authorized Signature:

NHTSA - NAME: _____

TITLE: _____

DATE: _____

Effective Date: _____

Data Summary

Table 1

YEAR	2008	2009	2010**
TOTAL CRASHES	5140	4573	2377
TOTAL INJURIES	1150	1130	580
TOTAL FATALITIES	18	16	6
TOTAL FATAL CRASHES	17	16	5
PEDESTRIAN FATALITIES	3	5	4
BICYCLE FATALITIES	0	0	0
MOTORCYCLE FATALITIES	3	2	0
CAR SEAT & SEATBELT CITATION	1877	3124	1260
IMPAIRED DRIVING ARRESTS	117	151	80

SEATBELT USAGE RATE	83.8	85.8	-
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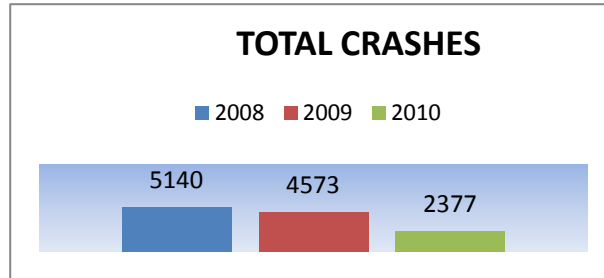
** 2010 includes data from January 1, 2010 – June 30, 2010.

Sources: 2008 - 2010 crashes and injuries amount were obtained from the accident crash report. Additionally, the 2008/2009 total crashes for St. Thomas/St. John were obtained from data received from the Traffic Bureau and Records Division.

Note: Additionally, not all crash reports were entered for 2008 -2010 into the crash report databases; therefore the totals reported above are subject to change. The first seatbelt survey was conducted in 2005.

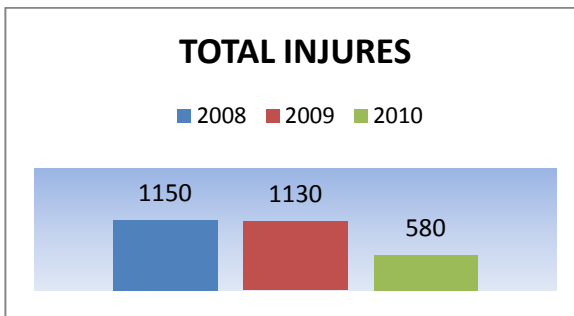
The red linear lines in the graphs show the linear relationship between the data points. Based on the trend, the forecast for 2010 and 2011 will be determined by the trend line equation.

Graph 1



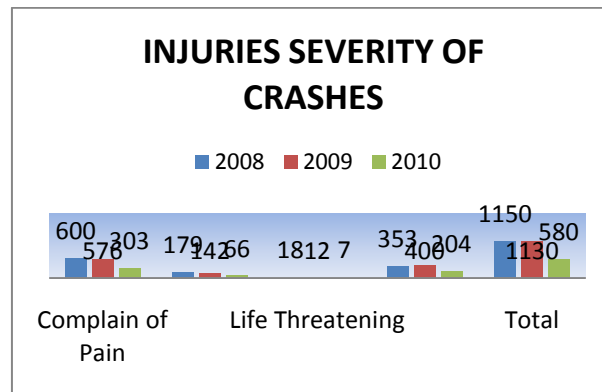
Graph 1 shows the total crashes for the Virgin Islands from 2008 to 2010. There were 5,140 crashes in 2008 and 4573 in 2009, and 2377 in 2010.

Graph 2



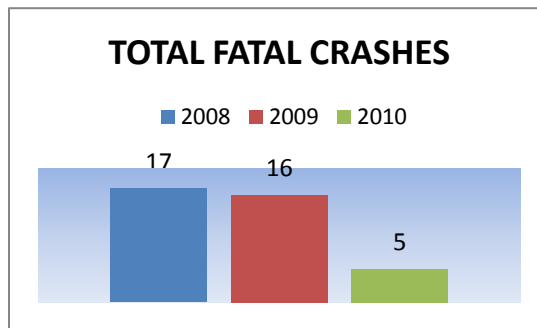
Graph 2 shows the total injuries for the Virgin Islands from 2008 to 2010. There were 1,150 injuries in 2008, 1130 in 2009, and 580 in 2010.

Graph 2A



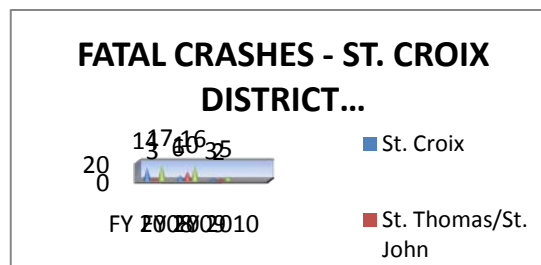
Graph 2A shows the severity of injuries for drivers involved in crashes from 2008 – 2010. 600 injuries were complaint of pain in 2008, 576 in 2009, and 303 in 2010; 179 moderate injuries in 2008, 142 in 2009, and 66 in 2010; 18 life threatening injuries in 2008, 12 in 2009, and 7 in 2010. The injury severity of the passengers is unknown. 353 passengers were injured in 2008, 400 in 2009, and 204 in 2010.

Graph 3

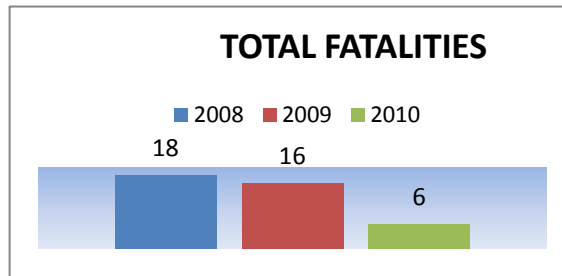


Graph 3 shows the total fatal crashes for the Virgin Islands from 2008 to 2010. There were 17 fatal crashes in 2008, 16 in 2009, and 5 in 2010.

Graph 3A

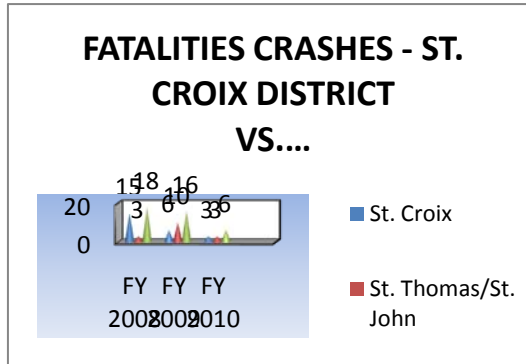


Graph 4

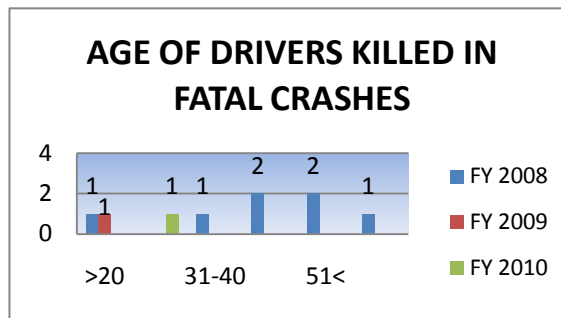


Graph 4 shows the total fatalities for the Virgin Islands from 2008 to 2010. There were 18 fatalities in 2008, 16 in 2009, and 6 in 2010.

Graph 4A

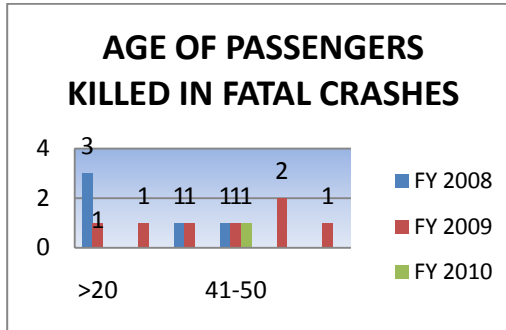


Graph 5



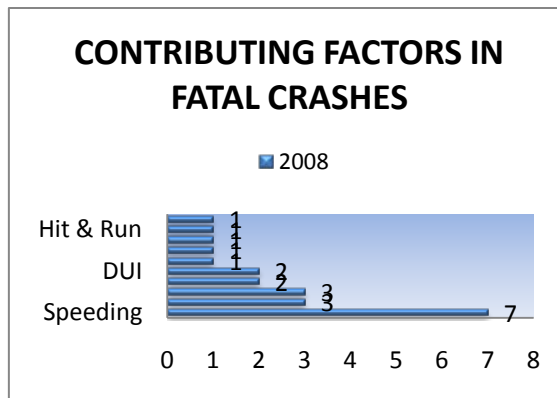
Graph 5 shows the ages of drivers killed in fatal crashes for the territory. In 2008, majority of the fatalities were between the ages of 41 - 50, and 51 & over. In 2009, majority of the fatalities were the ages of 20 and below. In 2010, there were only one driver killed in a fatal crash between the ages of 21- 30.

Graph 5A



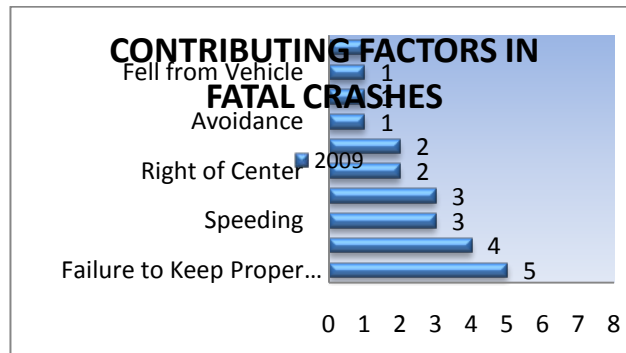
Graph 5A shows the ages of passengers killed in fatal crashes for the territory. In 2008 majority of the fatalities were ages 20 and below. In 2009, majority of the fatalities were ages 51 and above. In 2010, there were only one passenger killed between the ages of 41 -50.

Graph 6



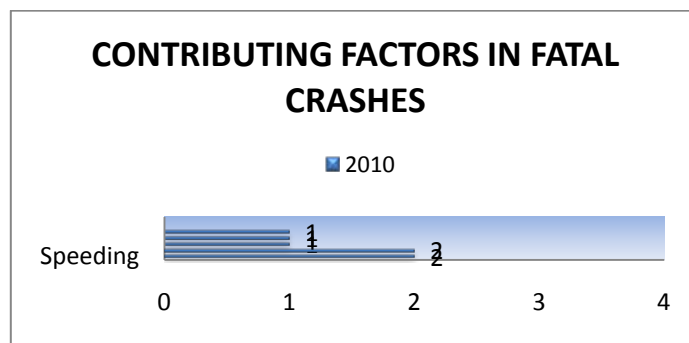
Graph 6 shows the contributing factors in fatal crashes for the territory. In 2008, the majority of the fatalities was due to speeding.

Graph 6A



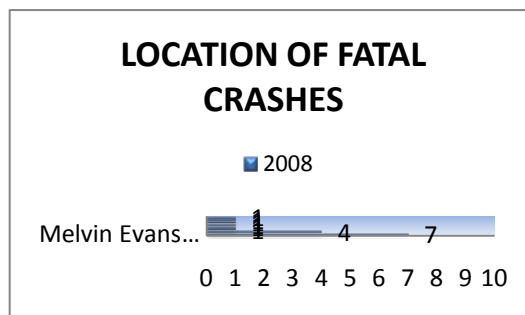
Graph 6A shows the contributing factors in fatal crashes for the territory. In 2009, the majority of the fatalities was due to driver failure to keep proper lane/run off road and driving under the influence.

Graph 6B



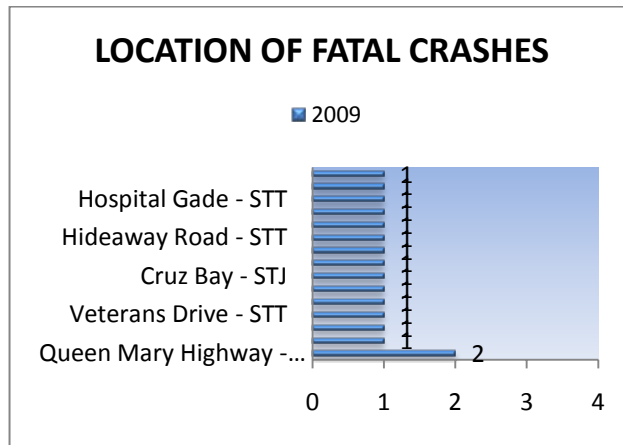
Graph 6B shows the contributing factors in fatal crashes for the territory. In 2010, the majority of the fatalities was due to speeding.

Graph 7



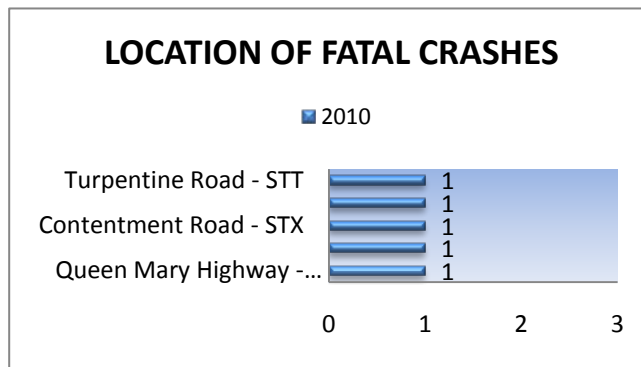
Graph 7 shows the location of fatal crashes for the territory. In 2008, the majority of the fatal crashes occurred on Melvin Evans Highway and Queen Mary Highway on St. Croix.

Graph 7A

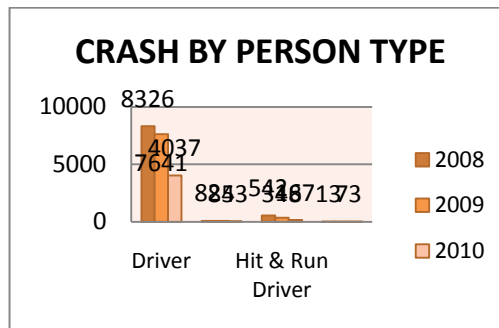


Graph 7A shows the location of fatal crashes for the territory. In 2009, the majority of the fatal crashes occurred on Queen Mary Highway on St. Croix.

Graph 7B

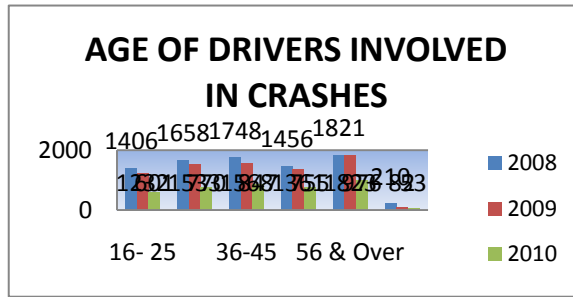


Graph 8



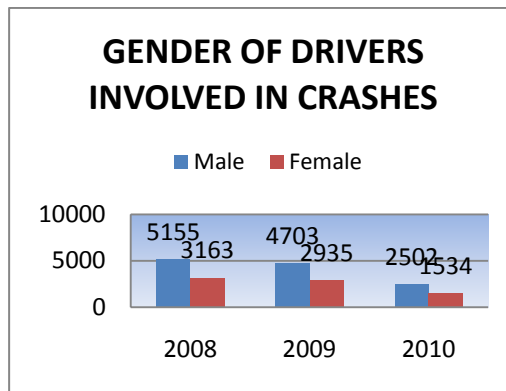
Graph 8 depicts the type of people involved in crashes for the Virgin Islands from 2008 to 2010. Other/non-motorist consist of skater, bicyclist, or law enforcement officer.

Graph 9



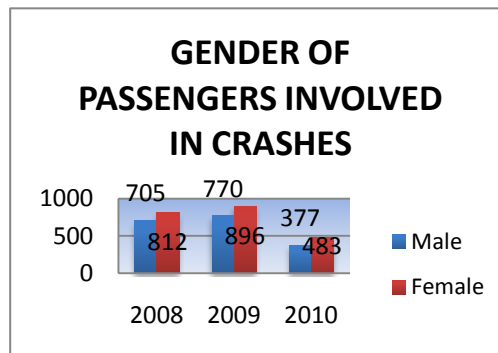
Graph 9 shows the age of drivers involved in crashes. In 2008, 1406 drivers were ages 16-25, 1658 ages 26-35, 1748 ages 36-45, 1456 ages 46-55, 1821 ages 56 & over, and 210 were unknown. In 2009, 1232 drivers were ages 16-25, 1533 ages 26-35, 1568 ages 36-45, 1361 ages 46-55, 1823 ages 56 & over, and 82 were unknown. In 2010, 601 drivers were ages 16-25, 770 ages 26-35, 847 ages 36-45, 755 ages 46-55, 976 ages 56 & over, and 53 were unknown.

Graph 10



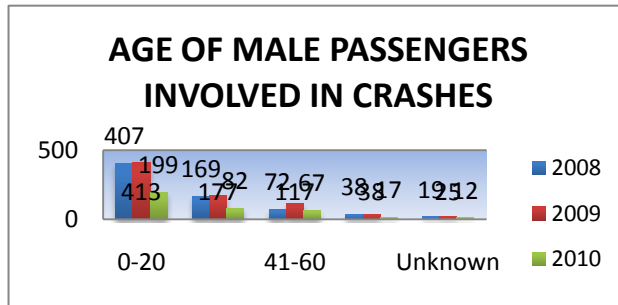
Graph 10 shows the gender of drivers that were involved in crashes. In 2008, there were 5155 males and 3163 females involved in crashes; 4703 males and 2935 females in 2009, and 2502 males and 1534 females in 2010.

Graph 11



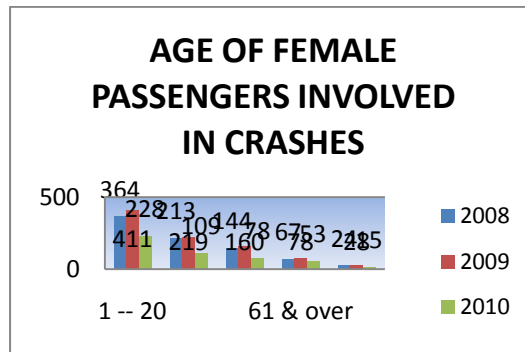
Graph 11 shows the gender of passengers involved in crashes for the territory. In 2008, 705 were males and 812 females, 770 males and 896 females in 2009, and 377 males and 483 females in 2010.

Graph 12



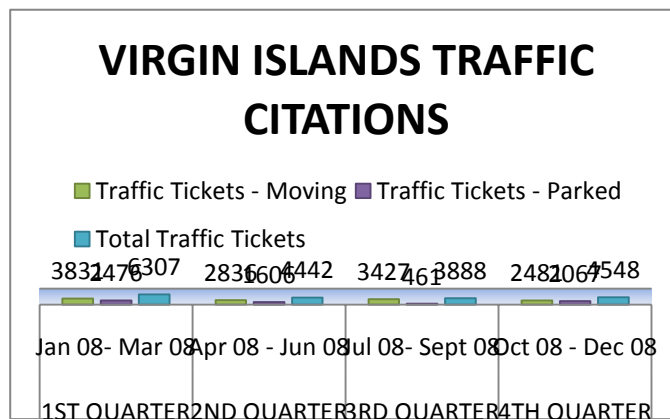
Graph 12 shows the ages of male occupants involved in crashes from 2008 to 2010.

Graph 13



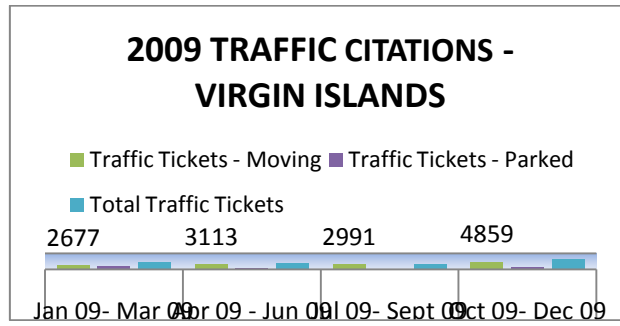
Graph 13 shows the ages of female occupants involved in crashes from 2008 to 2010.

Graph 14



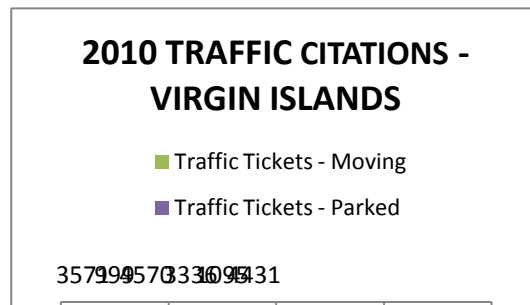
Source: Data provided by the Virgin Islands Superior Court.

Graph 15



Source: Data provided by the Virgin Islands Superior Court.

Graph 16



Source: Data provided by the Virgin Islands Superior Court.

CERTIFICATIONS AND ASSURANCES

Revised 8/10

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.**

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

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(I)).

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:

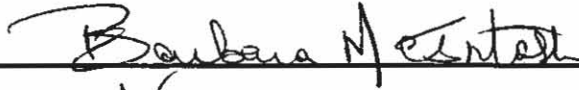
- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or 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).



for Novelle E. Francis, Jr.
Governor's Representative for Highway Safety

Territory of the United States Virgin Islands

For Fiscal Year 2010

9/1/10
Date



O.M.B. No. 2127-0003
(Expires 9/30/01)

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

State: VI Number 5034-F11104 Date: August 25, 2010

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
PA	155,000	-	0.00	0	100%	155,000
AL	500,000	-	0.00	0	100%	500,000
OP	260,000	-	0.00	0	100%	260,000
PT	500,000	-	0.00	0	100%	500,000
MC	150,000	-	0.00	0	100%	150,000
YA	50,000	-	0.00	0	100%	50,000
PS	150,000	-	0.00	0	100%	150,000
TR-402	250,000		0.00	0	100%	250,000
CR	100,000		0.00	0	100%	100,000
405	250,000	-	0.00	0	100%	250,000
406	200,000	-	0.00	0	100%	200,000
408	3,000,000	-	0.00	0	100%	3,000,000
Total NHTSA	5,565,000		0.00	0	100%	5,565,000

State Official Authorized Signature:
for Barbara Francis
 NAME: Novelle E. Francis Jr.
 TITLE: Police Commissioner
 DATE: 9/1/10

Federal Official Authorized Signature:
 NHTSA - NAME: _____
 TITLE: _____
 DATE: _____

Effective Date: _____