COMMONWEALTH OF VIRGINIA, HIGHWAY SAFETY DIVISION

SECOND ANNUAL HIGHWAY SAFETY WORK PROGRAM

July 1, 1972 — June 30, 1973

compiled and prepared
by

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with assistance from
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(A Report Prepared by the Virginia Highway Research Council
Under the Sponsorship of the Virginia Highway Safety Division.)

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INTRODUCTION

This submission is the state's Second Annual Highway Safety Work Program. It was prepared by the Virginia Highway Research Council for the Commonwealth of Virginia in fulfillment of the state's obligation to the National Highway Traffic Safety Administration.

This year, local Highway Safety Commissions were asked to prepare and submit Local Highway Safety Work Programs in order to aid the state in the development of its program. The local submissions followed the same format as that of the state. The Supervisor of the Driver Education Services, the Supervisor of the Emergency Medical Services; the Traffic Officer of State Police Headquarters, the Driver Services Administrator of the Division of Motor Vehicles and traffic engineers from the Virginia Department of Highways participated in organizing this comprehensive highway safety program submission for Virginia.

The Annual Highway Safety Program for Virginia is divided into five parts. The first section is the introduction, the second is a summary of each standard area, giving the total cost of tasks covered in the Annual Work Program. These summaries show the total expenditures by the state on highway safety programs, total 402 funding, and federal funds distributed to political subdivisions. In order to develop and implement the enclosed programs (see Part IV AHSWP) at both the state and local level, the Commonwealth is requesting over $4 million in federal funding, with approximately $2.8 million earmarked for political subdivisions.

Part three of the Second Annual Highway Safety Work Program is the program analysis, which provides an overview of the Program. It includes changes in traffic accidents, deaths, personal injuries and related property losses since 1961. Additional data which effectively relate the changing magnitudes of highway safety problems in the state appear in this section. The total of 402 funds expended by political subdivisions from the inception of the program through the year covered by the AHSWP is included in this section.

A priority chart showing the amount of federal funds to be expended by standard area according to the amount requested for the total program is given. A breakdown of tasks that will be funded according to the two levels of funding anticipated from the NHTSA is also shown.

Subelement plans (SEP) which make up the planning documents constitute Part IV of the Program. They provide a five-year program plan which includes two previous years, the next fiscal year, and a projection of activities for the next two years, 1974 and 1975. Supplements to the subelement plans show the total cost of each SEP and a breakdown of the total cost, the federal share, and the federal share to localities by task. A narrative discussing the use of federal funds follows each SEP.

The state is now limited in its ability to fully evaluate its programs due to weaknesses in its traffic records system. This is being remedied by a newly appointed Traffic Records Committee whose activities should lead to a greatly improved records system. In anticipation of data that a new records system will better provide, performance measures and output measures have been designed and incorporated in the effectiveness supplements to the subelements.

Part five of the Program includes the Federal-Aid Highway Safety Program Agreement.

PART II

SUMMARY

HIGHWAY SAFETY PROGRAM - SUMMARY

STATE: VIRGINIA
DATE: April 1, 1972

SUB ELEMENT NO.	STANDARDS & SUBELEMENTS	TOTAL FY COST ($000)	NEW OBLIGATION	
			TOTAL FEDERAL	LOCAL EXPEND.
PA-73-100	Planning & Administration	689.5	180.0	0
	300	689.5	180.0	0
VI-73-261	Periodic Motor Vehicle Inspection	412.0	0	0
	301	412.0	0	0
VR-73-261	Motor Vehicle Registration	7,793.0	0	0
	302	7,793.0	0	0
MS-73-161	Motorcycle Safety	72.0	36.0	36.0
	303	72.0	36.0	36.0
DE-73-161	Driver Education — High School	15,257.5	826.15	761.8
	304	15,257.5	826.15	761.8
DE-73-162	Driver Education — Driver Improvement	144.2	51.7	30.0
	304	144.2	51.7	30.0
DE-73-163	Driver Education — Adult	9.5	9.5	9.5
	304	9.5	9.5	9.5
DE-73-164	Driver Education — Handicapped	104.4	52.2	0
	304	104.4	52.2	0
DE-73-165	Driver Education — Commercial	1.0	.5	0
	304	1.0	.5	0
DE-73-166	Highway Safety Education	127.061	63.531	0
	304	127.061	63.531	0
DL-73-161	Driver Testing & Licensing	11,907.5	183.5	0
	305	11,907.5	183.5	0
CL-73-501	Codes & Laws	92.0	46.0	46.0
	306	92.0	46.0	46.0
TC-73-491	Traffic Courts	1,185.0	33.0	33.0
	307	1,185.0	33.0	33.0
AL-73-471	Alcohol & Drugs	682.9	355.4	298.4
	308	682.9	355.4	298.4
	Identification & Surveillance of Accident Locations	968.3	364.0	264.0
IS-73-391	609 (Cities)	328.0	164.0	164.0
IS-73-392	609 (VDH)	640.3	200.0	100.0
	Traffic Records	1,926.0	640.0	25.0
TR-73-501	310 Traffic Records Committee	580.0	290.0	25.0
TR-73-502	310 DMV	1,346.0	350.0	0

HIGHWAY SAFETY PROGRAM - SUMMARY

STATE: VIRGINIA
DATE: April 1, 1972

SUB ELEMENT NO.	STANDARDS AND SUBELEMENTS	TOTAL FY COST ($000)	NEW OBLIGATION TOTAL FEDERAL	NEW OBLIGATION LOCAL EXPEND.
EM-73-181	Emergency Medical Services	2,454.0	759.4	691.0
	311	2,454.0	759.4	691.0
	Highway Design, Construction and Maintenance	410,388.0	128.0	128.0
HD-73-361	612 (Cities)	34,563.0	128.0	128.0
HD-73-362	612 (VDH)	375,825.0	0	0
	Traffic Control Devices	4,737.0	115.0	115.0
CD-73-361	613 (Cities)	115.0	115.0	115.0
CD-73-362	613 (VDH)	4,622.0	0	0
	Pedestrian Safety	145.7	81.85	81.85
PS-73-161	314 (NHTSA)	92.7	46.35	46.35
PS-73-162	614 (FHWA)	53.0	35.5	35.5
	Police Traffic Services	36,490.9	456.6	300.0
PT-73-471	315 (Cities)	23,977.2	300.0	300.0
PT-73-472	315 (State)	12,513.7	156.6	0
DC-73-281	Accident Cleanup	600.0	55.0	55.0
	316	600.0	55.0	55.0
	TOTAL	496,187.461	4,437.331	2,874.65
300		689.5	180.0	0
301		412.0	0	0
302		7,793.0	0	0
303		72.0	36.0	36.0
304		15,643.661	1,003.581	801.30
305		11,907.500	183.5	0
306		92.0	46.0	46.0
307		1,185.0	33.0	33.0
308		682.9	355.4	298.4
310		1,926.0	640.0	25.0
311		2,454.0	759.4	691.0
314		92.7	46.35	46.35
315		36,490.9	456.6	300.0
316		600.0	55.0	55.0
	NHTSA TOTAL	80,041.161	3,794.831	2,332.05
609		968.3	364.0	264.0
612		410,388.0	128.0	128.0
613		4,737.0	115.0	115.0
614		53.0	35.5	35.5
	FHWA TOTAL	416,146.3	642.5	542.5
	GRAND TOTAL	496,187.461	4,437.331	2,874.65

PART III

PROGRAM ANALYSIS

It has been estimated that "for more than half of their lives, the people of the United States and many other western countries are more likely to die from accidents than from any other cause." It is further indicated that, as a whole, accidents as a cause of death are now outranked only by cancer and cardiovascular disease.[1/]

The public seems to believe that accidents result from causal sequences that are somehow intrinsically different from those that lead to disease; and to other everyday events. "It is not uncommon for example, to encounter physicians, lawyers, economists, and others whose training has involved the development of analytical thinking and a continuous search for cause who believe firmly that accidents are "acts of God" that "just happen", and that lightning never strikes twice, "that accidents are as uncontrollable as the weather; that, in short, accidents somehow mysteriously defy any kind of systematic study, beyond mere tabulation."[2/] This general feeling is expressed even more strongly by those with less education and sophistication. With this type of attitude it is no wonder that the number of accidents occurring on the highways in Virginia increases each year. Even though many accidents are beyond human control, a large element of carelessness and irresponsibility is involved in others.

One can only predict that with this attitude motor vehicle accidents will continue to increase. Realizing that this will occur we should strive to reduce the severity and morbidity of these crashes as well as to reduce the number of persons killed. We

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1/ Moore, J. O., and B. Tourin,"A Study of Automobile Doors Opening Under Crash Conditions," T.R. 2, Automotive Crash Injury Research, Cornell University, August 1954.

2/ Haddon, William, Jr., M. D., Edward A Suchman,and David Klein, Accident Research, Harper and Row Publishers, New York, 1964, p. 6.

seek to accomplish this not only by providing safer highways and better equipment, but by implementing an educational program second to none.

HIGHWAY ACTIVITIES IN VIRGINIA

Accident Exposure Factors

The numberof motor vehicle registrations has been steadily increasing in Virginia. The 4.8% increase from 2,155,872 registrations in 1969 to 2,260,314 in 1970 is very close to the 4.7% annual average rate of increase over the years 1965 to 1970. The number of licensed operators has also been increasing, but at a slower rate. The increase from 2,331,539 licensed operators in 1969 to 2,347,500 in 1970 represents an increase of only 0.6% compared to a five-year average increase of 1.9%. A summary of these figures is shown in Exhibit 1.* Exhibits 2 and 3 are graphs depicting the values from Exhibit 1, and they project the number of motor vehicle registrations and the number of licensed operators, respectively. Exhibit 4 shows the rapid growth in motorcycle registrations in the Commonwealth. The 5-year average annual increase was 19.9% from 1965 to 1970, with the increase of 29.1% from 1969 to 1970 reflecting the addition of 7,578 new registrations during that year. It seems likely that the number of motorcycle registrations will continue to rise at a rapid rate with approximately 50,000 registrations forecast for 1975.

The annual vehicle miles of travel on all Virginia highways, streets and roads are shown in Exhibit 5. The average annual rate of increase for the period from 1965 to 1970 was 6.6% with an increase of 5.4% from 1969 to 1970, which resulted in a level of 28.42 billion miles of travel. Exhibit 6 depicts the increase in annual vehicle miles of travel. Based on a projection of an annual increase of 6%, the total vehicle miles of travel should reach 38.0 billion by 1975.

With the number of vehicle registrations, licensed operators, and vehicle miles of travel increasing, one would perhaps assume that the the number of accidents, injuries and fatalities should increase concurrently as a consequence of this increased

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*Exhibits for Part III appear at end of narrative.

highway exposure. However, it is the purpose of the Highway Safety Division of Virginia to reduce the number of accidents, personal injuries, property damage and especially fatalities in Virginia by implementing the very best highway safety program at both the state and local levels.

Accident Statistics

A summary of the highway accident statistics for 1970 is presented in Exhibit 7. In view of the increasing exposure of drivers to the risk of traffic accidents in terms of miles of travel and number of operators, it is encouraging to see that the number of fatalities decreased by 5.6% from 1,304 in 1969 to 1,231 in 1970. The latest available figures show a continuing decline to 1,215 fatalities in 1971. With an increase of 4.05% in the number of total accidents, the number of persons injured increased by only 0.63%. These results cannot be attributed directly to any single safety program, but the Highway Safety Division has identified some of the programs which it believes have had the greatest impact.

Before 1968 the Emergency Medical Services in Virginia were not regulated by any codes or laws. However, in 1968, special laws were passed regulating the training of ambulance attendants, as well as establishing a list of minimum essential items of equipment for ambulances. Since that time increased federal funding has enabled the state to add new facilities at locations which had previously gone without emergency medical services, as well as to provide better communications systems. Both of these activities have helped reduce the response time to traffic accident locations.

In light of the fact that the number of accidents has increased at a much faster rate than the number of persons injured, it appears that the various safety belt campaigns are having a significant impact in changing driver attitudes. This was only one of the topics within the scope of the expanded HSD public information campaign. Other

topics included alcohol in relation to highway safety, pedestrian safety, bicycle safety, motorcycle safety, and additional programs which have conveyed the safety message throughout the state.

In recognition of the fact that speed is a contributing factor in a large percentage of highway accidents, the police have increased their use of speed-measuring devices as a part of their overall program of detection and apprehension of those violating the speed laws of Virginia. The success of this program is reflected in the decrease in speed-related fatalities from 512 in 1969 to 489 in 1970.

Another factor which appears to have contributed to the reduction in the number of fatalities is the construction of additional interstate and arterial highways. The new construction has resulted in a 38% decrease in head-on collisions from 461 in 1969 to 287 in 1970.

A program of identification and surveillance of high-accident locations by the Highway Department in a special safety improvement project completed in 1968 at 382 points along Virginia's older roads resulted in 41% fewer injury accidents, 44% less property damage, and a reduction in fatalities from 19 to only 1 at these locations since improvements were made. Similar studies and improvements have been initiated at the local level, but statistics are not yet available for the proper evaluation of their effectiveness.

Although there was a 29.1% increase in motorcycle registration from 26,005 in 1970 to 33,583 in 1971, there was a decrease of 40.7% in motorcycle fatalities from 27 in 1970 to only 16 in 1971. Concomitantly, the number of motorcycle accidents decreased by 11.0% from 1,585 in 1970 to 1,411 in 1971.

The impact of additional federal funding for driver education at the high school level seems to be reflected in the decrease in the incidence of young drivers involved in fatal accidents. Of the drivers in the 16-17 age group only 63 were involved in

fatal crashes in 1970 compared with 83 in 1969, a reduction of 24.9%. In a study of the 1970 graduates of high school driver education programs, there was a death rate of 41 per 100,000 drivers in comparison to a death rate of approximately 117 per 100,000 drivers for those young drivers not taking driver education. Adult driver education programs may also have contributed to the reduction in fatalities in Virginia.

A useful method of relating increased highway activity (as reflected in the number of miles traveled and the number of operators) to the frequency of accidents is to examine the death rate (shown in Exhibit 8). The graph shown in Exhibit 8 denotes the downward trend in the death rate per 100 million vehicle miles of travel. The death rate has declined from 5.2 per 100 million vehicle miles of travel in 1965 to 4.3 in 1970 for a decrease of 17.3%, with the greatest reduction being the drop from 4.8 in 1969 to 4.3 in 1970 for a reduction of 10.4% in the last year for which statistics are available. The HSD is projecting a continued decline in the death rate with the projection for 1975 being 3.56 per 100 million vehicle miles of travel.

The interstate system continues as the leader in terms of highway safety in Virginia. In 1970 there were 774 miles of interstate routes open to traffic, or 1.5% of the total mileage under the jurisdiction of the Department of Highways. The interstate system experienced 25% of the travel, 10% of the accidents, 11% of the persons injured, 10% of the persons killed, 14% of the property damage and 6% of the economic loss that occurred on the total highway system under the Virginia Department of Highways. Exhibit 9 is a chart which contains the crash statistics for accidents which occurred on the interstate system. The frequency rates for the interstate system in 1970 were 144 for accidents, 62 for injuries, and 2.1 for deaths per 100 million vehicle miles of travel as compared to arterial and primary systems rates of 354 for accidents,

155 for injuries, and 6.2 for deaths per 100 million vehicle miles. Exhibit 10 illustrates the downward trend in the death rate on the interstate system with a projection that the death rate will continue to decline to a rate of 1.5 deaths per 100 million vehicle miles of travel in 1975.

A summary of accident statistics for the arterial and primary systems in Virginia is shown in Exhibit 11. These systems which includes 7,689 miles of highway, experienced 55% of the travel, 55% of the accidents, 58% of the persons injured, 65% of the persons killed, 57% of the property damage, and 60% of the economic loss that occurred on the highway systems under the Department of Highways. Even though the accident rate in 1970 showed a 2.0% increase over 1969, there was a 3% decrease in the death rate, while the injury rate remained the same. Exhibit 12 is a graph showing the trend in the death rate for the arterial and primary systems in Virginia. The projection is for a continued decline in the death rate to the level of 5.8 deaths per 100 million vehicle miles of travel in 1975.

The secondary system, which is comprised of 41,937 miles of highway, remains the most hazardous of the systems in Virginia. In 1970, the secondary system experienced 20% of the travel, 35% of the reported crashes, 31% of the persons injured, 25% of the persons killed, 29% of the property damage, and 25% of the economic loss. The accident frequency rates were approximately 70% higher than for the primary system and 317% higher than for the interstate system. In 1970 the death rate decreased by 18% from 1969 as there were 41 fewer deaths. The number of pedestrians killed also declined in 1970 to 37 from 47 in 1969.

Exhibit 13 summarizes the accident statistics for the secondary system, and Exhibit 14 depicts the death rate. The projection of the death rate per 100 million vehicle miles of travel is shown in Exhibit 14 to decrease to 5.62 by 1975.

Exhibits 15 through 24 are a series of graphs showing highway accident, injury, and death trends since 1965 with projections through 1975. On all of the graphs, actual numbers are depicted by solid lines while projections are signified by dashed lines.

Exhibit 15 is a graph of all motor vehicle accidents. During the past five years, the average annual increase has been 6.6%. The forecast for the next five years is based on an estimated 6.0% average annual increase. With the increased traffic volume and growing urban congestion, it does not seem likely that the number of reported accidents can be decreased significantly through the highway safety program. However, the emphasis in the highway safety program areas will be on reduction of the severity of traffic accidents, if not the number of occurrences.

Exhibit 16 is a graph of the number of persons injured in highway accidents. The line represented by a single asterisk (*) represents what might be expected to happen in view of the trend over the last 5 years. However, it is thought that the continuance of a 4.3% annual increase in the number of persons injured can be prevented through the proper implementation of the various safety programs. By 1975 the gap between what might be expected without a safety program and what can be expected as a result of a safety program will have grown to approximately 5,500 persons. The line denoted by two asterisks (**) shows the projection which the HSD believes will approximate the occurrences over the next 5 years.

Exhibit 17 is a graph of the number of injury accidents on the highways, streets, and roads of Virginia. Over the past 5 years, the average annual increase in the number of injury accidents has been 4.4%. However, the projection as shown on the graph by the dashed line is based on a 4.0% annual increase.

Exhibit 18 is a graph of the number of traffic fatalities in Virginia. The average annual increase over the last 5 years has been 3.0%; however, the number of fatalities

declined from 1969 through 1971. It is hoped that this downward trend will continue over the next five years. The projection of 1,165 fatalities in 1975 is a reduction of more that 10% from the peak of 1,304 in 1969.

Exhibit 19 is a graph of the number of fatal traffic accidents in Virginia. This graph is similar to Exhibit 18 which shows the number of fatalities. This similarity should not be surprising since the ratio of fatalities per fatal accident has declined only slightly from 1.205 in 1965 to 1.155 in 1970. The projected reduction in the number of fatal accidents from a peak of 1,117 in 1969 to 1,020 in 1975 represents a decrease of 8.9%.

Exhibit 20 shows that the number of pedestrian injuries in Virginia seems to have reached a peak in 1970. A slight decrease in pedestrian injuries over the next few years is projected but one can not be very sure of the magnitude of the decline since the turning point has just been reached. Exhibit 21 contains two graphs showing urban and rural pedestrian injuries. The projections are that the urban pedestrian injuries will experience a slight decrease, but that the less controllable rural pedestrian injuries will probably continue to rise slightly.

Exhibit 22 shows the alarming increase in pedestrian fatalities. From experience it appears that the number of pedestrian fatalities will be leveling off in the next few years. Exhibit 23 shows the rising trend in urban pedestrian deaths while Exhibit 24 shows that the number of rural pedestrian deaths has stabilized at around 135 per year.

Exhibits 25 through 28 are one-year forecasts of persons injured, injury accidents, fatalities, and fatal accidents which have been developed by using linear regression analysis based on the vehicle miles of travel. The projection of the number of persons injured as shown on Exhibit 25 is 48,973 for 1971. The coefficient of correlation of .985 is well above the .92 necessary at the 99% confidence level. Exhibit 26 projects the number of injury accidents to be 32,551 in 1971. The coefficient of correlation of

.988 is also greater than the .92 necessary at the 99% confidence level. Exhibit 27 projects the number of fatalities to be 1,290 in 1971. The coefficient of correlation of .867 is not significant at the 99% level, but is above the .81 required at the 95% confidence level. In this case it is fortunate that the situation is changing so that there is no longer a need to correlate fatalities so closely to the miles of travel. Exhibit 28 projects the number of fatal accidents to be 1,113 in 1971. The coefficient of correlation of .935 is significant at the 99% level, but it is lower than the coefficient of correlation for injuries and injury accidents. Thus it appears that when the vehicle miles of travel increase, they may be followed closely by increases in the number of accidents and injuries, but fortunately the number of fatal accidents and fatalities do not rise as much.

A summary of the long-range projections for injury accidents, injuries, fatal accidents, and fatalities is shown in Exhibit 29. These figures have been previously reflected in Exhibits 16 through 19. It is not believed that these figures actually represent as accurate a group of forecasts as the short-range forecasts developed by the linear regression technique, but it is believed that they will serve to indicate the general long-term nature of accident trends over the next five years.

Expenditure of Federal Funds for Highway Safety in Virginia

The distribution of federal funds from the inception of the program in Virginia is found in Exhibits 30 — 34. For all years, with the exception of the first year, more than 40% of the federal funds have been spent by the political subdivisions. The exception in the first year was approved by the National Highway Traffic Safety Administration.

Program Priorities

More than $4.4 million in federal funds has been programmed for fiscal year 1973, but it is recognized that less than this amount will probably be allocated by the NHTSA. Accordingly, it has been incumbent upon the administrators of the Highway Safety Division of Virginia to establish program priorities so that such funds as are made available can be employed in areas that will achieve maximum effectiveness. Exhibit 35 shows the programs that have been selected in accordance with the twelve criteria given below for funding at ten separate funding levels. Exhibit 35 shows what Virginia intends to allocate to each standard area depending on the amount of 402 funds received from the federal government. The request schedule in Exhibit 35 will allow the available funds to be distributed on a priority basis much more expeditiously than before. Also local jurisdictions and state agencies can ascertain whether they will receive 402 funding in fiscal year 1973 or will have to wait until fiscal year 1974.

A breakdown of tasks to be funded by standard area according to the two levels of funding anticipated from the NHTSA is shown in Exhibit 36. These tasks could change according to the state and local budgets being adopted.

Criteria for Determining Priorities

The following 12 criteria are used by the HSD when determining where federal funds will be expended.

(1) Amount of money required and percent of total funds received by state.
(2) Predicted accident reductions by types.
(3) Return on investment using average accident figures.
(4) Accident reductions required to break even.
(5) Method proposed for determining the effectiveness of the program in both management and its impact on highway safety.
(6) Probability that the program will be successful.

(7) Length of program.

(8) Time lag between expenditure of funds and benefit derived.

(9) Newness and innovations of program by type — will it develop a new technique for promoting highway safety.

(10) Short-and long-range impact and fit with goals and objectives of the state's comprehensive program.

(11) Percent of the state services — volume and coverage.

(12) Compliance in particular standard area.

EXHIBIT 1

NUMBER OF MOTOR VEHICLE REGISTRATIONS AND LICENSED OPERATORS AND CHAUFFEURS

Year	Motor Vehicle Registrations	Total Licensed Operators
1965	1,794,037	2,134,416
1966	1,868,932	2,152,422
1967	1, 936,770	2,177,067
1968	2,048,997	2,266,975
1969	2,155,872	2,331,539
1970	2,260,314	2,347,500

EXHIBIT 2

ACTUAL AND PROJECTED MOTOR VEHICLE REGISTRATIONS

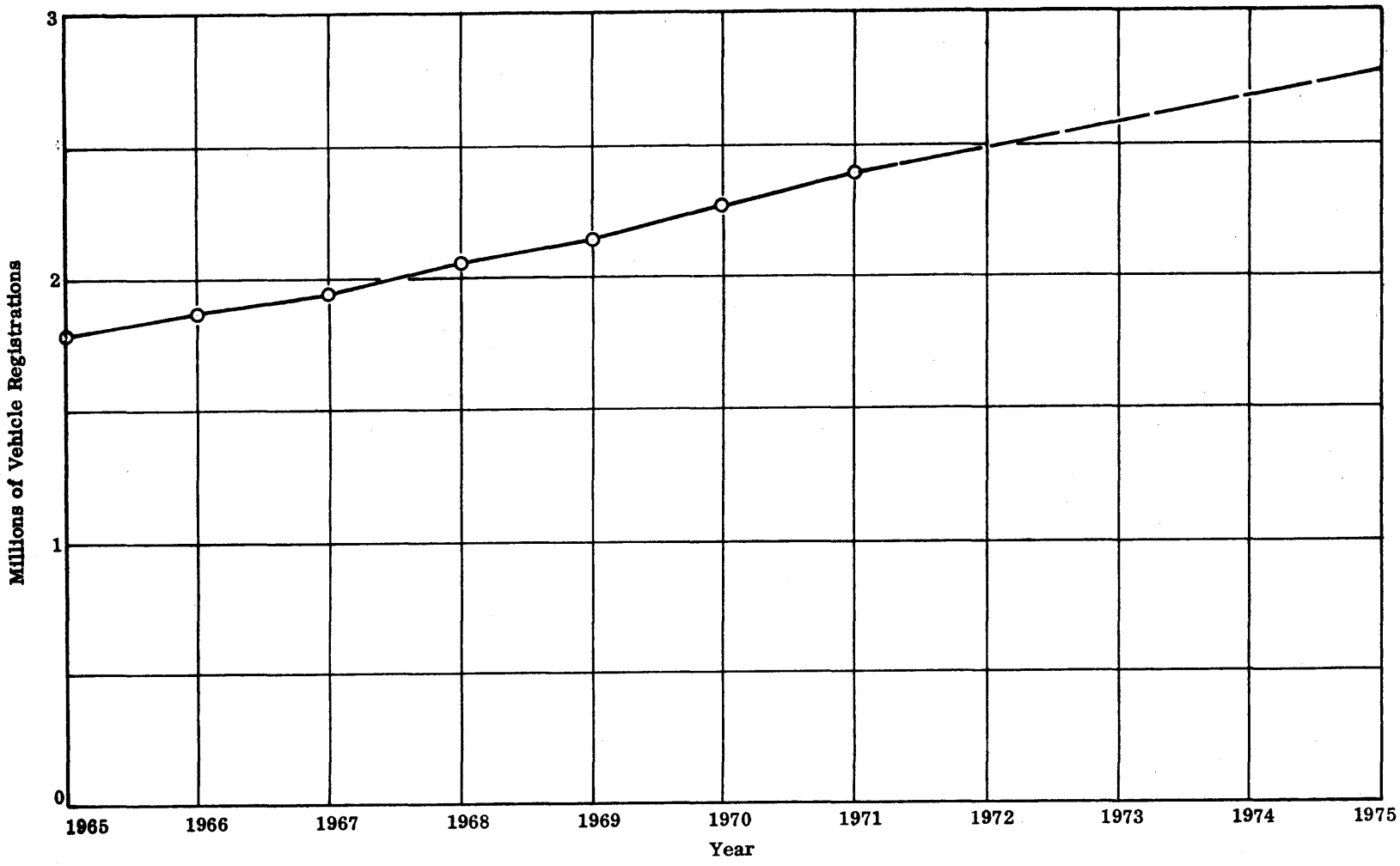


EXHIBIT 3

ACTUAL AND PROJECTED NUMBERS OF LICENSED OPERATORS AND CHAUFFEURS

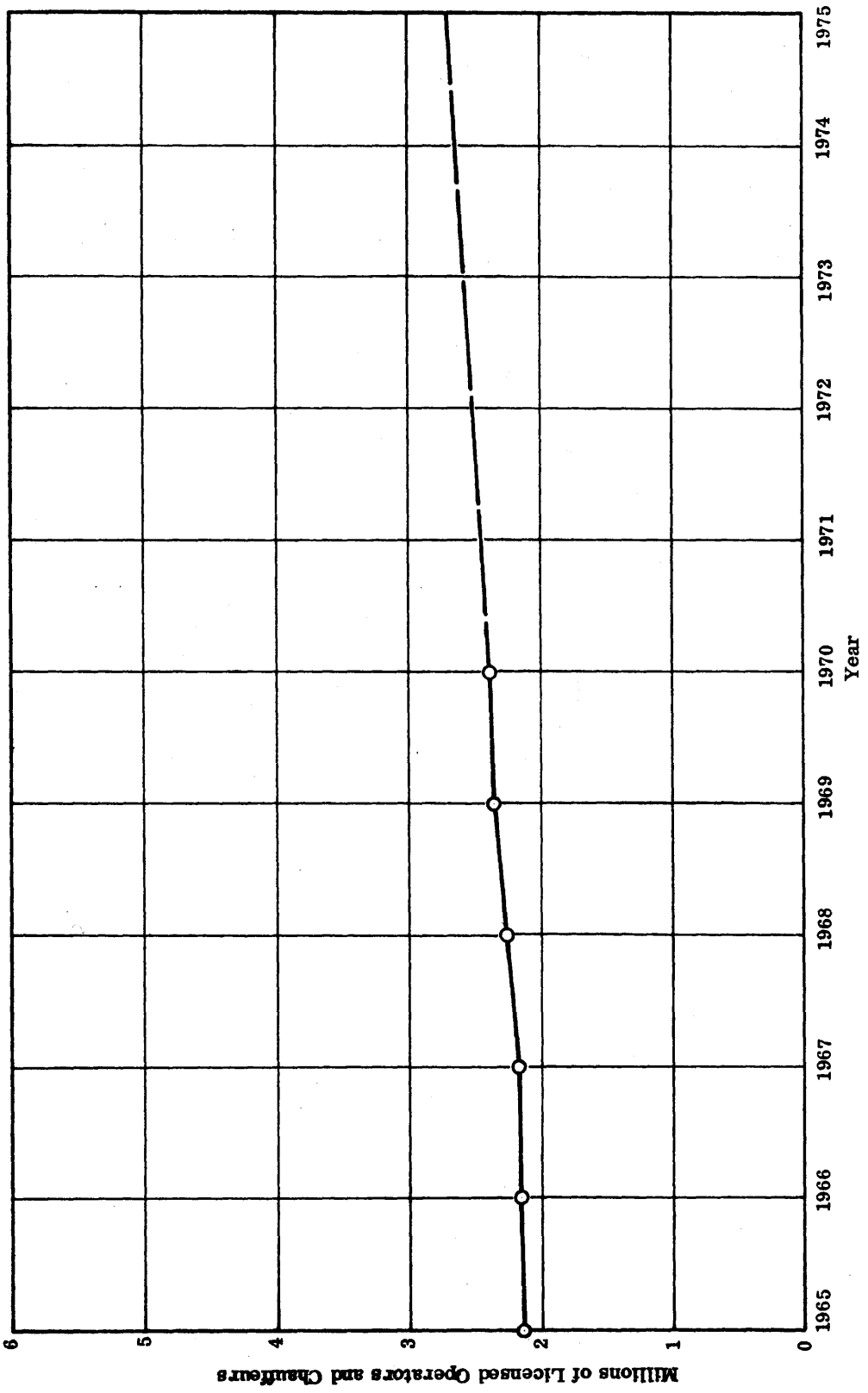


EXHIBIT 4

ACTUAL AND PROJECTED MOTORCYCLE REGISTRATIONS

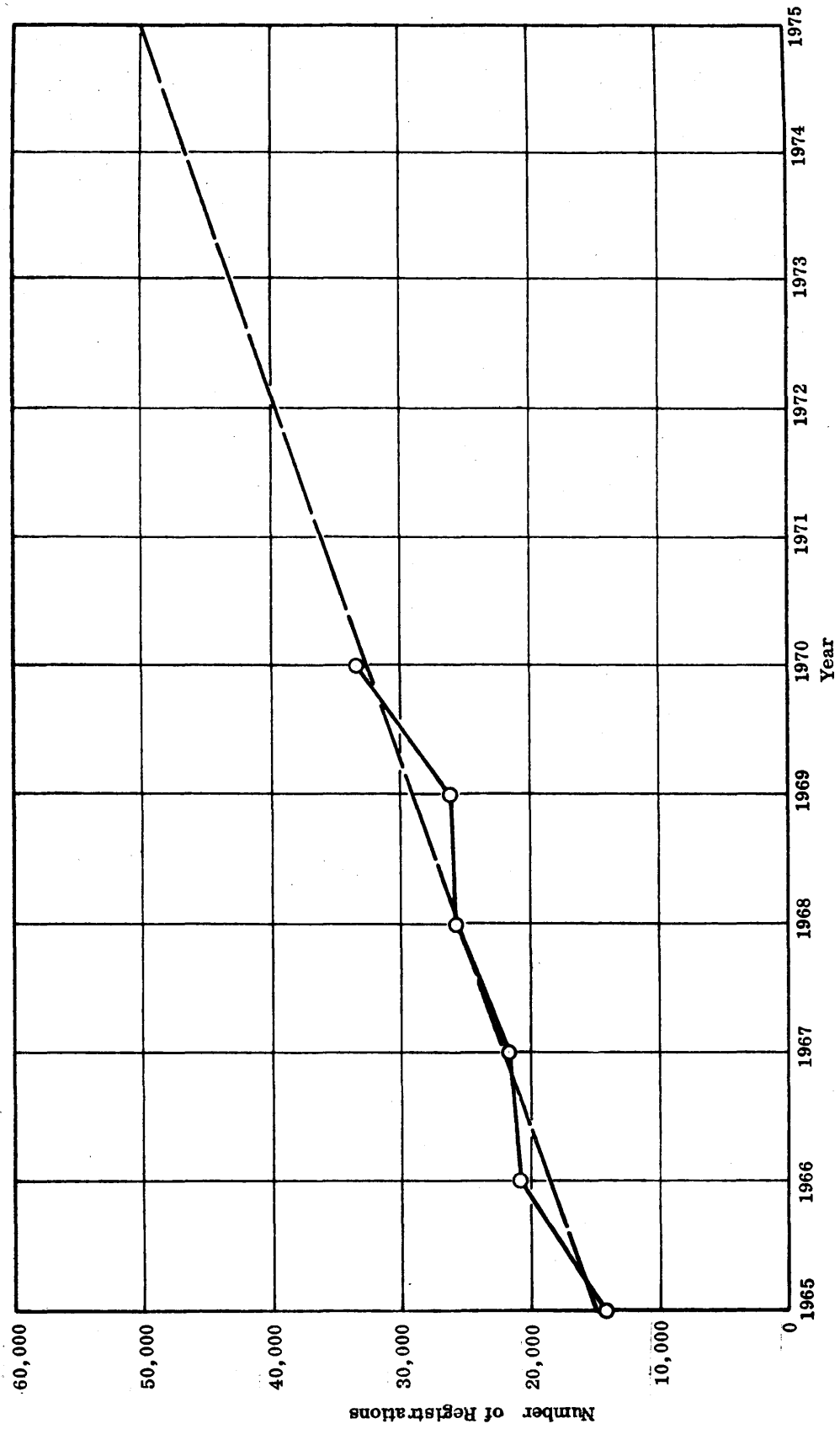
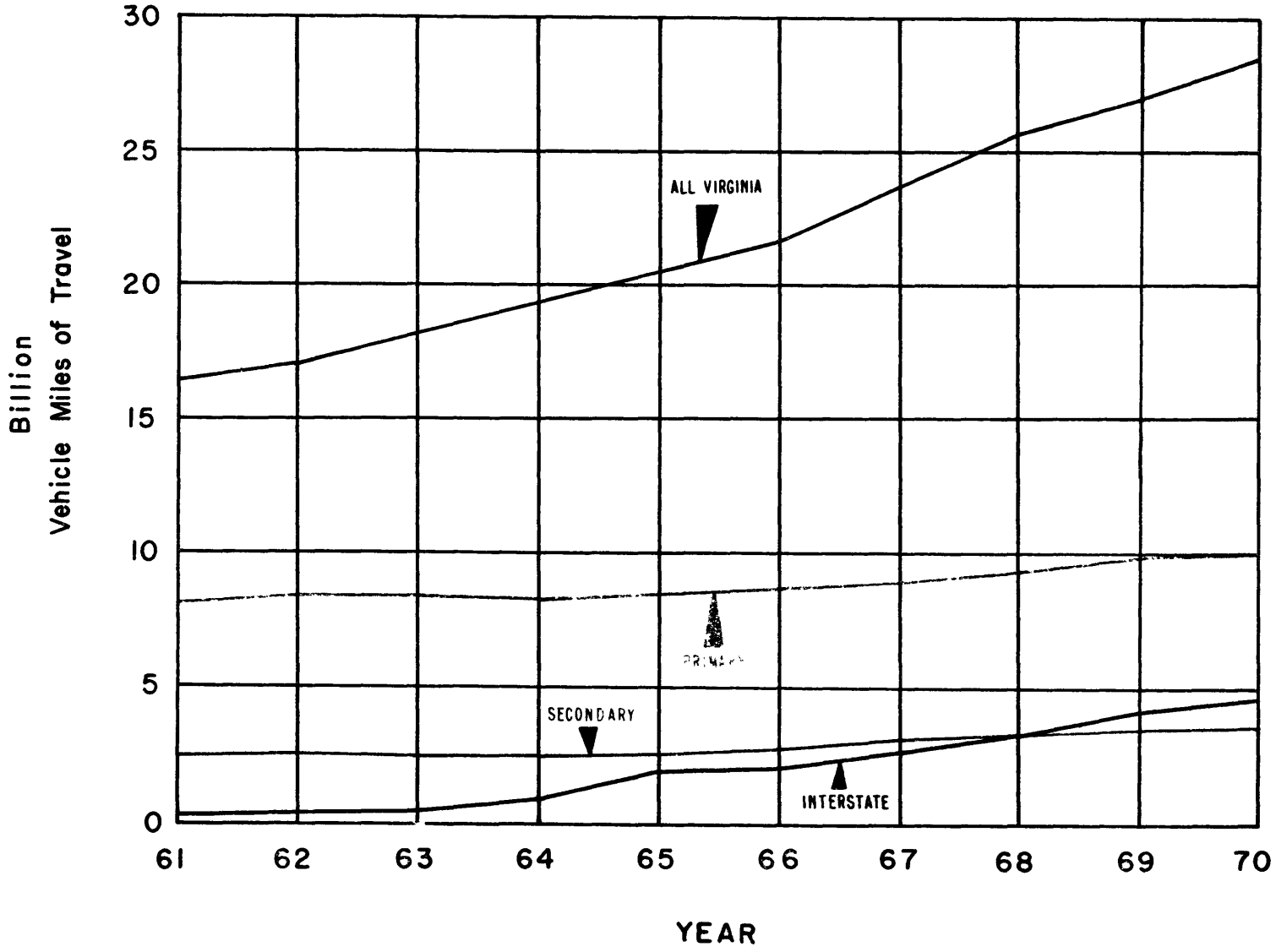


EXHIBIT 5

VEHICLE MILES OF TRAVEL IN VIRGINIA 1961 THROUGH 1970



Source: Summary of Accident Data, State Highway Systems, Calendar Year 1970, Virginia Department of Highways Richmond, Virginia (November 1971) p. 12.

EXHIBIT 6

ACTUAL AND PROJECTED ANNUAL VEHICLE MILES OF TRAVEL

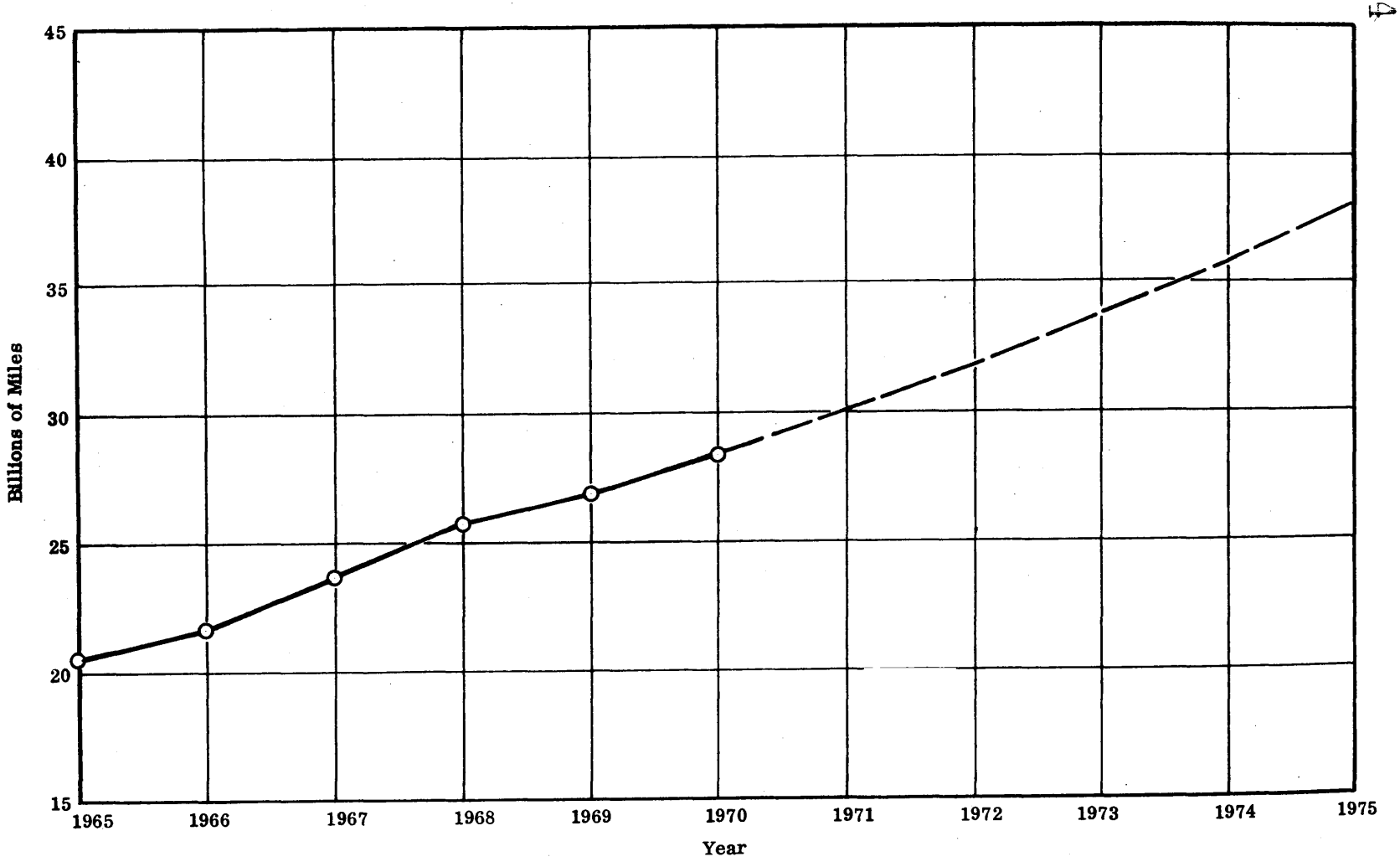


EXHIBIT 7

ACCIDENT SUMMARY BY YEARS — ALL VIRGINIA HIGHWAYS, STREETS AND ROADS — YEARS 1961 - 1970

YEAR	LENGTH IN MILES	ANNUAL VEHICLE MILES OF TRAVEL (THOUSANDS)	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS	AMOUNT OF PROPERTY DAMAGE	ECONOMIC LOSS	ACCIDENT RATE	INJURY RATE	DEATH RATE	PEDESTRIANS KILLED (INCL. IN PERSONS KILLED)	PEDESTRIANS INJURED (INCL. IN PERSONS INJURED)
1961	56,882	16,234,000	727	856	19,300	29,237	65,481	85,508	$26,652,400	$145,520,000	527	180	5.3	157	2,224
1962	56,204	17,018,400	826	974	21,687	33,143	71,538	94,051	30,100,000	175,300,000	553	195	5.7	205	2,343
1963	57,436	18,277,700	820	989	23,088	35,309	74,908	98,816	31,600,000	178,000,000	541	193	5.4	163	2,377
1964	58,404	19,210,100	871	1,050	25,677	39,246	82,788	109,336	35,000,000	189,000,000	569	204	5.5	185	2,520
1965	58,875	20,550,100	881	1,062	26,079	39,263	84,219	111,179	36,000,000	191,000,000	541	191	5.2	163	2,427
1966	59,319	21,640,000	908	1,106	27,761	41,849	87,606	116,275	37,000,000	200,000,000	537	193	5.1	182	2,521
1967	59,781	23,659,000	1,005	1,223	28,743	43,122	81,313	111,061	37,000,000	230,000,000	469	182	5.2	217	2,514
1968	60,428	25,614,000	1,036	1,218	30,146	45,693	89,255	120,437	43,500,000	245,000,000	470	178	4.8	232	2,535
1969	60,705	26,951,000	1,117	1,304	31,846	48,050	98,636	131,599	**	265,000,000	488	178	4.8	241	2,500
1970	61,136	28,418,000	1,066	1,231	32,296	48,354	103,561	136,923	**	270,000,000	482	170	4.3	240	2,609
PERCENT CHANGE 1970 OVER 1969	+0.61	+5.44	-4.57	-5.60	+1.41	+0.63	+4.99	+4.05	-	+1.89	-1.23	-4.49	-10.42	-0.41	+4.36

*DATA OBTAINED FROM "VIRGINIA TRAFFIC CRASH FACTS" - DEPARTMENT OF STATE POLICE

**DATA UNAVAILABLE

Source: Ibid., p. 13.

EXHIBIT 8

ACTUAL AND PROJECTED HIGHWAY DEATH RATES

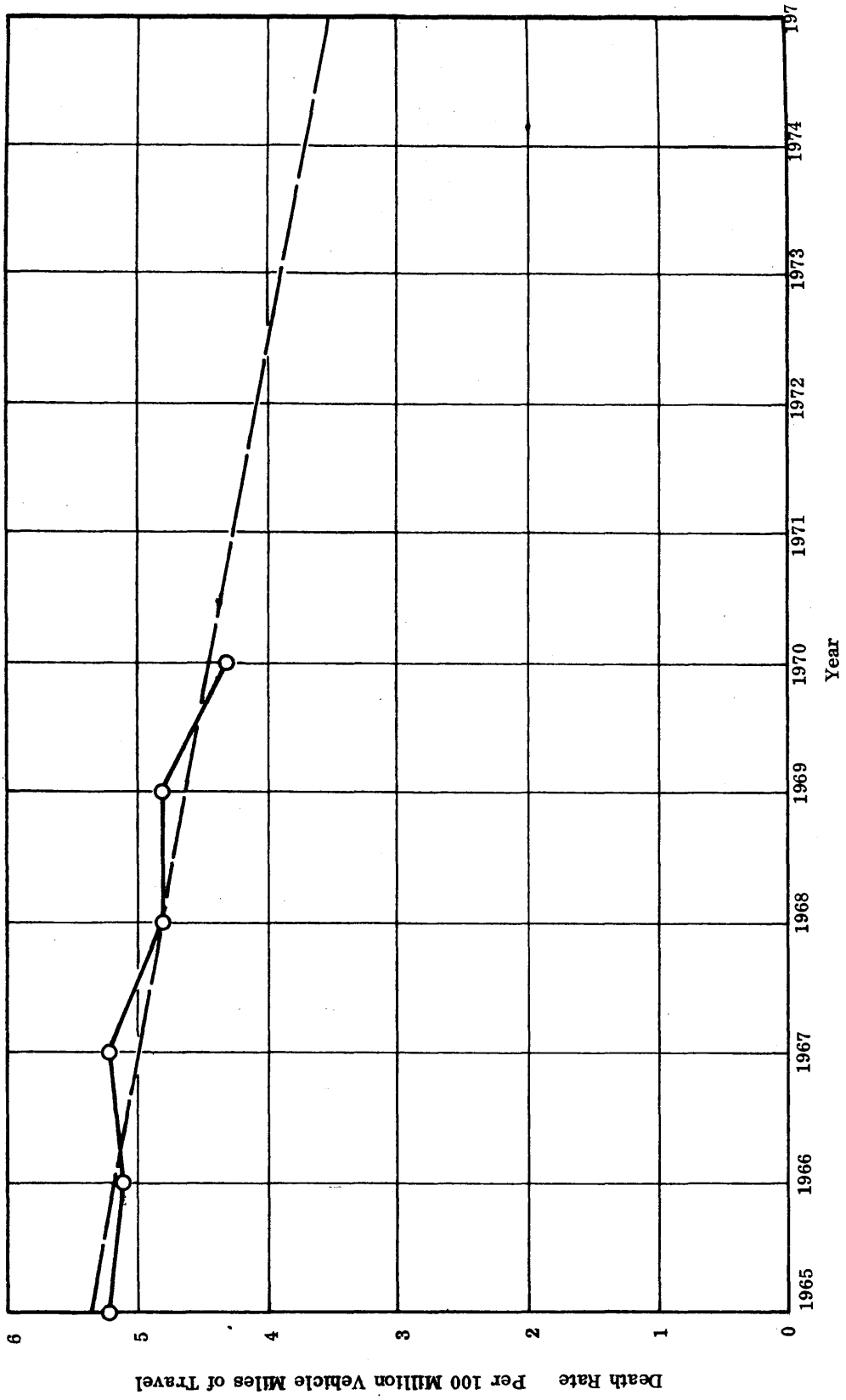


EXHIBIT 9

ACCIDENT SUMMARY BY YEARS — INTERSTATE SYSTEM — YEARS 1961 - 1970

YEAR	LENGTH IN MILES	ANNUAL VEHICLE MILES OF TRAVEL (THOUSANDS)	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS	AMOUNT OF PROPERTY DAMAGE	ACCIDENT RATE	INJURY RATE	DEATH RATE
1961	126.36	409,611	16	21	168	286	442	626	$ 427,200	153	70	5.1
1962	142.86	486,915	9	9	282	442	699	990	654,300	203	91	1.8
1963	216.69	647,580	17	20	320	497	821	1,158	672,200	179	77	3.1
1964	365.70	1,159,540	32	37	536	849	1,284	1,852	1,248,569	160	73	3.2
1965	468.62	2,115,429	52	73	1,014	1,664	2,596	3,662	2,271,200	173	79	3.5
1966	557.21	2,586,804	73	96	1,200	1,984	2,838	4,111	3,089,400	158	76	3.7
1967	626.96	3,123,253	92	118	1,366	2,126	2,958	4,416	4,021,800	141	68	3.8
1968	666.28	3,759,050	89	98	1,600	2,582	3,684	5,373	4,624,627	143	69	2.6
1969	693.78	4,354,250	108	122	1,782	2,913	4,309	6,199	5,255,359	142	67	2.8
1970	774.00	4,682,993	84	97	1,871	2,914	4,774	6,729	6,069,220	144	62	2.1
PERCENT CHANGE 1970 OVER 1969	+11.56	+7.55	-22.22	-20.49	+4.99	+0.03	+10.79	+8.55	+15.49	+1.41	-7.46	-25.00

Source: Ibid., p. 19.

EXHIBIT 10

ACTUAL AND PROJECTED DEATH RATES ON INTERSTATE SYSTEM

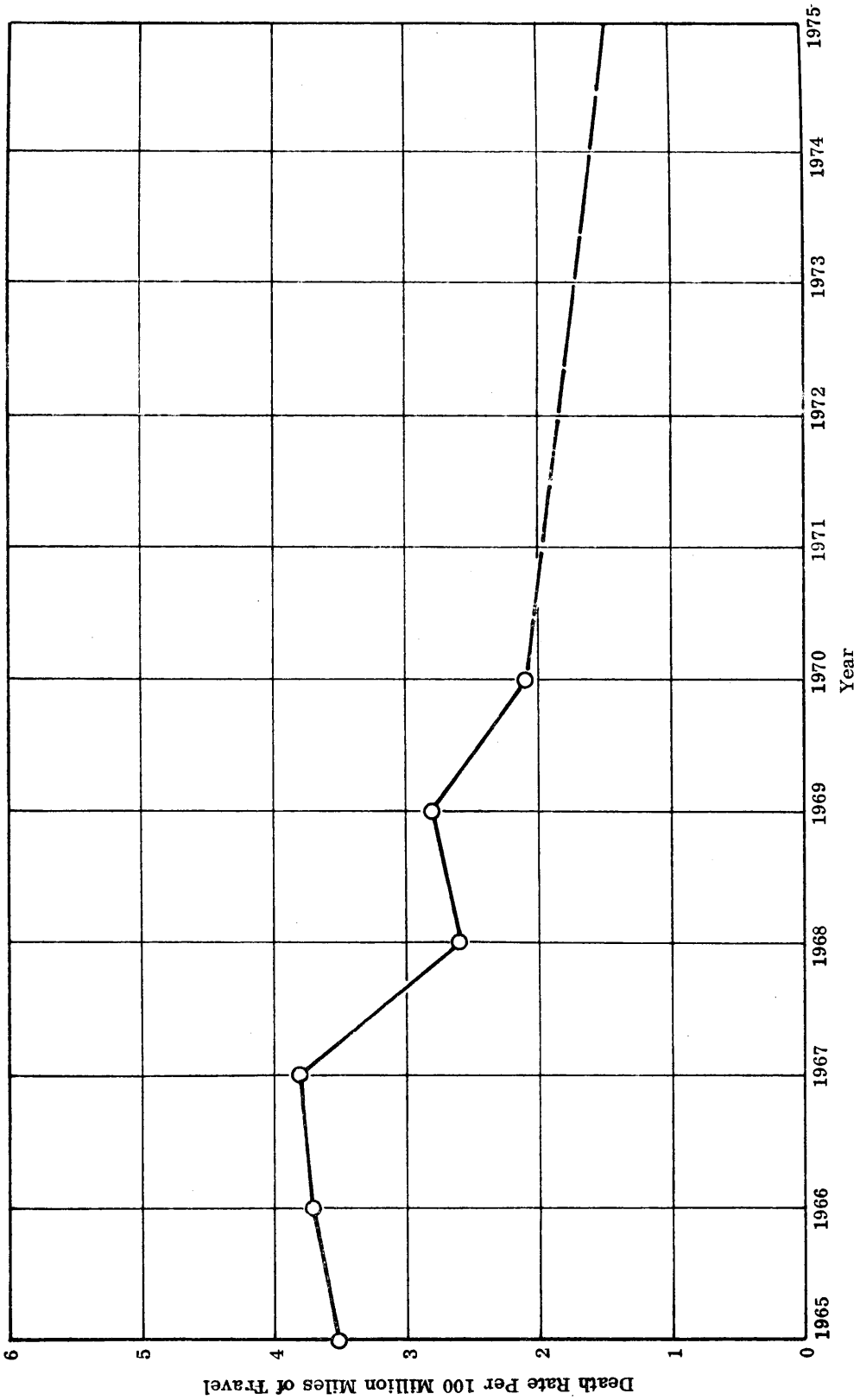


EXHIBIT 11

ACCIDENT SUMMARY BY YEARS — ARTERIAL AND PRIMARY SYSTEM — YEARS 1961 - 1970

YEAR	LENGTH IN MILES	ANNUAL VEHICLE MILES OF TRAVEL (THOUSANDS)	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS	AMOUNT OF PROPERTY DAMAGE	ACCIDENT RATE	INJURY RATE	DEATH RATE
1961	7,782.59	8,261,576	425	522	7,210	12,139	18,714	26,349	$13,054,300	319	147	6.3
1962	7,753.10	8,395,817	474	591	8,163	13,727	20,190	28,827	14,793,600	343	163	7.0
1963	7,605.65	8,463,857	467	593	7,810	13,186	18,868	27,145	14,767,400	321	156	7.0
1964	7,606.43	8,283,656	462	589	8,447	14,199	20,837	29,746	15,984,200	359	171	7.1
1965	7,622.43	8,410,173	434	539	8,078	13,234	20,905	29,417	16,223,900	350	157	6.4
1966	7,629.87	8,695,925	465	569	8,540	13,974	21,386	30,391	16,761,400	349	161	6.5
1967	7,643.09	8,983,525	492	618	8,797	14,191	20,165	29,454	18,204,700	328	158	6.9
1968	7,670.97	9,495,714	515	628	9,176	14,950	21,738	31,429	19,726,760	331	157	6.6
1969	7,682.12	9,968,172	529	638	9,625	15,483	24,463	34,617	23,101,690	347	155	6.4
1970	7,688.87	10,060,743	511	620	9,703	15,544	25,403	35,617	24,644,791	354	155	6.2
PERCENT CHANGE 1970 OVER 1969	+0.09	+0.93	-3.40	-2.19	+0.81	+0.39	+3.84	+2.89	+6.68	+2.02	0.00	-3.12

Source: Ibid., p. 46.

EXHIBIT 12

ACTUAL AND PROJECTED DEATH RATES ON ARTERIAL AND PRIMARY SYSTEMS

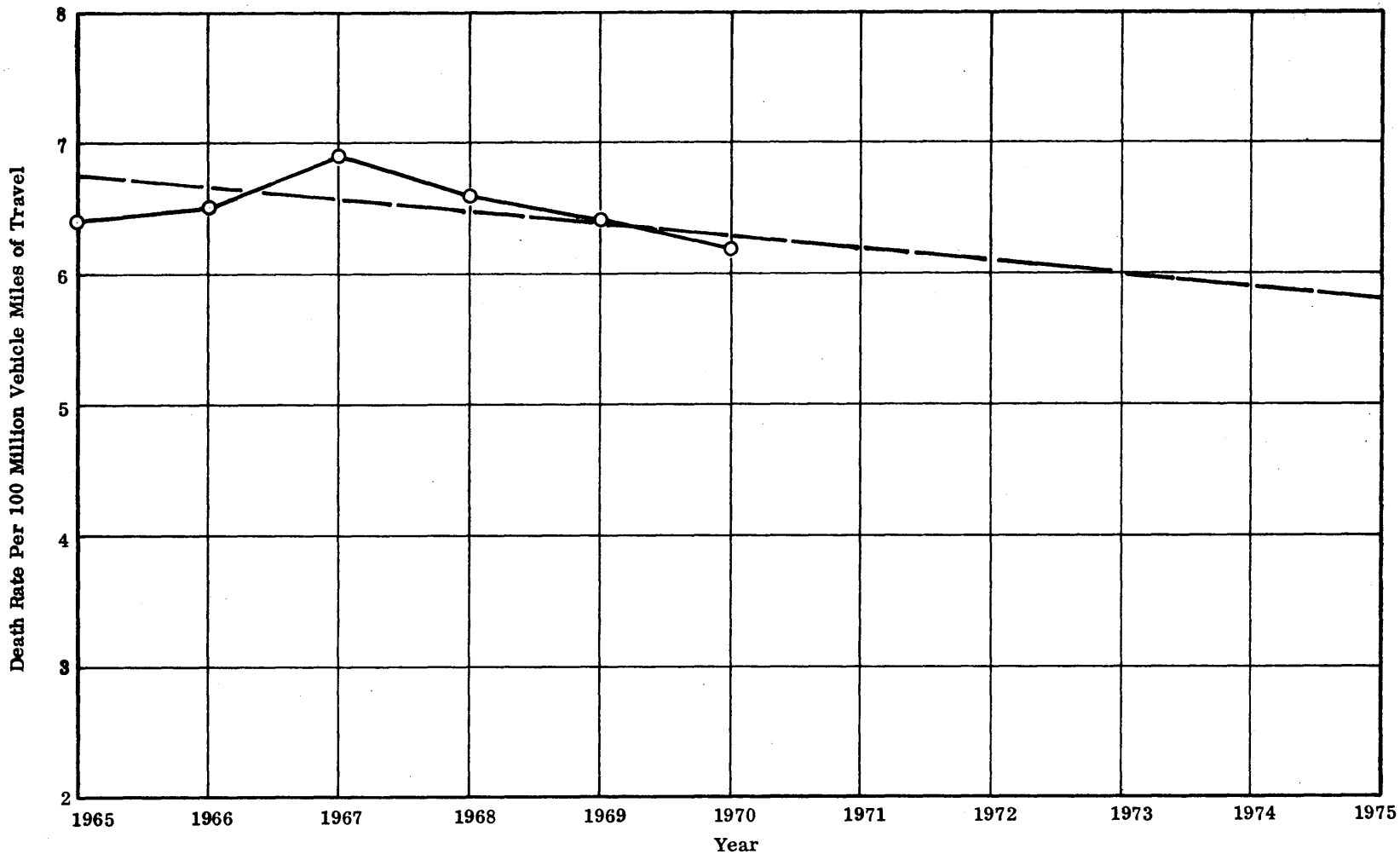


EXHIBIT 13

ACCIDENT SUMMARY BY YEAR — SECONDARY SYSTEM — YEARS 1963 - 1970

YEAR	LENGTH IN MILES	ANNUAL VEHICLE MILES OF TRAVEL	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS	AMOUNT OF PROPERTY DAMAGE	ACCIDENT RATE	INJURY RATE	DEATH RATE
1963	41,521.42	2,469,417	147	166	3,820	5,885	10,363	14,330	$ 5,624,108	580	238	6.7
1964	41,515.73	2,583,456	155	182	4,125	6,183	11,000	15,280	6,087,404	591	239	7.0
1965	41,673.26	2,786,025	188	222	4,478	6,748	12,237	16,903	7,047,531	607	242	8.0
1966	41,865.87	2,978,196	163	199	4,933	7,390	13,276	18,372	8,011,614	617	248	6.7
1967	41,983.89	3,195,943	185	222	5,044	7,579	12,231	17,460	7,956,554	546	237	6.9
1968	41,838.89	3,320,096	182	201	5,474	8,110	14,063	19,719	9,915,392	594	244	6.1
1969	41,971.36	3,568,331	242	276	5,737	8,500	15,309	21,288	11,659,717	597	238	7.7
1970	41,937.35	3,711,240	205	235	5,792	8,434	16,316	22,313	12,324,991	601	227	6.3
PERCENT CHANGE 1970 OVER 1969	-0.08	+4.00	-15.29	-14.86	+0.96	-0.78	+6.58	+4.81	+5.71	+0.67	-4.62	-18.18

Source: Ibid., p. 133.

EXHIBIT 14

ACTUAL AND PROJECTED DEATH RATES ON SECONDARY SYSTEM

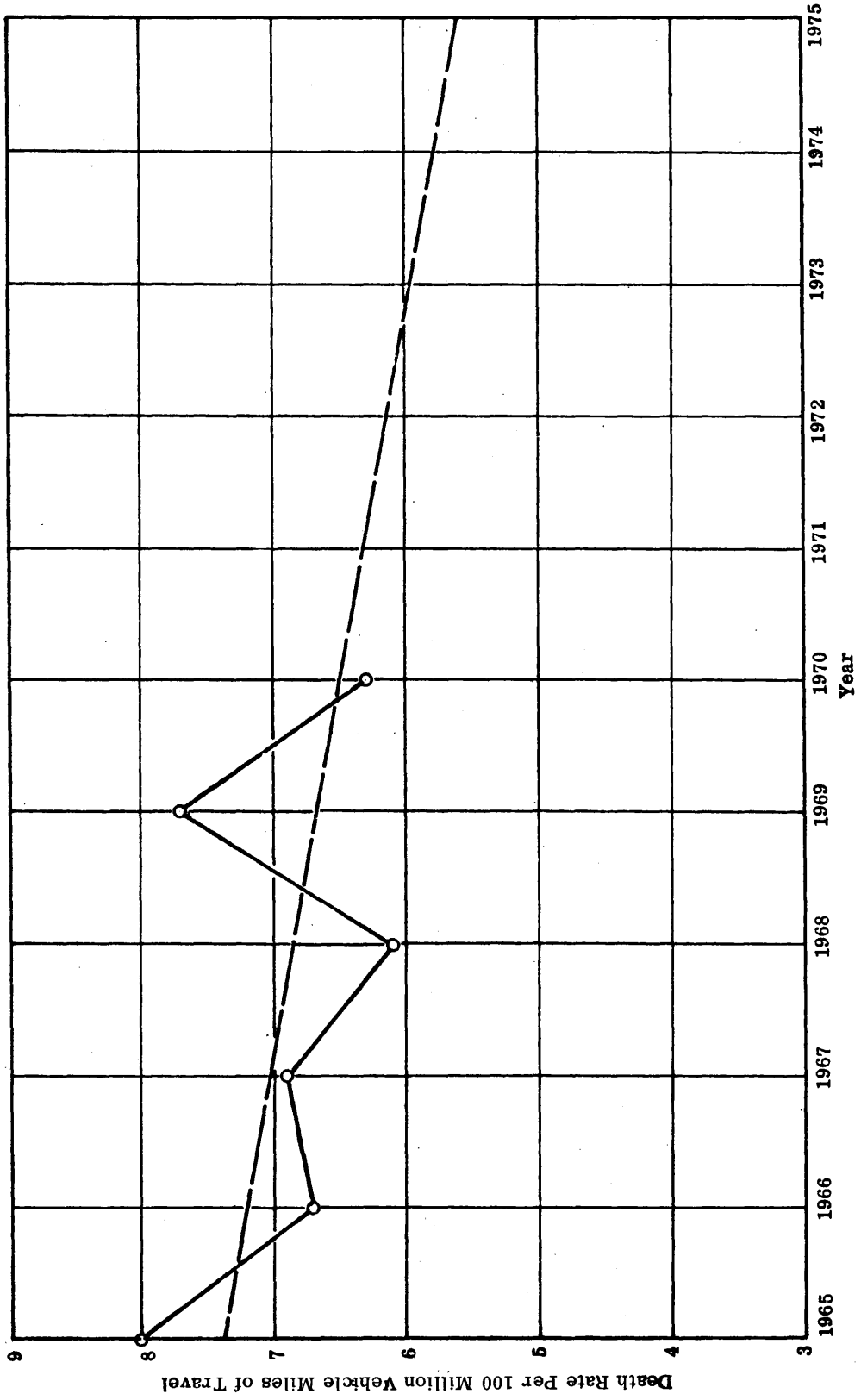


EXHIBIT 15

ACTUAL AND PROJECTED VEHICLE ACCIDENTS

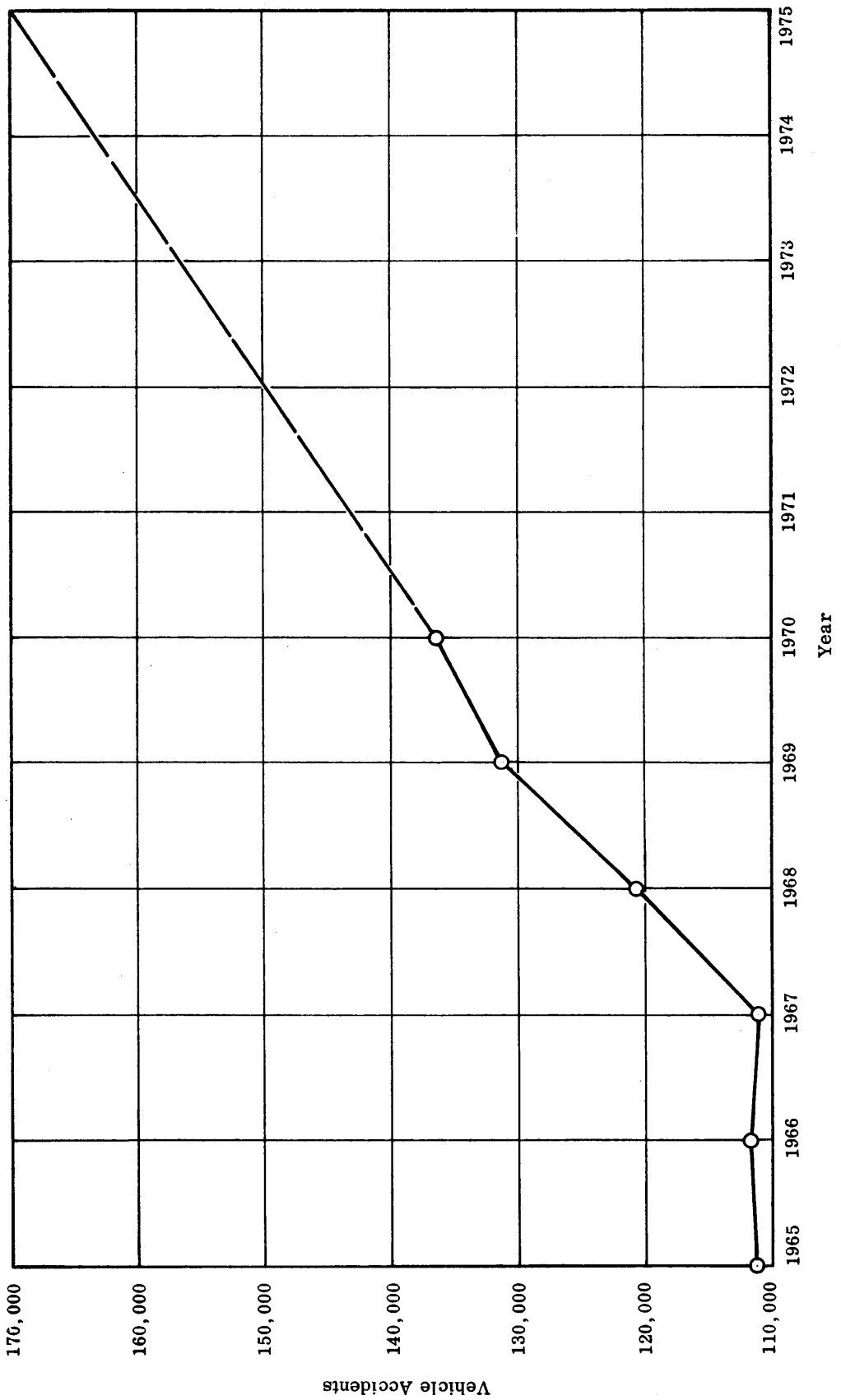


EXHIBIT 16

ACTUAL AND PROJECTED NUMBER OF PERSONS INJURED IN MOTOR VEHICLE ACCIDENTS

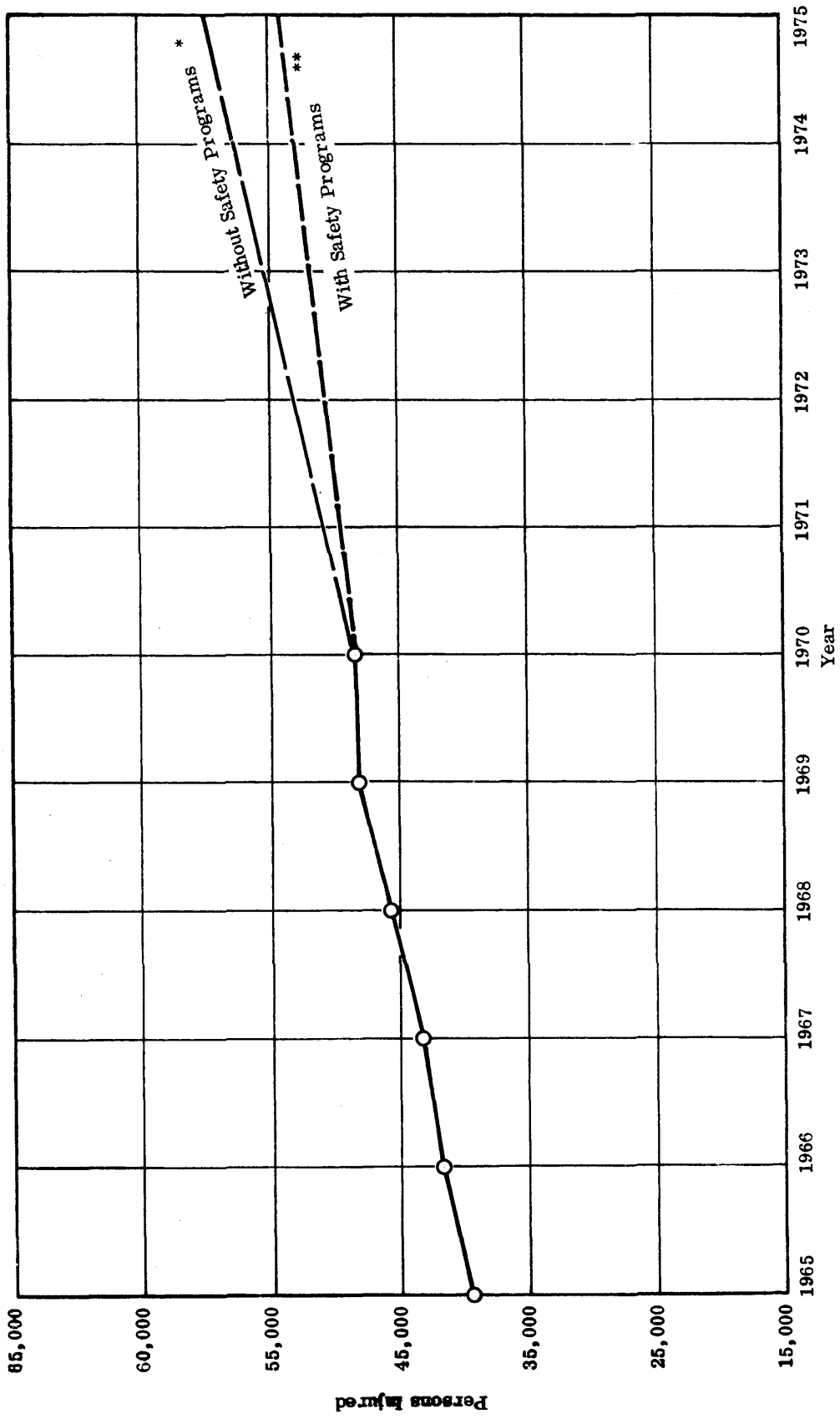


EXHIBIT 17

ACTUAL AND PROJECTED HIGHWAY INJURY ACCIDENTS

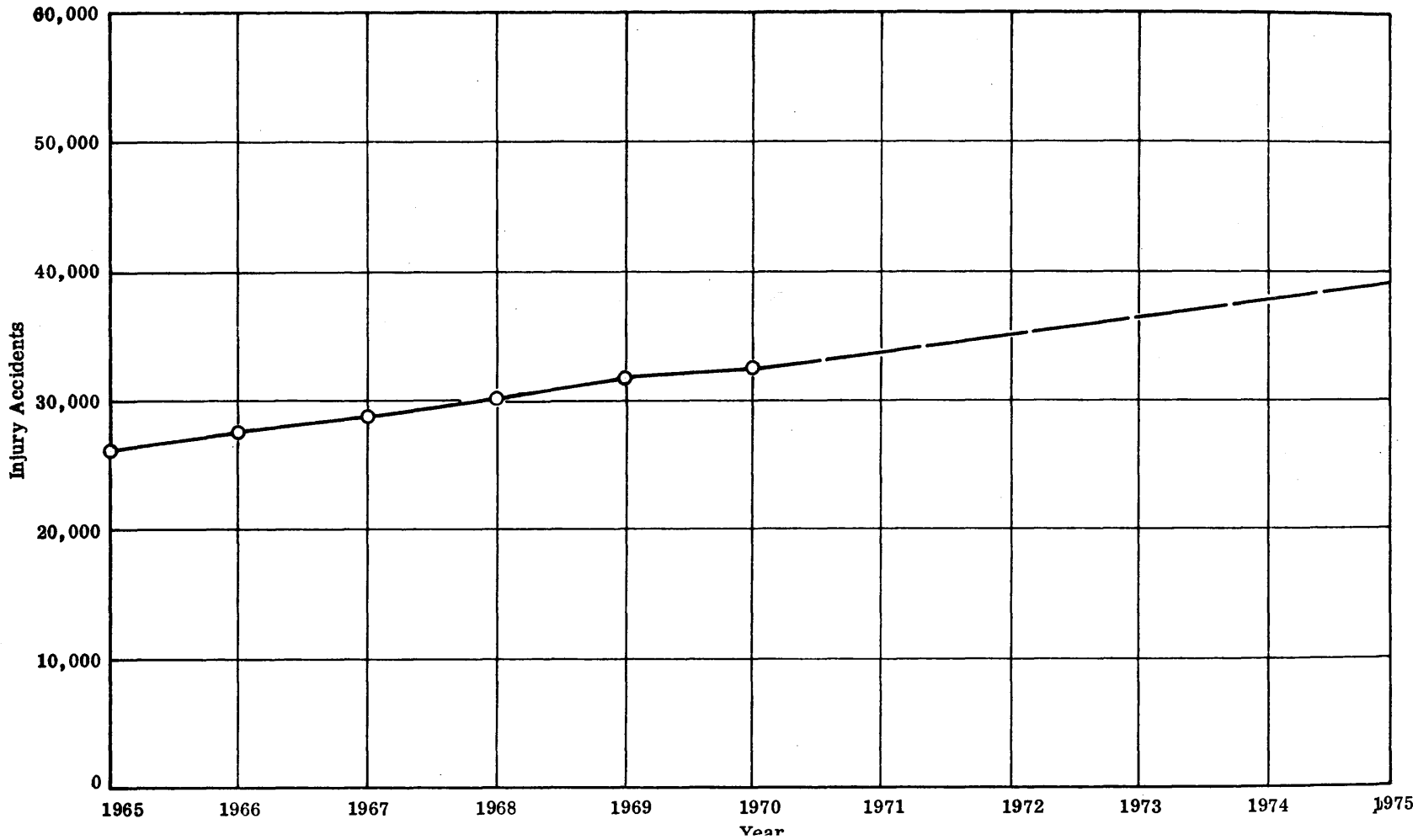


EXHIBIT 18

ACTUAL AND PROJECTED TRAFFIC FATALITIES

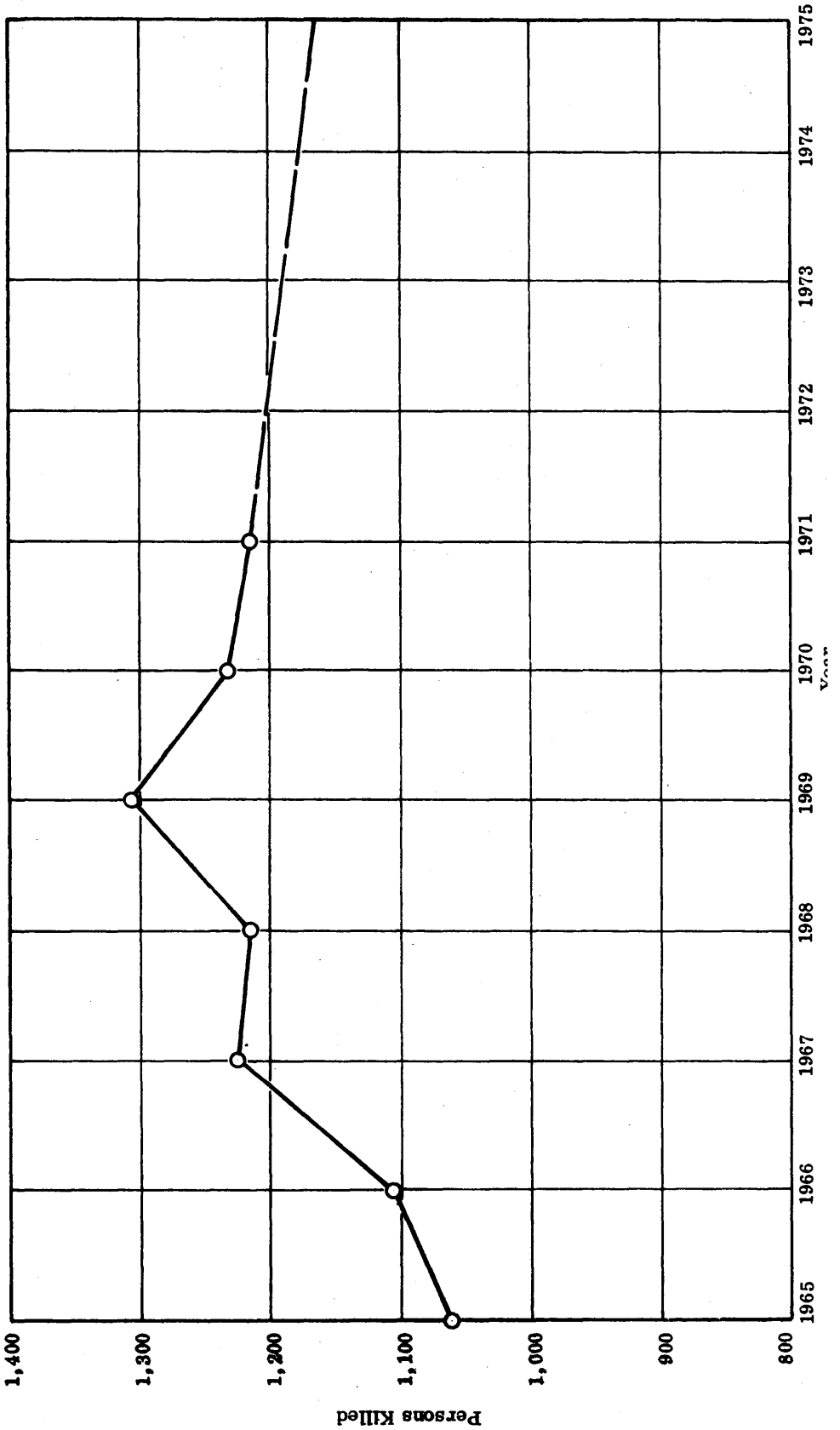


EXHIBIT 19

ACTUAL AND PROJECTED FATAL ACCIDENTS

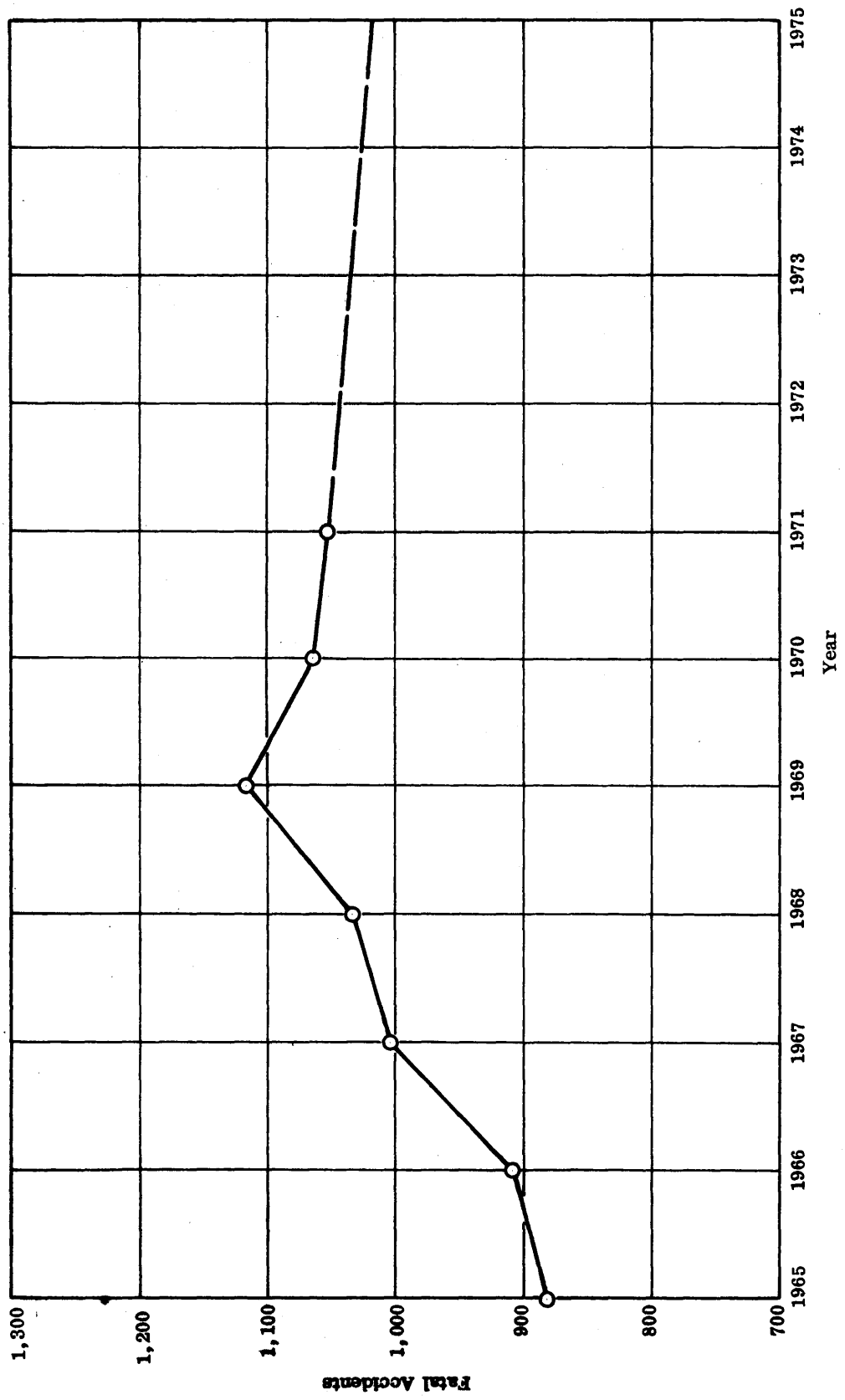


EXHIBIT 20

ACTUAL AND PROJECTED PEDESTRIAN INJURIES

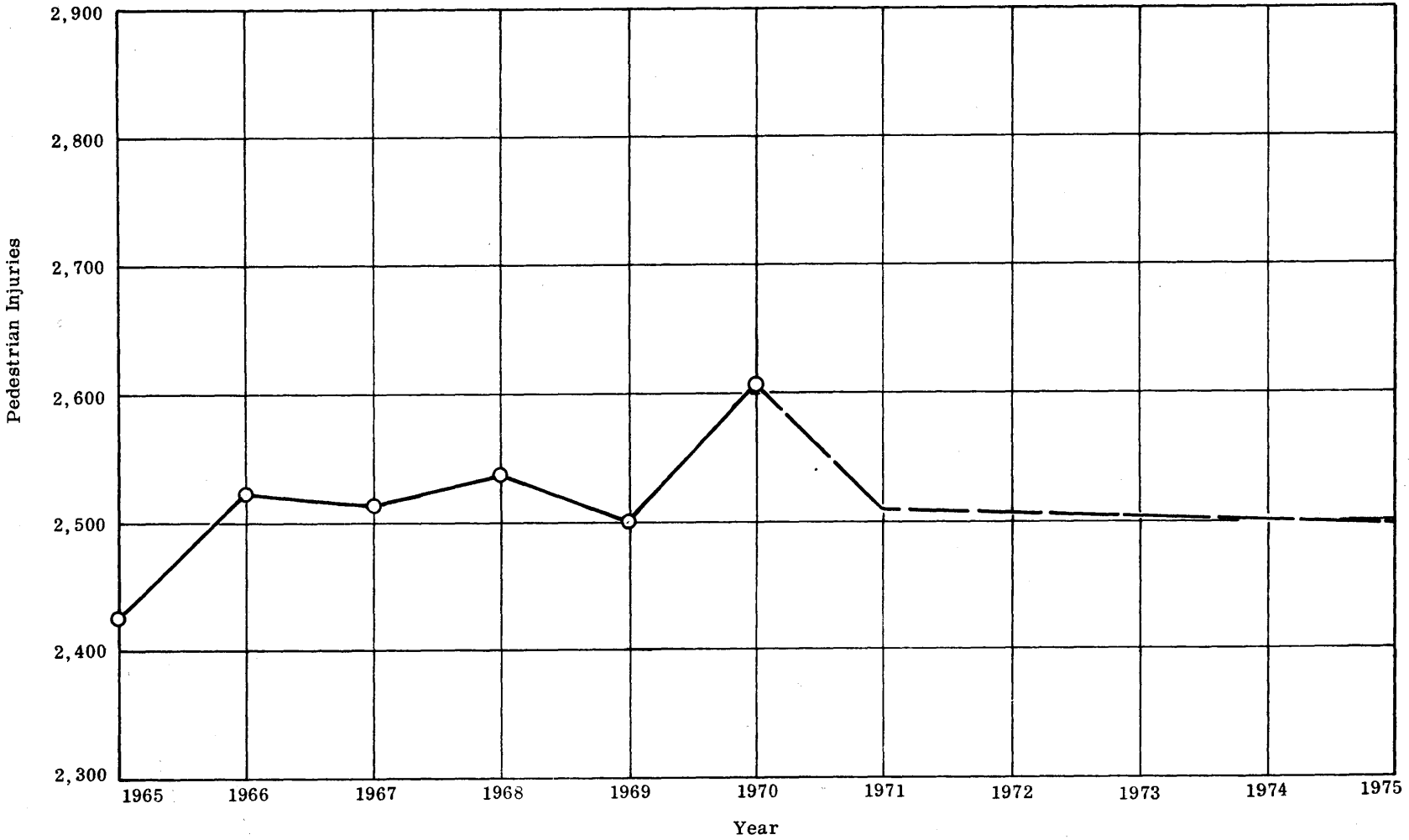


EXHIBIT 21

ACTUAL AND PROJECTED PEDESTRIAN INJURIES

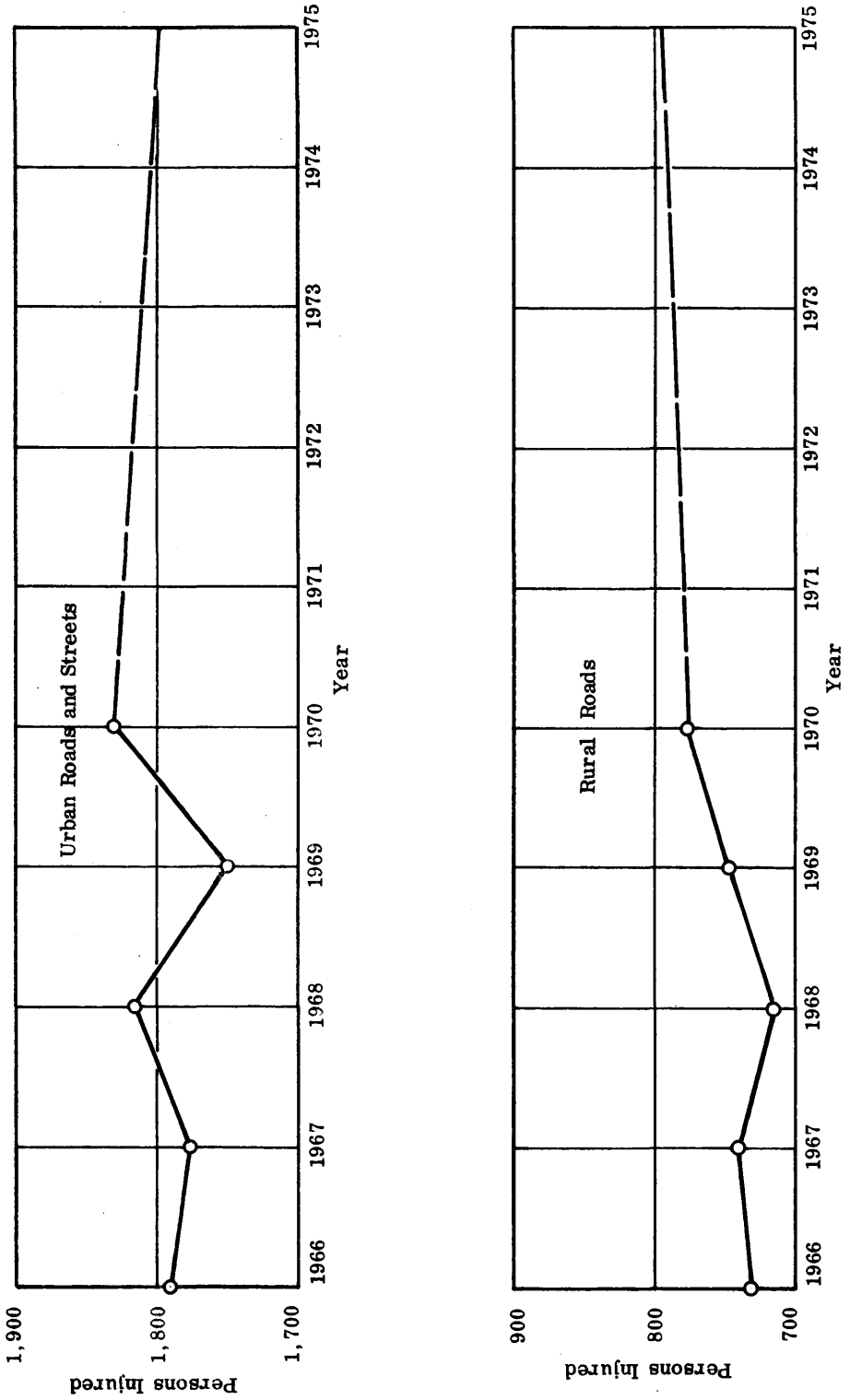


EXHIBIT 22

ACTUAL AND PROJECTED PEDESTRIAN FATALITIES

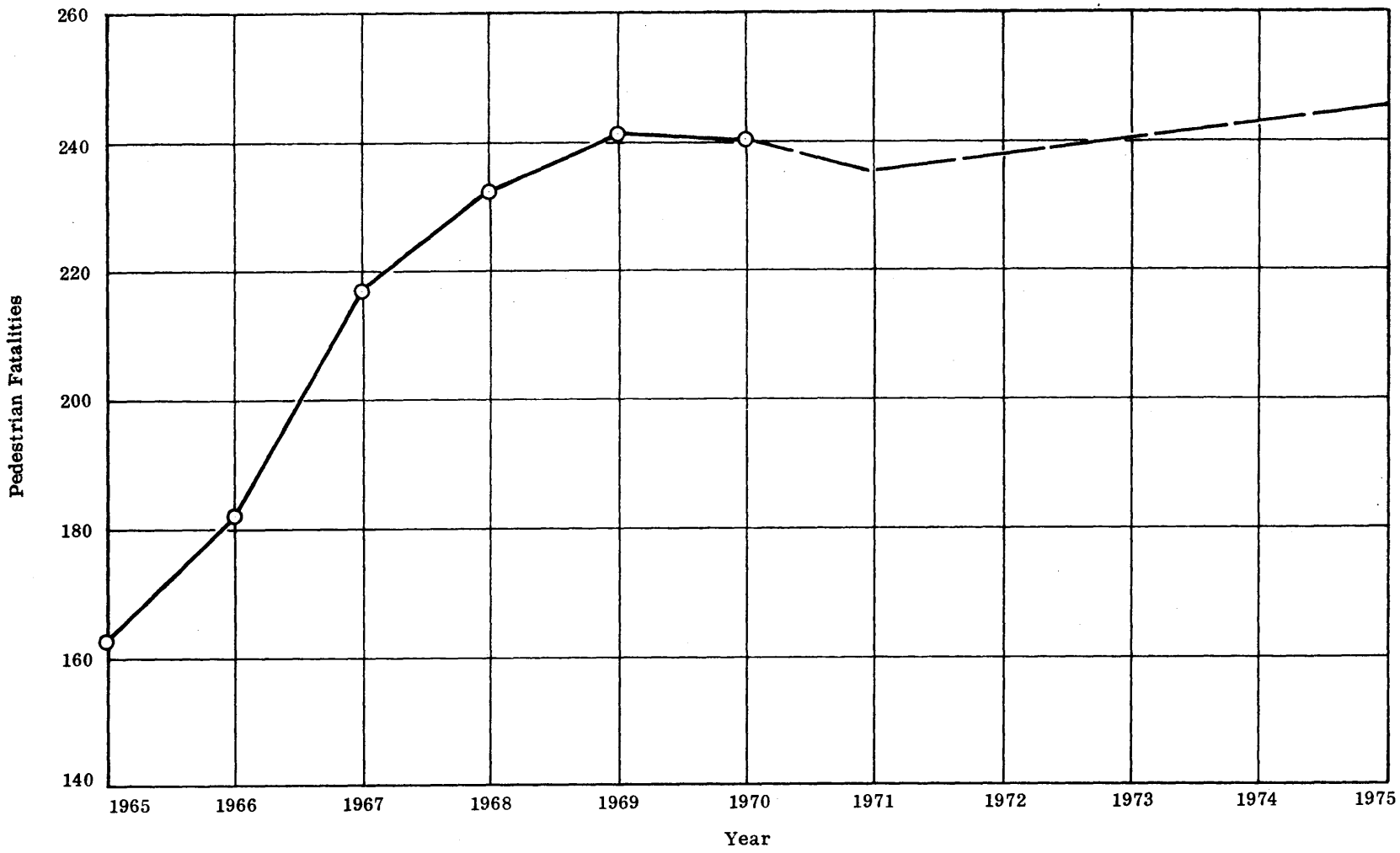


EXHIBIT 23

ACTUAL AND PROJECTED PEDESTRIAN DEATHS -- URBAN ROADS AND STREETS

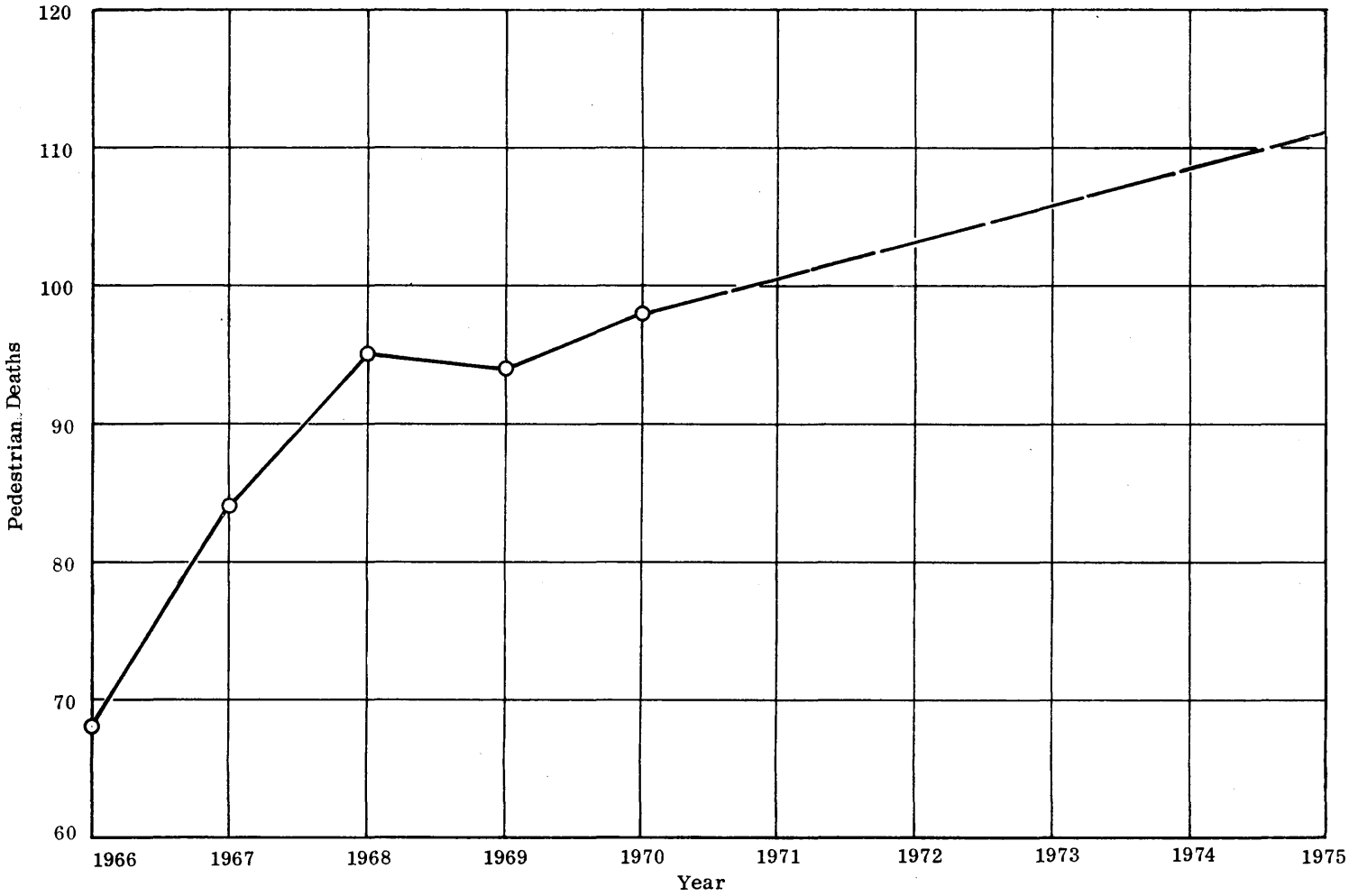


EXHIBIT 24

ACTUAL AND PROJECTED PEDESTRIAN DEATHS — RURAL ROADS

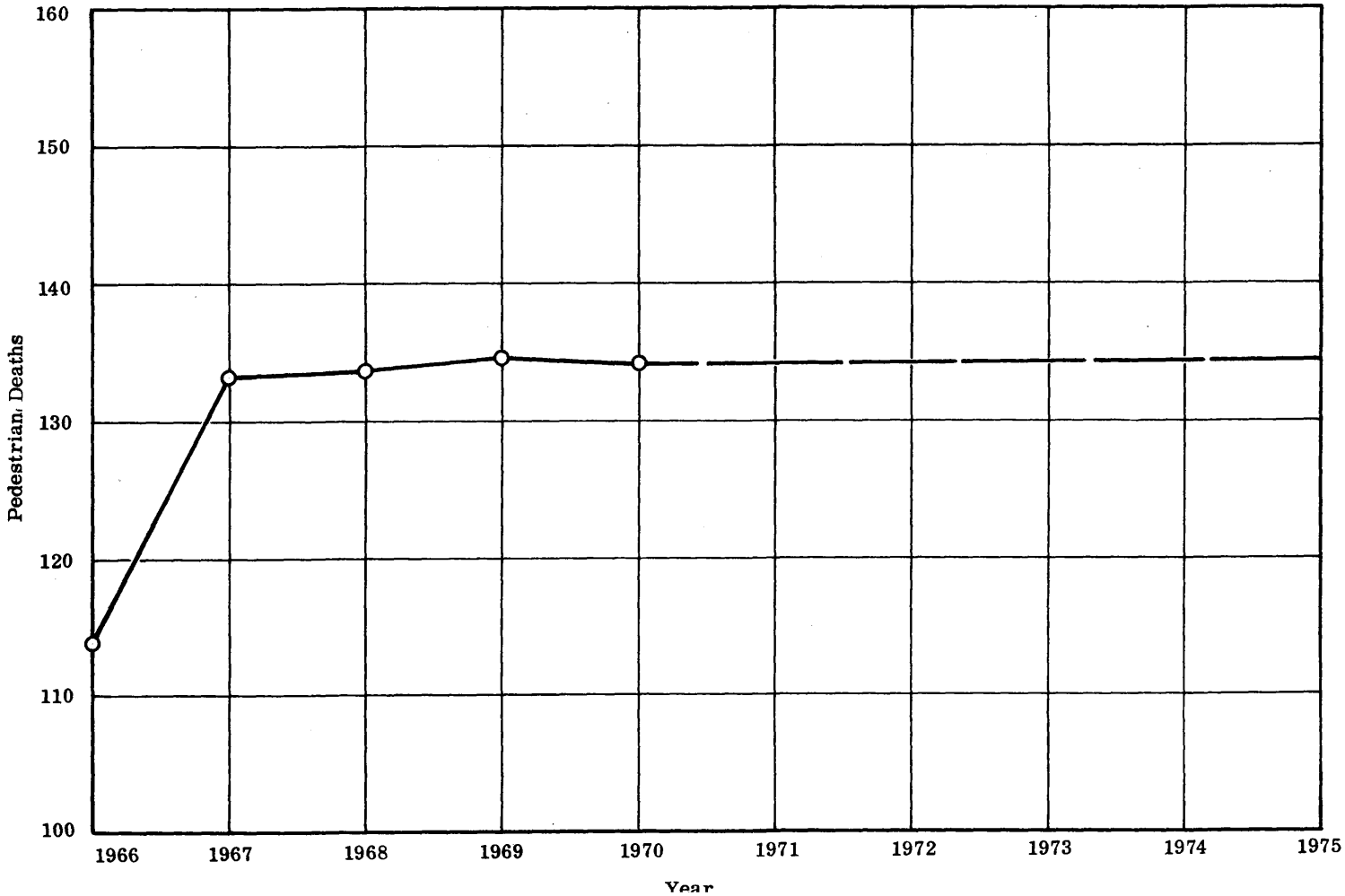


EXHIBIT 25

LINEAR REGRESSION EQUATION OF VEHICLE MILES OF TRAVEL
AND PERSONS INJURED TO PROJECT THE NUMBER OF PERSONS INJURED
FOR 1971 USING THE LEAST SQUARES TECHNIQUE

THE REGRESSION EQUATION IS:
Y = 16043.6 + 1158.27 X

S T A T I S T I C S O F T H E S A M P L E

COEFFICIENT OF CORRELATION = .984613

THERE IS A -

0.05 PROBABILITY THAN AN R OF .81 WILL OCCUR RANDOMLY

0.01 PROBABILITY THAT AN R OF .92 WILL OCCUR RANDOMLY

COEFFICIENT OF DETERMINATION = .969462
STANDARD ERROR OF ESTIMATE OF THE POPULATION = 705.298

UNASSOC SUM OF SQUARES= 1.98977 E 6
TOTAL SUM OF SQUARES= 65157328
T-STATISTIC= 11.2687 DEG. OF FREEDOM= 4

DO YOU WANT A FULL PRINTOUT OR PROJECTIONS ONLY
1=FULL PRINT, 0=PROJECTIONS, 2=STOP PROGRAM
?1
INDEPENDENT VARIABLE [X] DATA:
MEAN = 24.4717
STANDARD DEVIATION = 3.06868

DEPENDENT VARIABLE [Y] DATA:
MEAN = 44388.5
STANDARD DEVIATION = 3609.91

S.E.P. = STANDARD ERROR OF ANY POINT ON REGRESSION LINE

X-ACTUAL	Y-ACTUAL	Y-FOR	[A-F]/F	FOR/ACT	S.E.P.
20.55	39263	39846.1	-.0147	1.01485	495.372
21.64	41849	41108.7	.018	.982309	409.417
23.66	43122	43448.4	-.0076	1.00757	299.78
25.61	45693	45707.	-.0004	1.00031	310.802
26.95	48050	47259.1	.0167	.98354	384.447
28.42	48354	48961.7	-.0125	1.01257	497.605

P R O J E C T I O N S

95 PCT. CONFIDENCE INTERVAL = PROJECTION + OR - 2 STANDARD ERRORS

INDEPENDENT VARIABLE	1971 PROJECTION	95 PCT. CONFIDENCE INTERVAL		
28.43	48973.3	47246.	--	50700.6

EXHIBIT 26

LINEAR REGRESSION EQUATION OF VEHICLE MILES OF TRAVEL
AND INJURY ACCIDENTS TO PROJECT INJURY ACCIDENTS
FOR 1971 USING THE LEAST SQUARES TECHNIQUE

THE REGRESSION EQUATION IS:
Y = 10485. + 776.142 X

S T A T I S T I C S O F T H E S A M P L E

COEFFICIENT OF CORRELATION = .988341

THERE IS A -

0.05 PROBABILITY THAN AN R OF .81 WILL OCCUR RANDOMLY

0.01 PROBABILITY THAT AN R OF .92 WILL OCCUR RANDOMLY

COEFFICIENT OF DETERMINATION = .976819
STANDARD ERROR OF ESTIMATE OF THE POPULATION = 410.213

UNASSOC SUM OF SQUARES= 673099.
TOTAL SUM OF SQUARES= 29036288
T-STATISTIC= 12.9828 DEG. OF FREEDOM= 4

DO YOU WANT A FULL PRINTOUT OR PROJECTIONS ONLY
1=FULL PRINT, 0=PROJECTIONS, 2=STOP PROGRAM
?1
INDEPENDENT VARIABLE [X] DATA:
MEAN = 24.4717
STANDARD DEVIATION = 3.06868

DEPENDENT VARIABLE [Y] DATA:
MEAN = 29478.5
STANDARD DEVIATION = 2409.83

S.E.P. = STANDARD ERROR OF ANY POINT ON REGRESSION LINE

X-ACTUAL	Y-ACTUAL	Y-FOR	[A-F]/F	FOR/ACT	S.E.P.
20.55	26079	26434.7	-.0135	1.01364	288.116
21.64	27761	27280.7	.0176	.9827	238.123
23.66	28743	28848.5	-.0037	1.00367	174.357
25.61	30146	30362.	-.0072	1.00717	180.767
26.95	31846	31402.	.0141	.986059	223.601
28.42	32296	32543.	-.0076	1.00765	289.415

P R O J E C T I O N S

95 PCT. CONFIDENCE INTERVAL = PROJECTION + OR - 2 STANDARD ERRORS

INDEPENDENT VARIABLE 1971	PROJECTION	95 PCT. CONFIDENCE INTERVAL		
28.43	32550.7	31546.1	--	33555.4

EXHIBIT 27

LINEAR REGRESSION EQUATION OF VEHICLE MILES OF TRAVEL
AND FATALITIES TO PROJECT THE NUMBER OF VEHICLE FATALITIES
FOR 1971 USING THE LEAST SQUARES TECHNIQUE

```
THE REGRESSION EQUATION IS:
                Y =  572.515  +  25.2599 X


S T A T I S T I C S   O F   T H E   S A M P L E

COEFFICIENT OF CORRELATION =  .866774

THERE IS A -

0.05 PROBABILITY THAN AN R OF  .81      WILL OCCUR RANDOMLY

0.01 PROBABILITY THAT AN R OF  .92      WILL OCCUR RANDOMLY

COEFFICIENT OF DETERMINATION =  .751298
STANDARD ERROR OF ESTIMATE OF THE POPULATION =  49.8621

UNASSOC SUM OF SQUARES= 9944.91
TOTAL SUM OF SQUARES= 39987.3
T-STATISTIC= 3.47613  DEG. OF FREEDOM= 4

DO YOU WANT A FULL PRINTOUT OR PROJECTIONS ONLY
1=FULL PRINT, 0=PROJECTIONS, 2=STOP PROGRAM
?1
INDEPENDENT VARIABLE [X] DATA:
                MEAN =  24.4717
                STANDARD DEVIATION =  3.06868

DEPENDENT VARIABLE [Y] DATA:
                MEAN =  1190.67
                STANDARD DEVIATION =  89.4286

S.E.P. = STANDARD ERROR OF ANY POINT ON REGRESSION LINE

X-ACTUAL        Y-ACTUAL          Y-FOR     [A-F]/F    FOR/ACT   S.E.P.
 20.55           1062           1091.61    -.0272     1.02788   35.0211
 21.64           1106           1119.14    -.0118     1.01188   28.9443
 23.66           1223           1170.16     .0451     .956798   21.1934
 25.61           1218           1219.42    -.0012     1.00117   21.9726
 26.95           1304           1253.27     .0404     .961096   27.1791
 28.42           1231           1290.4     -.0461     1.04825   35.1789


P R O J E C T I O N S

95 PCT. CONFIDENCE INTERVAL = PROJECTION + OR - 2 STANDARD ERRORS

INDEPENDENT
 VARIABLE   1971 PROJECTION      95 PCT. CONFIDENCE INTERVAL
                                 --------------------------
 28.43           1290.65          1168.54    --    1412.77
```

EXHIBIT 28

LINEAR REGRESSION EQUATION OF VEHICLE MILES OF TRAVEL
AND FATAL ACCIDENTS TO PROJECT THE NUMBER OF FATAL ACCIDENTS
IN 1971 USING THE LEAST SQUARES TECHNIQUE

THE REGRESSION EQUATION IS:
Y = 318.873 + 27.9218 X

S T A T I S T I C S O F T H E S A M P L E

COEFFICIENT OF CORRELATION = .935293

THERE IS A -

0.05 PROBABILITY THAN AN R OF .81 WILL OCCUR RANDOMLY

0.01 PROBABILITY THAT AN R OF .92 WILL OCCUR RANDOMLY

COEFFICIENT OF DETERMINATION = .874773
STANDARD ERROR OF ESTIMATE OF THE POPULATION = 36.2453

UNASSOC SUM OF SQUARES= 5254.88
TOTAL SUM OF SQUARES= 41962.8
T-STATISTIC= 5.28601 DEG. OF FREEDOM= 4

DO YOU WANT A FULL PRINTOUT OR PROJECTIONS ONLY
1=FULL PRINT, 0=PROJECTIONS, 2=STOP PROGRAM
?1
INDEPENDENT VARIABLE [X] DATA:
MEAN = 24.4717
STANDARD DEVIATION = 3.06868

DEPENDENT VARIABLE [Y] DATA:
MEAN = 1002.17
STANDARD DEVIATION = 91.611

S.E.P. = STANDARD ERROR OF ANY POINT ON REGRESSION LINE

X-ACTUAL	Y-ACTUAL	Y-FOR	[A-F]/F	FOR/ACT	S.E.P.
20.55	881	892.667	-.0131	1.01324	25.4572
21.64	908	923.101	-.0164	1.01663	21.04
23.66	1005	979.503	.026	.97463	15.4057
25.61	1036	1033.95	.0019	.998022	15.9721
26.95	1117	1071.37	.0425	.959146	19.7568
28.42	1066	1112.41	-.0418	1.04354	25.5719

P R O J E C T I O N S

95 PCT. CONFIDENCE INTERVAL = PROJECTION + OR - 2 STANDARD ERRORS

INDEPENDENT VARIABLE	1971 PROJECTION	95 PCT. CONFIDENCE INTERVAL		
28.43	1112.69	1023.92	--	1201.46

EXHIBIT 29

SUMMARY OF PROJECTED HIGHWAY CRASH STATISTICS

Year	Activity	Projections
1971	Injury Accidents	33,588
	Injuries	50,288
	Fatal Accidents	1,053
	Fatalities	1,215
1972	Injury Accidents	34,931
	Injuries	52,300
	Fatal Accidents	1,045
	Fatalities	1,200
1973	Injury Accidents	36,329
	Injuries	54,392
	Fatal Accidents	1,035
	Fatalities	1,190
1974	Injury Accidents	37,782
	Injuries	56,567
	Fatal Accidents	1,025
	Fatalities	1,175
1975	Injury Accidents	39,293
	Injuries	58,830
	Fatal Accidents	1,020
	Fatalities	1,165

EXHIBIT 30

DISTRIBUTION OF FEDERAL FUNDS FOR FY 1968

Standard 300 - Planning and Administration

Subdivision or Agency	Amount
Virginia Traffic Safety Study Commission	$ 7,019.60
Virginia Highway Research Council	11,375.38
Virginia State Police	3,117.35
Total Federal Funding - 300	$ 21,512.33

Standard 304 - Driver Education

Portsmouth	$ 55,994.75
Virginia Beach	62,382.79
Total Federal Funds to localities - 304	118,377.54
Department of Education	3,500.00
Total Federal Funding - 304	$121,877.54

Standard 307 - Traffic Courts

Virginia Highway Research Council	$ 3,150.00
Total Federal Funding - 307	$ 3,150.00

Standard 310 - Traffic Records

Division of Motor Vehicles	$344,454.48
Total Federal Funding - 310	$344.454.48

Standard 311 - EMS

Department of Health	$ 56,400.00
Total Federal Funding - 311	$ 56,400.00
Total Federal Funding to localities	$118,377.54
Total Federal Funds for FY 1968	$547,394.35

EXHIBIT 31

DISTRIBUTION OF FEDERAL FUNDS FOR FY 1969

Standard 300 - Planning and Administration

Subdivision or Agency	Amount
Virginia Highway Safety Division	$115,847.00
Total Federal Funds -300	$115,847.00

Standard 304 - Driver Education

Albemarle County	$ 19,295.81
Alleghany County	350.00
Arlington County	90,842.00
Bristol City	565.00
Chesapeake City	135,735.00
Clifton Forge City	17,293.00
Danville City	16,152.85
Fairfax City	9,250.00
Fairfax County	97,203.17
Fauquier County	2,000.00
Fluvanna County	1,370.00
Franklin County	696.09
Hampton City	7,156.75
Henrico County	198,743.87
Martinsville City	21,062.50
Patrick County	100.00
Portsmouth City	88,184.25
Prince Edward County	1,000.00
Prince William County	15,750.00
Richmond City	113,857.00
Roanoke City	22,739.00
Stafford County	3,000.00
Virginia Beach City	12,600.00
Total Federal Funds to localities - 304	$874,946.29
State Department of Education	19,408.80
Total Federal Funding - 304	$894,355.09

EXHIBIT 31 (continued)

Standard 308 - Alcohol in Relation to Highway Safety

Subdivision or Agency	Amount
State Department of Health	$ 14,600.00
Total Federal Funding - 308	$ 14,600.00

Standard 309 - Identification and Surveillance of Accident Locations

City of Richmond	$ 1,522.57
City of Richmond	2,809.99
Albemarle County	250.00
Gloucester County	850.00
Prince Edward County	200.00
Total Federal Funding to localities - 309	$ 5,632.56

Standard 310 - Traffic Records

City of Richmond	$ 18,728.50
Arlington County	8,857.00
Total Federal Funding to localities - 310	27,585.50
Highway Safety Division	87,000.00
Division of Motor Vehicles	15,959.72
Total Federal Funding - 310	$130,545.22

Standard 311 - EMS

Brunswick County	$ 4,709.00
Bristol City	16,300.00
Danville City	6,649.97
Dickenson County	2,509.64
Dinwiddie County	5,350.00
Emporia City	1,125.00
Franklin County (Boones Mill)	1,508.51
Franklin County	2,718.30
Giles County	2,750.00

EXHIBIT 31 (continued)

Standard 311 - EMS (continued)

Subdivision or Agency	Amount
Hanover County	$ 4,000.00
King George County	128.00
Lexington City	625.00
Lunenburg County	6,000.00
Middlesex County	4,901.26
Page County	11,427.58
Petersburg City	4,951.00
Prince Edward County	400.00
Prince William County	7,600.00
Southampton County	11,455.77
Total Federal Funds to localities - 311	95,109.03
State Department of Health	62,028.00
Total Federal Funding - 311	$157,137.03

Standard 315 - Police Traffic Services

Albemarle County	$ 2,500.00
Charlottesville City	4,371.00
Henrico County	21,895.95
Portsmouth City	65,093.00
Richmond City	5,800.00
Total Federal Funding to localities - 315	$ 99,659.95

Total Federal Funding to localities	$1,102,933.33
Total Federal Funding for FY 1969	$1,417,776.85

EXHIBIT 32

1202 DISTRIBUTION OF FEDERAL FUNDS FOR FY 1970

Standard 300 - Planning and Administration

Subdivision or Agency	Amount
Virginia Highway Safety Division	$179,000.00
Total Federal Funds - 300	$179,000.00

Standard 304 - Driver Education

Bath County	$ 7,250.00
Bedford County	7,116.64
Bristol City	1,130.00
Charlottesville City	27,000.00
Clarke	21,757.42
Dinwiddie County	5,896.97
Franklin City	610.00
Franklin County	250.00
Galax City	48,034.00
Giles County	1,501.50
Gloucester County	11,180.47
Grayson County	6,265.56
Grayson County	6,777.06
Hampton City	42,000.00
Louisa County	15,767.50
Lynchburg City	27,436.50
Mathews County	4,914.32
New Kent County	3,476.00
Newport News City	38,250.00
Page County	4,117.11
Pulaski County	3,516.00
Richmond County	4,650.00
Southampton County	7,000.00
Staunton City	33,461.00
Virginia Beach	100,000.00
Waynesboro City	6,369.48
Westmoreland County	6,425.00
Wise County	16,000.00
Wythe County	500.00
York County	49,262.50
Total Federal Funds to Localities - 304	$507,915.03

Standard 304 - continued

Subdivision or Agency	Amount
Department of Professional and Occupational Registration	$ 500.00
Virginia State College	22,200.00
State of Virginia	23,135.42
Total Federal Funding - 304	$553,750.45

Standard 306 - Codes and Laws

Virginia Highway Safety Division	$ 3,000.00
Total Federal Funding - 306	$ 3,000.00

Standard 307 - Traffic Courts

Virginia Highway Safety Division	$ 48,150.00
Total Federal Funding - 307	$ 48,150.00

Standard 309 - Identification and Surveillance of Accident Locations

Staunton City	$ 1,650.00
Total Federal Funds to localities - 309	$ 1,650.00

Standard 310 - Traffic Records

Newport News	$ 14,400.00
Total Federal Funds to localities - 310	14,400.00
Virginia Highway Safety Division	10,000.00
Total Federal Funds - 310	$ 24,400,00

Standard 311 - EMS

Subdivision or Agency	Amount
Augusta County	$ 3,600.00
Bedford County	1,943.75
Botetourt County	5,100,00
Buckingham County	5,624.17
Brunswick County	4,624.08
Craig County	2,000.00
Franklin City	8,350.00
Franklin County	4,050.00
Franklin County	3,997.05
Fauquier County	5,150.00
Galax City	5,000.00
Giles County	750.00
Greene County	6,400.00
Greenville County	450.00
Isle of Wight County	7,500.00
King George County	6,450.00
King William County	5,050.00
Loudoun County	16,668.16
Martinsville City	8,200.00
Montgomery County	600.00
Montgomery County	400.00
Meklenberg County	8,500.00
Nelson County	2,000.00
Northampton County	1,000.00
Pulaski County	2,600.00
Russell County	2,800.00
Rappahannock County	5,354.37
Shenandoah County	4,485.75
Scott County	5,000.00
Sussex County	5,000.86
Tazewell County	5,091.75
Winchester City	8,000.00
Wythe County	4,750.00
York County	5,603.00
Total Federal Funds to localities - 311	162,092.94
Department of Health	51,492.08
Department of Health	62,028.00
Total Federal Funds - 311	$275,613.02

Standard 315 - Police Traffic Services

Subdivision or Agency	Amount
Buena Vista City	$ 650.00
Campbell County	43,300.00
Hanover County	1,000.00
Petersburg City	4,538.00
Roanoke County	350.00
Virginia Beach	18,314.00
Total Federal Funds to localities - 315	68,152.00
State Police	252,636.00
Total Federal Funds - 315	$353,788.00

Standard 316 - Debris Hazard Control and Cleanup

Virginia Highway Safety Division	$ 40,000.00
Virginia Department of Highways	48,241.00
Total Federal Funds - 316	$ 88,241.00
Total Federal Funding to localities	$754,209.97
Total Federal Funding for 1970	$1,527,592.97

EXHIBIT 33

1206 DISTRIBUTION OF FEDERAL FUNDS FOR FY 1971

Standard 300 - Planning and Administration

Subdivision or Agency	Amount
Virginia Highway Safety Division	$213,150.00
Total Federal Funding - 300	213,150.00

Standard 304 - Driver Education

Arlington Co.	40,295.00
Buchanan Co.	43,997.50
Carroll Co.	48,770.00
Dinwiddie Co.	7,967.00
Fairfax City	9,300.00
Fairfax Co.	76,723.10
Falls Church City	7,105.00
Grayson Co.	1,895.00
King George	8,800.00
King William	2,900.00
Lancaster Co.	7,850.00
Lexington City	15,359.05
Madison Co.	14,265.00
New Kent Co.	4,551.00
Newport News City	100,000.00
Northampton Co.	10,400.00
Northumberland Co.	4,500.00
Norton City	31,777.50
Prince William Co.	12,775.00
Richmond City	48,800.00
Roanoke Co.	12,800.00
Russell Co.	9,169.00
Virginia Beach City	130,521.05
Waynesboro City	4,542.50
Wise Co.	15,000.00
York Co.	6,605.00
Total Federal Funding - 304	$682,368.20
Highway Safety Division	6,000.00
State Department of Education	12,742.00
Total Federal Funds to Agencies	18,742.00
Total Federal Funding - 304	$695,410.20

1267

	Amount
Standard 305 - Driver Testing and Licensing	
Division of Motor Vehicles	$104,346.00
Total Federal Funding	104,346.00
Standard 306 - Codes and Laws	
Virginia Highway Safety Division	4,375.00
Total Federal Funding	4,375.00
Standard 308 - Alcohol and Drugs	
Staunton City	2,875.00
Virginia Highway Safety Division	67,975.00
Total Federal Funding to Localities - 308	2,875.00
Total Federal Funding - 308	70,850.00
Standard 309 - Identification and Surveillance of Accident Locations	
Virginia Highway Safety Division	15,250.00
Total Federal Funding - 309	15,250.00
Standard 310 - Traffic Records	
Arlington Co.	8,629.50
Virginia Highway Safety Division	26,970.00
Total Federal Funding to Localities	8,629.50
Total Federal Funding - 310	35,599.50
Standard 311 - Emergency Medical Services	
Augusta Co.	6,750.00
Botetourt Co.	5,300.00
Charlotte Co.	7,911.00
Craig Co.	700.00
Culpeper Co.	4,500.00
Dickenson Co.	2,033.70
Fairfax Co.	9,800.00

EXHIBIT 33 (continued)

Standard 311 - Emergency Medical Services (Continued)	Amount
Frederick Co.	5,750.00
Fries, Town of	5,090.00
Giles Co.	9,000.00
Gloucester Co.	3,898.00
Goochland Co.	7,227.50
Greene Co.	200.00
Hanover Co.	5,625.00
Harrisonburg City	5,450.00
Lee Co.	4,325.50
Loudoun Co.	7,051.25
Mathews Co.	3,618.05
Middlesex Co.	3,750.00
Montgomery Co.	6,318.30
Page Co.	13,149.00
Prince William Co.	1,746.80
Pulaski Co.	3,310.70
Radford City	5,000.00
Rappahannock Co.	967.50
Roanoke City	12,500.00
Roanoke Co.	4,125.19
Rockbridge Co.	1,975.50
Rockingham Co.	4,523.50
Shenandoah Co.	5,945.77
Smyth Co.	2,034.50
Tazewell Co.	3,886.64
Vinton, Town of	3,378.00
Washington Co.	10,000.00
Westmoreland Co.	10,500.00
Wise Co.	13,789.19
Total Federal Funding to Localities - 311	$201,139.59
Virginia Department of Health	9,404.92
Total Federal Funds - 311	$210,544.51
Standard 312 - Highway Design, Construction and Maintenance	
Highway Safety Division	33,000.00
Total Federal Funds - 312	33,000.00

Standard 313 - Traffic Control Devices	
Highway Safety Division	7,200.00
Total Federal Funds - 313	7,200.00
Standard 314 - Pedestrian Safety	
Highway Safety Division	16,000.00
Total Federal Funds - 314	16,000.00
Standard 314 - Police Traffic Services	
Accomac Co.	447.60
Amelia Co.	10,672.00
Arlington Co.	8,884.00
Big Stone Gap (Town of)	750.00
Emporia City	2,100.00
Hanover Co.	1,250.00
Henrico Co.	9,885.15
Loudoun Co.	1,000.00
Lynchburg City	1,981.86
Nansemond Co.	2,600.00
Norfolk City	17,661.00
Norton City	1,250.00
Pennington Gap City	1,650.00
Prince William	4,118.00
Roanoke Co.	550.00
Vinton City	6,500.00
Washington Co.	1,400.00
Waynesboro City	1,150.00
State Police	185,007.19
Highway Safety Division	7,800.00
Old Dominion University	584.00
Law Enforcement Training Standards Comm.	9,250.00
Total Federal Funding to Agencies	202,641.19
Total Federal Funding to Localities	91,483.61
Total Federal Funding	276,490.80
Total Federal Funding to Localities	986,795.90
Total Federal Funding for 1971	$1,682,216.01

EXHIBIT 34

DISTRIBUTION OF FEDERAL FUNDS FOR FY 1972

Standard 300 - Planning and Administration

Highway Safety Division	$180,000.00
Total Federal Funding	$180,000.00

Standard 303 - Motorcycle Safety

Highway Safety Division	10,000.00
Total Federal Funding - 303	$ 10,000.00

Standard 304 - Driver Education

Clifton Forge	9,667.50
Galax City	7,400.00
Dickenson Co.	9,880.00
Halifax Co.	32,100.00
Lee Co.	28,318.85
Madison Co.	12,450.00
Middlesex Co.	450.00
Northampton Co.	8,100.00
Nottoway Co.	17,500.00
Patrick Co.	15.200.00
York Co.	21,350.00
Richmond Co.	300.00
Woodrow Wilson Rehabilitation Center	64,645.00
Russell Co.	7,746.78
Pulaski Co.	50.000.00
Department of Education	25,405.96
Highway Safety Division ETV	2,151.00
Carroll Co.	14,800.00
Total Federal Funding to Localities - 304	$299,908.13
Total Federal Funds - 304	$327,465.09

Standard 305 - Driver Licensing

Division of Motor Vehicles	177,500.00
Total Federal Funding - 305	$177,500.00

Standard 306 - Codes and Laws

Virginia Highway Safety Division (Legislative Bills)	$ 3,000.00
Virginia Highway Safety Division (Manual of up-dated St. Traffic Laws)	10,000.00
Total Federal Funding - 306	$ 13,000.00

Standard 307 - Traffic Courts

Franklin Co.	500.00
Roanoke Co.	57.50
Galax City	8,000.00
Virginia Highway Safety Division (Attorney General's Office)	5,100.00
Virginia Highway Safety Division (Traffic Court Conference)	9,625.00
Buchanan Co.	4,000.00
Patrick Co.	4,000.00
Total Federal Funding to Localities - 307	$ 16,557.50
Total Federal Funding - 307	$ 31,282.50

Standard 308 - Alcohol in Relation to Highway Safety

Virginia Highway Safety Division	200.00
Virginia Highway Safety Division	40,800.00
Total Federal Funding - 308	$ 41,000.00

Standard 309 - Identification and Surveillance of Accident Locations

Newport News	8,030.00
Alexandria	13,688.00
Total Federal Funding to Localities - 309	$ 21,718.00
Total Federal Funding - 309	$ 21,718.00

Standard 310 - Traffic Records

Virginia Highway Safety Division	50.000.00
Total Federal Funding - 310	$ 50.000.00

Standard 311 - Emergency Medical Services

Buckingham Co.	$ 6,750.00
Chesterfield Co.	7,850.00
Gloucester Co.	6,050.00
Highland Co.	5,980.00
Lancaster Co.	4,250.00
Nottoway Co.	12,400.00
Roanoke Co. (Bent Mountain)	1,500.00
Roanoke Co. (Mt. Pleasant)	2,400.00
Roanoke Co. (#5 Fire Department)	6,650.00
Westmoreland Co.	6,750.00
Rappahannock Co.	1,250.00
Pittsylvania Co.	6,500.00
New Kent Co.	6,750.00
Montgomery Co. (Blacksburg)	6,433.13
Virginia Department of Health	25,825.00
Augusta Co.	2,202.86
Roanoke Co. (Ft. Lewis)	2,700.00
Bedford Co.	813.00
Petersburg City	13,500.00
Amherst Co.	9,250.00
Middlesex Co.	7,250.00
Prince Edward County	5,050.00
Roanoke City	900.00
Rockingham Co.	17,544.25
Roanoke (Vinton)	5,750.00
Botetourt (Troutville)	7,300.00
Dickenson Co.	10,610.00
Virginia Highway Safety Division	12,000.00
Virginia Highway Safety Division	25,345.00
Total Federal Funding to Localities - 311	$164,383.24
Total Federal Funding - 311	$227,553.24

Standard 312 - Highway Design, Construction and Maintenance

Farmville City	$ 1,500.00
Alexandria City	2,875.00
City of Richmond	2,750.00
City of Richmond	7,500.00
City of Richmond	10,200.00
Total Federal Funding to Localities - 312	$ 24,825.00
Total Federal Funding - 312	$ 24,825.00

Standard 313 - Traffic Control Devices

Richmond City	$ 750.00
Richmond City	850.00
Department of Highways	3,160.00
Department of Highways	18,500.00
Virginia Highway Safety Division	787.50
Virginia Highway Safety Division	2,600.00
Total Federal Funding to Localities - 313	$ 1,600.00
Total Federal Funding - 313	$ 26,647.50

Standard 314 - Pedestrian Safety

Chesterfield Co.	$ 17,750.00
Fairfax County	17,750.00
Chesterfield Co.	22,609.50
Virginia Highway Safety Division	27,200.00
Total Federal Funding to Localities - 314	$ 58,109.50
Total Federal Funding	$ 85,309.50

Standard 315 - Police Traffic Services

Vienna, Town of	$ 650.00
V.C.U.	15,224.00
Staunton City	687.50
Rockingham Co. (Broadway)	718.47
Rockingham Co. (Grottoes)	307.45
Rockingham Co. (Timberville)	2,837.55
Rockingham Co. (Elkton)	1,922.62
Roanoke Co.	3,541.50
Petersburg City	25,427.94
Nansemond Co.	3,000.00
Montgomery Co.	1,620.00
Henrico Co.	14,665.00
Fairfax Co.	20,315.00
Arlington Co.	10,630.00
Portsmouth City	25,000.00
Newport News City	36.000.00
Campbell Co.	46,082.00
Prince Edward City	24,500.00
Norfolk City	5,700.00
V.C.U.	7,500.00

EXHIBIT 34 (continued)

Standard 315 - Police Traffic Services (Continued)	Amount
State Police (Helicopter)	90,392.81
State Police	33,593.00
Portsmouth City	10,000.00
Total Federal Funding to Localities - 315	$233,605.03
Total Federal Funding - 315	$380,314.84
Total Federal Funding to Localities 1972	$820,706.40
Total Federal Funding 1972	$1,596,625.67

STATE PRIORITIES **EXHIBIT 35**

Element	Subelement	Locality	Priority in Element	Project Number	10%			20%			30%			40%			Element
					Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	
300					180			180			180			180			300
301																	301
302																	302
303					5			5			10			12			303
304					45			120			209.002			310			304
305					16.755			59.190			107.5			177			305
306					5			5			19			35			306
307					5			5			10			15			307
308					40			120.145			200			207.547			308
309					24.219			58.973			75			146			309
310					5.413			20			40			90			310
311					40			120			200			225			311
312					15			20.145			33.735			47.922			312
313					17.333			33.999			35.941			42.314			313
314					15			30			45			60			314
315					30			110			175.0			219.121			315
316					0			0			0			6			316
TOTAL					443.720			887.452			1,331.178			1,774.904			

STATE PRIORITIES EXHIBIT 35 (continued)

Element	50%			60%			70%			80%			90%			100%			Element
	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	Amount Requested	Date Funded	Amount Funded	
300	180			180			180			180			180			180			300
301																			301
302																			302
303	30			30			36			36			36			36			303
304	360			450			500			618.438			790.605			1003.581			304
305	180			180			180			183.5			183.5			183.5			305
306	35			40			46			46			46			46.0			306
307	30			30			33			33			33			33.0			307
308	330.837			353.003			355.4			355.4			355.4			355.4			308
309	183.037			219.645			256.252			292.859			329.467			364.0			309
310	95			300			500			550			600			640			310
311	250			275			319.771			500			625			759.4			311
312	59.854			77.824			94.842			111.819			125.796			128.0			312
313	59.903			71.855			83.864			95.845			107.825			115.0			313
314	65			70			70.954			71.948			80.942			81.85			314
315	350			365			400			425			450			456.6			315
316	10			20			50			50			50			55.0			316
	2,218.631			2,662.327			3,106.083			3,549.809			3,993.535			4,437.331			

EXHIBIT 36

PROGRAM AREA AND TASK EXPENDITURES BY LEVELS A & B OF FEDERAL FUNDING

STANDARD AREA	DESCRIPTION OF TASK	LEVEL A	LEVEL B
300	Total Program	*180.0	180.0
303	Public Information Program	10.867	12.0
304 H.S. Driver Ed.	Education T V	4.0	4.0
H.S. Driver Ed.	State Personnel	25.0	25.0
H.S. Driver Ed.	Supplies (State)	.5	.5
H.S. Driver Ed.	Teaching Aids (Local)	8.0	8.0
H.S. Driver Ed.	Equipment-Simulators, Ranges, etc.	193.5	197.5
304 Adult Driver Ed.	Staff	25	25
304 Driver Improvement	Staff	15	15
304 Highway Safety Education	Staff, etc.	30	35
305	Driver Testing Range	177	177
306	Publish Model Traffic Ordinances	15	15
	Publish New Codes and Laws	4	20
307	Traffic Court Seminars	6	7
	Renovation of Court Rooms	8	8
308	Equipment (Breath Testing Devices)	130	150
	Training on Breath Testing Devices	40	40
	Alcohol Safety Programs in Metropolitan Areas	30	41.596

* All costs shown in $(000)

EXHIBIT 36 (continued)

STANDARD AREA	DESCRIPTION OF TASK	LEVEL A	LEVEL B
309	Multidisciplinary Accident Investigation Teams	65	65
	Field Reference System	69.927	81.0
310	Feasibility Study and Personnel	24	32
	Training of Policemen on New Accident Report	10	10
	Motorist Data Base	17.382	56
311	State Personnel	38	38
	Equipment	162	187
312	Lighting Survey	5	5
	Flagman'sManual	5	5
	Railroad Grade Crossing Studies	3	3
	Bridge Inspection Program	7	7
	Paint Marking Machines	3	6
313	Traffic Engineering Short Courses, etc.	20.999	22.314
	Development of Programs	15	20
	Traffic Engineering Training	9	13.932
314	Public Information Program	10	15
	Safety Shows	5	5
	Hot Dots	10	10
	Safety Towns	23	23
	Pedestrian Crossing Manuals	7	7
315	Training - Policemen	8	15
	Helicopter	100	100
	Communications (Local)	79	95
	Equipment	3	9.121
316	Training	5	8
	TOTAL	$1606.175	$1798.953

PART IV

SUBELEMENT PLANS

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Planning and Administration	3. NO. PA-73-100 46-73-00-01	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS Statewide death and accident rate and results in economic loss & property damage.		1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
			See Effectiveness Supplement to the SEP							
6b. OUTPUT	C % of local commissions participating in 402 funding	.46	.60					.75	.80	.95
	V No. of local commissions eligible to participate in 402 funding	135	135	135	135	135	135	135	135	135

7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	300	1. Personnel									
		A. Director, Asst. Director, Programs Admin. Fiscal Officer, Auditors, Coordinator Supervisor, Coordinators, Confidential Secretary, Clerk-Stenos, Clerk-Typists, and parttime Secretaries, (Total Persons)	22	22	22	22	22	22	24	24	24
		B. Pensions, retirement, insurance	22	22	24	24	24	24	24	24	24
HSD	300	2. Contractual services									
		A. General repairs (months)	12	12	3	3	3	3	12	12	12
		B. Travel									
		C. Communications									
		D. Printing									
		E. Safety Section									
		F. Operation of Public Information Office									

10. DESCRIPTION

The long-term of the Highway Safety Program in Virginia is to reduce the number of accidents including fatalities, personal injuries and property damage attributable to poor highway safety practices throughout the state. This includes the failure to comply with any part of the Federal Highway Safety Standards as promulgated by the NHTSA.

In order to accomplish this goal the state of Virginia, through its governor, has established a Highway Safety Division with the responsibility for carrying out the State Highway Safety Program and encouraging, stimulating and developing highway safety programs and activities throughout the state.

11. COST BY TASK $(000)									
1. A. Personnel	186.1	193.2	76.025	76.025	76.025	76.025	304.1	311.5	330
B. Pensions, etc.	12.54	13.02	5.9465	5.9465	5.9465	5.9465	23.786	25	30
2. Contractual services									
A. General repairs	.4	.5	.3475	.3475	.3475	.3475	1.39	.192	2
B. Travel	48.06	39.59	11.04	11.04	11.04	11.04	44.15	46.65	50
C. Communications	22.1	19	7.7987	7.7987	7.7987	7.7987	31.195	31.195	33
12. TOTAL COST	404.73	427.81	172.38	172.38	172.38	172.38	689.5	699.5	781
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	202.4	240.44	127.38	127.38	127.37	127.37	509.5	484.6	556
FEDERAL SHARE	202.4	187.375	45	45	45	45	180	214.88	225
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Planning and Administration	3. NO. PA-73-100 / 46-73-00-02	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C / V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	300	3. Supplies and materials									
HSD	300	4. Equipment — including office furniture									
HSD	300	5. Rent — dues — subscriptions									

10. **DESCRIPTION** continued.

The Highway Safety Division of Virginia began operations August 1, 1968 with the Director assuming his responsibilities on that date and the Assistant Director joining the organization Nov. 1, 1968. Since the inception of the organization, active local highway safety commissions have been established in every locality, safety projects have taken place, or are current, in almost every locality in the state with Federal participation of over three million dollars during the years 1969-71. The Safety Section of the Highway Research Council, located at the University of Virginia in Charlottesville, was

11. COST BY TASK	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
D. Printing	20	10	3.55	3.55	3.55	3.55	14.2	16.2	18
E. Safety Section	65	85	23.75	23.75	23.75	23.75	95	110	125
F. Public Information	25	17.5	16.625	16.625	16.625	16.625	66.5	71.5	75
3. Supplies and materials	48.5	48.5	9.29	9.29	9.29	9.29	37.16	41.36	42
4. Equipment	6.25	1.25	7.775	7.775	7.775	7.775	31.1	3.31	35
5. Rent, etc.	.25	.25	10.22	10.22	10.22	10.22	40.875	40.875	41
12. TOTAL COST							689.5	699.5	
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

established as a research center for the HSD and was given the responsibility of conducting studies and compiling research information for various highway safety programs.

Several programs the HSD of Virginia will sponsor include the following:

(1) The purchase of alcohol breath measuring devices and training;

(2) Multidisciplinary crash investigation teams;

(3) Driver education;

(4) Pedestrian safety;

(5) Crash facts for each city and county in the state;

(6) Adult driver education;

(7) Educational TV;

(8) Traffic records seminar;

(9) Traffic engineering seminars;

(10) Seminars for Traffic Court Judges;

and many other programs that should help reduce the number of fatalities on our highways during the next few years.

In carrying out its responsibility for highway safety, the HSD has hired six full-time area coordinators whose job is to help the local highway safety commissions in the development of local highway safety programs as well as carrying out the safety programs of the division. A full-time public information officer was hired to disseminate public information, utilizing media pertinent to highway safety standards.

One of the main functions of the HSD is to encourage implementation of the 16 Highway Safety Standards, which includes the allocation of federal funds.

Upon completion of our new traffic records system we will be able to more effectively evaluate the programs now being conducted by the HSD of Virginia.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Planning and Administration	3. No. PA-73-100 46-73-00-04	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 300												
	I	Total $(000)	689.5	327.886	252.435	37.16	31.1	40.875						
	S	Federal	180	100	25.43	18.58	15.55	20.44						
	T	To Localities												
	R	Prev. Obligations												
		New Obligations	180	100	25.43	18.58	15.55	20.44						
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. PA-73-100 / 46-73-00-05 Planning and Administration	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 1973 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
Death Rate Per 100 Million Miles of Travel (Projection)		4.27	4.10					3.91	3.74	3.56
1.										
2.										
3.										
		1966	1967					1968	1969	1970
Death Rate Over Past 5 Years		5.1	4.8					4.8	4.8	4.3
4.										
5.										
6.										

PLANNING AND ADMINISTRATION

In order to comply with the requirement of Public Law 89-564, 89th Congress, §3052, September 9, 1966 that "... each state shall have a highway safety program approved by the Secretary of Transportation to reduce traffic accidents and deaths, injuries and property damage therefrom and that such programs shall be in accordance with uniform standards promulgated by the Secretary or risk the loss of 10% of the federal aid highway funds apportioned on or after January 1, 1969 ...", Virginia established the Highway Safety Division of Virginia. The Highway Safety Division has the responsibility of carrying out the state's Highway Safety Program by encouraging, stimulating and developing highway safety programs and activities throughout the state. The Division, with approval from the Governor's office, has established 135 local Highway Safety Commissions within the cities and counties of the state. These safety commissions have been established in every locality in the state, and safety projects have been initiated in almost every locality with federal participation of over $4 million during the years 1969-72 inclusive. The majority of federal reimbursements have been for projects matched by either local or state funds.

The state highway safety program for fiscal years 1973 and 1974 must accomplish the necessary tasks in order to accomplish the goal of reducing the number of accidents, fatalities, personal injuries, and property damage on Virginia highways. These necessary tasks are discussed in the following subsections.

Personal Services

Twenty-two positions are now established in the Division and six additional positions are being requested for 1973 or 1974, or whenever state matching funds become available.

Accountant B — The number of highway safety projects granted to state agencies and political subdivisions has steadily increased each year since the Highway Safety Division was formed and all indications are that it will continue to increase at a rate of about 40% each year. Highway safety projects generally have a life span of from six months to three years and require constant surveillance in order that all correspondence relating to them can be kept current and accurate. Each project application is reviewed as initially received from political subdivisions and state agencies as to its validity, accuracy and overall value to the state's highway safety program. Recent adjustments in the procedures for administering federal highway safety monies have placed upon the Division total responsibility for individual programs. The responsibility for reviews and checks, which previously lay with the National Highway Traffic Safety Administration, has been transferred to the Division's Fiscal Section and this added responsibility has increased the Section's workload.

Because of the increased number of project submissions and the assumption of the responsibility for reviews and checks, the Fiscal Section needs an additional person to assist in the handling of administrative details and the auditing of accounts. The responsibility for auditing each federal account has been placed on the Division and presently two auditors (Accountants B) perform this function. The requested new position would significantly aid the Fiscal Section in the performance of its duties and functions.

Exhibit Coordinator — The recent acquisition of an exhibit trailer for use in public information programs has necessitated the establishment of an exhibit coordinator position. The duties of this position will include the handling, scheduling, transport, and maintenance of the 25-foot exhibit trailer as well as office duties that will guarantee the total usage of one employee's time.

One of the major functions of the Division is the distribution of highway safety information. The full-time use of the mobile exhibit would greatly enhance the Division's capabilities for performing this function. If the exhibit coordinator position is established, this equipment could be made available for local highway safety commission displays, county and state fairs, and other associated functions; if the position is not created, many requests for use of the equipment will have to be turned down as the schedules of present personnel will not allow its maximum usage.

Clerk-Stenographer C — The Public Information Section of the Division consists of a Public Information Director B and a Public Information Officer B. No permanent support personnel are available. The dictation, typing, and scheduling of appointments and highway safety talks are being done by part-time help. The workload has grown to the point where it is no longer economical to depend upon part-time help to perform these duties. The requested position would provide, for the present, an adequate Public Information staff while not substantially increasing costs, since the duties described above are required and are presently being performed by commercial agency personnel under contract to the Division on a quasi full-time basis.

Clerk-Typist C — One of the prime responsibilities of the Division is the dissemination of public information relating to highway safety. The Division presently has a mailing list in excess of 3,000 individuals, firms, and organizations. This mailing list has recently been revised to make room for future expansion. It includes names of persons from all walks of life, representing many different organizations and functions. These names have been broken down into various categories to ensure that each person or organization receives the desired material or combinations of material.

In order to keep the list working satisfactorily and with a minimum of inconvenience and confusion, it will become necessary to assign one individual to assume the responsibility of keeping this list up-to-date.

Also, the person filling this position will type from rough draft reports and correspondence of the Public Information Office and compose routine correspondence independently. Due to an increased schedule of meetings and conferences, it is necessary that additional correspondence be prepared and distributed. These tasks will involve a combination of cutting stencils, straight typing, operating copy machines, and collating larger publications.

Highway Safety Coordinators (2) – The Division employs six highway safety program coordinators who are stationed throughout the state in order to serve their assigned districts. Various developments in state and federal programs have made it imperative that the Division employ two more personnel in this status in order that the local highway safety commissions, city, town and county officials, planning districts, and public service organizations may be served properly. The present boundaries of the areas covered by the six field men are far too extensive and do not adapt themselves to the boundaries of established Planning Districts. The implementation of the National Highway Traffic Safety Administration's Annual Highway Safety Work Program concept requires more thorough surveillance of ongoing highway safety projects in the localities and additional time of the coordinators in assembling and explaining information. The large territories now served by the coordinators require numerous hours of travel time. Through the employment of additional coordinators, the state can be divided in line with Planning District boundaries and the mileages can be reduced considerably so that the coordinators can perform more effectively.

Contractual Services

General Repairs

Funds requested under this item will provide for the repair of typewriters, adding machines, movie projectors, office furniture, Porto clinics, Porto glares, tape recorders, movie cameras, still cameras, and film inspection machines.

Maintenance Service Contracts

The funds under this item will cover maintenance contracts on 3M equipment and the charges for answering services for the coordinators for one year.

Motor Vehicle Repairs

Funds will be used for the repair and maintenance of Division owned vehicles. Costs for the first one-half biennium will be borne by the Federal Highway Safety Project.

Travel

Experience has shown that the Division's cars are driven an average of over 24,000 miles per year; on this basis 3 additional vehicles will be needed in 1973 (2 for coordinators and one for the Public Information Office). To meet the travel requirements, the Division will need a total of 10 cars and 4 station wagons.

Funds will also be used to cover the expenses incurred in connection with the Annual Advisory Committee Meeting; the Youth Conference, Traffic Safety Seminars, and Commission members' activities.

Food and lodging expenses for 15 travelling employees, including Main Office personnel, must also be provided.

Convention and Educational Travel

Funds will be needed to cover the expenses of representatives of the Safety Division attending the National Safety Congress, the Southern Safety Conference, public relations training courses, and nationwide workshops on highway safety.

Transportation

Funds must be provided for freight and express charges on items purchased by the Division or shipped back for repairs.

Communication

Requested funds will cover installation and monthly charges for telephone service for Main Office and 8 field offices, and mail and related communication services needed for an expanded public information program.

Printing, other than office supplies

Funds requested will cover costs incurred in printing material for highway safety programs, including brochures, posters, crash facts, annual reports, pamphlets, and highway safety handout literature.

Other Contractual Services

The Highway Research Council at the University of Virginia has established a Safety Section that is providing support for the Highway Safety Division in lieu of the Research Center recommended by the Mann Commission. $95,000 is requested for its operation for 1973 and $110,000 for 1974.

Funds will be used for newspaper clipping service, art work and highway safety bulletins. The service and art work will require $1,500 each year of the biennium.

For the preparation and distribution of material prepared for radio, television and newspapers, $65,000 will be needed for 1973 and $70,000 for 1974.

Federal funds will be used for the relocation of Central Office and Field Personnel if necessary.

Supplies and Materials

Office Supplies

Funds requested will be used for the purchase of supplies, paper, pencils, forms, envelopes, mailing labels, ledgers, file folders, report covers, and other miscellaneous office supplies.

Medical and Laboratory Supplies

Funds will be requested for first aid kits and blankets for the automobiles of additional personnel.

Motor Vehicle Supplies

Funds must be provided for the purchase of gas and oil for Division owned cars, the exhibit trailer, and the tow vehicle, and for the maintenance of these vehicles.

Photographic Supplies

Funds are requested to continually update the film library by purchasing new films and repairing older films. Funds will also be used for movie boxes, slides, flashbulbs, batteries, and camera film.

Other Supplies and Materials

Funds are required for the purchase of additional highway safety exhibits, manuals, charts, and miscellaneous supplies.

Office Equipment

Funds requested will be used for the normal replacement of office equipment each year.

Photographic Equipment

Funds will be needed for the replacement of projection equipment as the need arises.

Equipment, Additional

Office Equipment

Funds requested will be used to purchase desks, chairs, typewriters, and other office equipment for additional personnel; plus the equipment necessary for the relocation of the Division Headquarters.

Books and Periodicals

Funds will be used to purchase publications relevant to highway safety to be used as reference material within the Division and by the Highway Safety Commission.

Electronic Equipment

Funds will be used to purchase the equipment necessitated by the relocation of Division coordinators and their field offices, including electronic answering service devices.

Other Equipment

Funds will be used to equip new coordinators.

Current Charges and Obligations

Rent (Land and Structures)

Funds will provide for main office relocation of field personnel.

Space necessary: main office — 3,370 square feet; storage main office and field — 2,400 square feet; office space for fieldmen — 1,600 square feet.

Rent (Business, Education and Medical Equipment)

Rent a copy machine plus allowance for 2,000 copies per month.

Dues and Subscriptions

Funds requested will be used for membership dues to safety organizations for Division personnel and subscriptions to publications.

Pensions — Retirement — Insurance

Federal Old Age — Insurance

Payments into contribution fund.

Employer Retirement Contribution

Payments into the trust fund.

Group Insurance

Payments on behalf of state employees.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Periodic Motor Vehicle Inspection	3. NO. VI-73-261 / 46-73-01-01	4. DATE 4/1/72
	5. DRAFTED BY Captain R. M. Terry APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS		Discovered and required the correction of defects on 25.15% vehicles inspected (000)	1,182	1,246	325	325	325	325	1,300	1,365	1,433
6b. OUTPUT		C 100% of all registered vehicles inspected prior to operation on roadway.	100	100	100	100	100	100	100	100	100
		V 4,627,541 vehicles inspected.	4,700	4,935	1,292	1,292	1,292	1,292	5,168	5,428	5,699
7. RESP. State Police	8. STD. 301	9. TASKS & MILESTONES									
		1. Operate an effective and efficient vehicle inspection program to detect and correct vehicle defects.									
		A. Personnel									
		1. The program is administered by full-time employees.									
		Administration — Captain	1	1	1	1	1	1	1	1	1
		Lieutenant	1	1	1	1	1	1	1	1	1
		Stenographer	2	2	2	2	2	2	2	2	2
		Clerk Typist	2	2	2	2	2	2	2	2	2
		Clerk D	1	1	1	1	1	1	1	1	1
		Clerk C	1	1	1	1	1	1	1	1	1
		Clerk B	6	6	6	6	6	6	6	9	9
		2. The stations are supervised by the more than 1,000 state policemen who spend as much time									

10. DESCRIPTION

The ultimate goal of the State Police motor vehicle inspection program is to reduce the number of deaths and injuries and the amount of property damage caused by motor vehicles with inspectable defects. In accomplishing this goal the State Police will inspect every motor vehicle before entry on the highway and every six months thereafter. We plan to correct vehicle defects prior to operation on the public highways and thereby reduce accidents.

Section 46.1-315 of the Code of Virginia gives the Superintendent of State Police authority to compel inspections and Section 46.1-319 gives

11. COST BY TASK $(000)									
A. Personnel									
1. Administrative personnel	75	80	22	22	22	22	88	92	97
2. Field supervisory personnel	162	170	45	45	45	45	180	189	198
B. Supplies and equipment	110	121	36	36	36	36	144	158	174
12. TOTAL COST $(000)	347	371	103	103	103	103	412	439	469
LOCAL SHARE									
STATE SHARE	347	371	103	103	103	103	412	439	469
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Periodic Motor Vehicle Inspection	3. NO. VI-73-261 46-73-01-02	4. DATE 4/1/72
	5. DRAFTED BY Captain R. M. Terry APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
State Police	301	2. (Continued.) as is necessary to supervise the mechanics and conduct investigations. 36,862 hours annually are expended by State Policemen during the supervision and investigation of inspection stations. These hours gradually increase along with the number of inspection stations and inspection applicants.	36,862	38,705	10,160	10,160	10,160	10,160	40,640	42,672	44,806
		B. Supplies and equipment Inspection stickers, manuals, procedure sheets are furnished to each official station. 1. Inspection stickers and decals 2. Manuals, procedure sheets, instructions, postage, packaging supplies, etc.									

10. **DESCRIPTION** continued.
the Superintendent authority to promulgate regulations for the inspection of motor vehicles. Even though Virginia has operated an effective program for many years, the program is constantly evaluated to strengthen, expand, and improve:

1. Vehicle inspection standards upgrading.
   A. Inspection mechanics began adding the identification number to the inspection receipts effective January 1, 1972.
2. Supervision of certified mechanics. Virginia troopers supervise the inspection

11. COST BY TASK $(000)

12. TOTAL COST $(000)
LOCAL SHARE
STATE SHARE
FEDERAL SHARE
TO LOCALITIES

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Periodic Motor Vehicle Inspection	3. NO. VI-73-261 / 46-73-01-03	4. DATE 4/1/72
	5. DRAFTED BY Captain R. M. Terry APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
State Police	301	C. Vehicle inspection standards Our regulations currently require most items set forth by the National Highway Traffic Safety Administration and recommended by the American National Standards Institute D7. 1-1968 Code. We are presently studying and considering adopting additional items. (See attachments 1 & 2)									

10. **DESCRIPTION** continued.

program and utilize more than 36,862 man-hours annually. Each trooper receives both classroom and field training as to the correct methods of supervision. The classroom training has recently been extended three hours. Additional training for the supervisors is conducted annually as it is needed.

3. Legislation is pending which would prohibit the altering of the suspension system. If passed, we anticipate more stringent inspection manual requirements.

	11. COST BY TASK $(000)									
	12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

4. Legislation is pending which would prohibit the modified hood, which is raised to the point that it obstructs vision.

5. We are presently considering a regulation which would require the inspection of hood latches.

VI-73-261
46-73-01-05

ATTACHMENT 1

C. VIRGINIA'S PROGRAM

The program almost completely complies with the minimum recommendations of the National Highway Safety Bureau.

1. Virginia registered vehicles must be inspected semi-annually prior to operation on the highway.

2. The inspections are performed by competent personnel specifically trained by the State Police. (This training of mechanics is expected to become extensive as we increase the administrative staff.)

3. The inspection covers systems and components having substantial relation to safe vehicle performance.

4. The procedures for the actual inspection equal or exceed 18 of the 26 recommendations of the NHSB. (Refer to chart)

5. Each station keeps the records as recommended except the vehicle identification number.

6. The state publishes summaries of vehicle defects based on a sample tabulation.

ATTACHMENT 2

D. VEHICLE INSPECTION STANDARDS

The information listed below provides a comparison of those items required to be inspected in Virginia with those recommended by the National Highway Safety Bureau and the ANSI D7.1-1968 Code. It further shows items that are being considered for Virginia's Program.

VIRGINIA	N H S B	A N S I
	Operator's License	
	Valid Registration	Valid Registration
License Plates	License Plates	License Plates
Brakes	Brakes	Brakes
Headlights	Headlights	Headlights
Signal Lights	Signal Lights	Signal Lights
Other Lights	Other Lights	Other Lights
Horn	Horn	Horn
Electrical Systems	Electrical Systems	Electrical Systems
Windshield	Windshield	Windshield
Other Windows	Other Windows	Other Windows
Rear View Mirrors	Rear View Mirrors	Rear View Mirrors
Tires	Tires	Tires
Wheels and Rims	Wheels and Rims	Wheels and Rims
Wipers	Wipers	Wipers
***	Windshield Washers	Windshield Washers
Steering Assembly	Steering Assembly	Steering Assembly
Alignment & Suspension	Alignment & Suspension	Alignment & Suspension
Exhaust System	Exhaust System	Exhaust System
***	Fuel System	Fuel System
***	Hazardous Body Items	Hazardous Body Items
***	Latches, Hood, Door, etc.	Latches, Hood, Doors, etc.
Seat Belts	Occupant Restraining Devices	Seat Belts
***	Defrosters & Foggers	Defrosters & Defoggers
	Vehicle Emission System	
**	Auxiliary Safety Equipment	**

* Virginia does not use enforcement personnel for inspection; therefore, this item does not apply.

** D7 states that items must comply with State Statutes and if a device is permissive it shall comply with the requirements for such a device as if it were covered by Statute.

*** These items are being considered for Virginia's program.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Periodic Motor Vehicle Inspection					3. No. VI-73-261 46-73-01-07	4. DATE 4-1-72
								TASKS						
			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 301	412	88	324									
	I	Total $(000)	0	0	0									
	S	Federal	0	0	0									
	T	To Localities	0	0	0									
	R	Prev. Obligations	0	0	0									
		New Obligations												
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.		Local Costs by Object												
		Salaries												
		Per Diem and Travel												
		Contracts												
		Equipment												
		Supplies												
		Maintenance and Operations												
		Total												

PERIODIC MOTOR VEHICLE INSPECTION

As of January 1, 1970, 31 states and the District of Columbia had passed legislation requiring periodic motor vehicle inspection. Of the 19 states not requiring periodic inspection, 8 had systems of random or spot-check inspections. Virginia began to inspect automobiles for safety defects relatively early, having inaugurated its system in 1932.

There are essentially two types of periodic inspection programs. One type uses state owned and operated stations. The use of state facilities for inspection purposes is restricted to a small number of states, and appears to work best in states with small land areas, such as Delaware and New Jersey. The other type of program, used by a majority of states including Virginia, utilizes privately owned facilities appointed and supervised by the state. In Virginia, appointment and supervision is under the authority of the Department of State Police. Currently, there are some 2,500 inspection stations operating in the state, consisting of automobile dealerships, independent repair shops and service stations, and, in some cases, commercial fleet owners who have as many as 25 vehicles. In 1970, these stations conducted 4,627,541 inspections.

By proclamation of the Governor, semiannual inspection is required of all licensed motor vehicles, trailers and semitrailers, including house trailers, small utility trailers, and motorcycles. Failure to submit one's vehicle to a required inspection or to have mechanical defects found by the inspection corrected is a misdemeanor. For this inspection, a station may charge a fee of two dollars, but the charge is not mandatory. Any repairs and adjustments that are necessary by the inspection cost extra, and the state has no control over the charges as long as the work is necessary and is properly performed. Motorists need not have repair work performed at the inspection station, and, in fact, are encouraged by the Department of State Police to seek outside estimates.

Nevertheless, many motorists apparently do have repairs made at the inspection station rather than seeking additional estimates. It is this revenue-generating aspect of the inspection program that makes the possession of a certificate of appointment a valuable commodity. The possibility of abuse by unscrupulous garage owners, plus the interest in maintaining public support for the program, has led the Department of State Police to adopt high standards as a prerequisite to designation as an official inspection station. In addition to the minimum standards required of inspection stations under Va. Code Ann. § 46.1-320, and the more particularized requirements detailed in the Virginia Official Inspection Manual, there must also be a need for the station in the area, it must have the required equipment, and the reputation of both the station and the manager, or the owner, must be above reproach. Thorough investigations are conducted on all managers, owners, mechanics, and persons handling inspection stickers.

Additionally, there are procedures to maintain the flow of information and supervise the quality of the inspection. In addition to the 20 hours of Basic Training School devoted to this one activity that each trooper undergoes, all troopers who supervise mechanics participate in a one week school every year. The information conveyed therein is passed along to the mechanics who perform the inspections. Additionally, every September, 49 inspection meetings are held around the state. Attendance at one of the meetings by certified mechanics is mandatory; otherwise, the mechanic is automatically suspended. Topics at these meetings include problems arising in the administration of the program, changes in the applicable laws, and recommendations from troopers, mechanics, and the public.

Check procedures are an integral part of maintaining the viability of the program. Among the checks utilized are the following:

(1) Each station is spot-checked at least monthly to determine compliance with inspection standards.

(2) Weekly traffic checks are made to spot safety defects. If a number of defects can be traced to the same station through use of the inspection receipts, further investigative action and possible suspension results.

(3) Complaints from private citizens and troopers are fully investigated. In 1970, 39 written complaints were received and 90 were phoned in from private citizens. An additional 576 complaints were received from the troopers themselves, bringing the total number of complaints to 705. Of these, corrective action was taken in 603 instances, with 82 mechanics being suspended and 38 stations losing their certification. Considering that some 8,000 mechanics and 2,389 stations participated in the 1970 program, this speaks well for the high level of public confidence and acceptance accorded the system.

Additional progress in improving motor vehicle inspections is anticipated due to the following changes instituted in 1971:

(1) The inspection receipts were changed to allow a space for the identification number and the stations were instructed to include this number as of January 1, 1972.

(2) A sample of the inspection receipts is being tabulated to show the defects by make and model so that our data processing equipment can be utilized to gather essential information.

(3) The regulations were revised so as to prohibit small modified steering wheels.

(4) The regulations were revised to include a more practical and uniform aiming tolerance for headlamps. These tolerances and numerous other items were discussed during the 49 training sessions held during September throughout the state.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 / 46-73-02-01	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS		SEE EFFECTIVENESS SUPPLEMENT TO THE SUBELEMENT									
6b. OUTPUT		C Percent of motor vehicles titled V Number of motor vehicles titled									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	302	1. Number of vehicles and trailers titled (000)	1067	1102	286	286	285	285	1142	1182	1222
		A. Personnel - State Level									
		1. Supervisors	7	7	7	7	7	7	7	7	7
		2. Clerks	92	92	92	92	92	92	92	92	92

10. **DESCRIPTION** The long-term goal of our motor vehicle registration program is to reduce the number of deaths. injuries, and the amount of property damage caused by traffic law violators who should have had their driving privileges revoked because of previous convictions of violations. Our immediate goal is to make available such records that will enable the police to apprehend traffic violators in a minimum amount of time. The Division of Motor Vehicles is responsible for this endeavor and performs the following in pursuing the above goal:

11. COST BY TASK $(000)									
1. Vehicle Titling	1422	1501	395	395	395	395	1580	1645	1727
12. TOTAL COST $(000)	7013	7404	1945	1947	1949	1952	7793	8103	8510
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	7013	7404	1945	1947	1949	1952	7793	8103	8510
FEDERAL SHARE	0	0	0	0	0	0	0	0	0
TO LOCALITIES	0	0	0	0	0	0	0	0	0

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 / 46-73-02-02	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C % of vehicles licensed V # of vehicles licensed									
DMV	302	2. Number of vehicles and trailers licensed (000)	2696	2818	294	294	1176	1176	2940	3062	3184
		A. Personnel - state level									
		1. Supervisors	7	7	7	7	7	7	7	7	7
		2. Clerks	97	97	97	97	97	97	97	97	97

10. **DESCRIPTION:** 1. Insure the proper titling of all vehicles and trailers to have record of all legal owners and lienholders and to prevent fraud upon the consumer in the purchase of a stolen vehicle.

2. Insure proper licensing of all vehicles and trailers in order that proper and instant identification is available. (Also see task and milestone 10)

11. COST BY TASK	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
2. Vehicle Licensing	1496	1579	415	415	416	416	1662	1730	1817

12.	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 / 46-73-02-03	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C / V: % of tax collected available for highway funds / Amount tax collected									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	302	3. Amount of fuel tax collected ($000,000)	175	183	48.5	48.5	48.5	48.5	194	204	215
		A. Personnel - state level									
		1. Supervisors	2	2	2	2	2	2	2	2	2
		2. Clerks	13	13	13	13	13	13	13	13	13
		3. Auditors	17	17	17	17	17	17	17	17	17
		4. Regional Representative	13	13	13	13	13	13	13	13	13

10. DESCRIPTION	11. COST BY TASK									
3. Proper collection of all motor fuel to tax to insure funds for highway construction and maintenance utilizing proven techniques of safety engineering and design.	3. Fuel tax collection	650	686	180	180	181	181	722	751	789
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 / 46-73-02-04	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C % Dealers licensed V Number of dealers licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	302	4. Number dealers licenses issued	3500	3650	1710	190	190	1710	3800	3950	4100
		A. Personnel state level									
		1. Supervisors	1	1	1	1	1	1	1	1	1
		2. Clerks	2	2	2	2	2	2	2	2	2

10. DESCRIPTION	11. COST BY TASK									
4. Proper licensing of all motor vehicle dealers for promoting the interest and protection of the general public.	4. Dealer licensing	44	47	12	12	12	13	49	51	54
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 46-73-02-05	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C % Vehicles with mileage permits V Total number vehicles registered									
DMV	302	5. Number mileage permits issued	1969	2402	732	732	733	733	2930	3575	4362
		A. Personnel — state level									
		1. Supervisors	1	1	1	1	1	1	1	1	1
		2. Clerks	2	2	2	2	2	2	2	2	2

10. DESCRIPTION	11. COST BY TASK	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
5. Proper issuance of permits and collection of fees for vehicles operated over the highways under restricted conditions, which are too large to license.	5. Mileage permits	44	47	12	12	12	13	49	51	54
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 46-73-02-06	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C % of vehicle information furnished V Number vehicle information									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	302	6. Number automated vehicle information requests (000)	3024	3655	1058	1058	1060	1059	4235	4815	5395
		A. Personnel — state level									
		1. Supervisors	7	7	7	7	7	7	7	7	7
		2. Clerks	47	47	47	47	47	47	47	47	47

10. DESCRIPTION	11. COST BY TASK									
6. To answer all correspondence and furnish automated file information for the public, courts and law enforcement agencies by direct computer inquiry with a minimum response time.	6. Automated vehicle information requests	778	821	216	216	216	216	864	899	944
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 46-73-02-07	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS "Reduction in % of vehicles licensed as uninsured"		1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
			.20					.04	.03	.03
6b. OUTPUT	C % vehicles licensed as uninsured	1.54	1.34	1.29	1.33	1.30	1.30	1.30	1.27	1.24
	V Number vehicles licensed (000)	2696	2818	294	294	1176	1176	2940	3062	3184

7. RESP.	8. STD.	9. TASKS & MILESTONES								
DMV	302	7. Number uninsured motor vehicles licensed (000)	41.5	37.4	3.8	3.9	15.3	15.3	38.3	38.8	39.4
		A. Personnel — state level									
		1. Supervisors	2	2	2	2	2	2	2	2	2
		2. Clerks	8	8	8	8	8	8	8	8	8
DMV	302	8. Automated data processing									

10. DESCRIPTION	11. COST BY TASK									
7. To insure collection of the uninsured motorist fee on registering vehicles that are not insured and to encourage owners to obtain proper liability insurance for coverage in the event of a crash.	7. Uninsured Motor Vehicles Licensed	143	151	39	40	40	40	159	165	173
	8. Automated data processing	2092	2208	581	581	581	582	2325	2413	2534
8. This subelement concerns electronic data processing of motor vehicle registration transactions.	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-73-261 46-73-02-08	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C % of changed addresses on vehicle registration V Vehicles Registered									
DMV	302	9. Overall program administration and management									
		A. Personnel - state level									
		1. Administrators	1	1	1	1	1	1	1	1	1
		2. Dept. Managers	4	4	4	4	4	4	4	4	4
		3. Asst. Dept. Managers	2	2	2	2	2	2	2	2	2
		4. Secretaries	8	8	8	8	8	8	8	8	8
		5. Word Process Center Manager	1	1	1	1	1	1	1	1	1
		6. Branch Managers	6	6	6	6	6	6	6	6	6
		7. Asst. Branch Managers	2	2	2	2	2	2	2	2	2
DMV	302	10. Current address of owner on vehicle registration		Legis.	Imple.						

10. DESCRIPTION

9. The personnel outlined in this subelement are responsible for the overall administration and management of all programs and projects.

10. Implementation of this subelement is subject to the passage of enabling legislation to require the owner of a motor vehicle to notify the Virginia Division of Motor Vehicles of any change of address. This will permit location of owners whose vehicles have been involved in accidents or traffic violations. A public information program is planned to educate motor vehicle owners of the new requirement.

11. COST BY TASK $(000)									
9. Overall program administration and management	344	364	95	96	96	96	383	398	418
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE MOTOR VEHICLE REGISTRATION	3. NO. VR-73-261 46-73-02-09	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	302	11. Staggered multi-year registration of motor vehicles with annual revalidation of license.		Legis.	Imple.	Imple.	Imple.	Imple.	Imple.		

10. DESCRIPTION 11. Implementation of this subelement is subject to the passage of enabling legislation to change from an annual renewal of vehicle license to a staggered license issue of a five year plate that is revalidated annually. This will allow an individual to have permanent assignment of license plates and the law enforcement agencies the advantage of permanent identification of the registered owner, rapid identification and detection of stolen motor vehicles in crashes and control of vehicle use by problem drivers.

11. COST BY TASK									
11. Staggered registration of vehicles									
12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Motor Vehicle Registration					3. No. VR-73-261 46-73-02-10	4. DATE 4-1-72
				TASKS										
			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 302												
	I	Total $(000)	7793	1580	1662	722	49	49	864	159	2325	383		
	S	Federal	0	0	0	0	0	0	0	0	0	0		
	T	To Localities	0	0	0	0	0	0	0	0	0	0		
	R	Prev. Obligations	0	0	0	0	0	0	0	0	0	0		
		New Obligations	0	0	0	0	0	0	0	0	0	0		
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. VR-73-261 46-73-02-11 Motor Vehicle Registration	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* Accuracy of file 1.										
* Average time for updating files 2.										
* Average time of record retrieval from file-on-line. Beginning FY 1972 3.										
* Average entry time of registration records on-line. Beginning FY 1972 4.										
5.										
* Information will be available upon completion of the new Traffic Records Data System. 6.										

MOTOR VEHICLE REGISTRATION

The long-term goal of the motor vehicle registration program is to reduce the number of deaths and injuries and the amount of property damage caused by traffic law violators who should have had their driving privileges revoked or suspended because of previous violations. The immediate goal is to make available such records that will enable the police to apprehend traffic violators in a minimum amount of time.

The Division of Motor Vehicles is responsible for this endeavor and performs the following in pursuing the above goal.

(1) Ensures the proper titling of all vehicles and trailers to have record of all legal owners and lienholders and to prevent fraud upon the consumer in the purchase of a stolen vehicle.

(2) Ensures the proper licensing of all vehicles and trailers in order that proper and instant identification is available. (Also see Sub-element 310 Motorist Data Base Project.)

(3) Ensures the proper collection of all motor fuel tax to ensure funds for highway construction and maintenance utilizing proven techniques of safety engineering and design.

(4) Ensures the proper licensing of all motor vehicle dealers to promote the interest and protection of the general public.

(5) Ensures the proper issuance of permits and the collection of fees for vehicles operated over the highways under restricted conditions because they are too large to be licensed.

(6) Answers all correspondence and furnishes automated file information for the public, courts, and law enforcement agencies by direct computer inquiry with a minimum response time.

(7) Ensures the collection of the uninsured motorist fee on the registration of vehicles that are not insured and encourages owners to obtain proper liability insurance for coverage in the event of a crash.

(8) Provides the necessary means for the electronic data processing of motor vehicle registration transactions.

Subject to the passage of enabling legislation, the Division will:

(1) Require the owner of a motor vehicle to notify the Division of any change of address. This will permit location of owners whose vehicles have been involved in an accident or traffic violation. A public information program is planned to educate motor vehicle owners of the new requirement.

(2) Change from an annual renewal of vehicle licenses to a staggered license issue of a five-year plate that is revalidated annually. This will allow an individual to have permanent assignment of license plates and the law enforcement agencies the advantage of permanent identification of the registered owner, rapid identification and detection of stolen motor vehicles in crashes, and in the control of vehicle use by problem drivers.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motorcycle Safety	3. NO. MS-73-161 46-73-03-01	4. DATE 1-1-72

					FISCAL YEAR 1973						
		5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna	1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS No. of Motorcycle Accidents and Fatalities			See Effectiveness Supplement to the Subelement								
6b. OUTPUT		C% Drivers Licensed to Operate a Motorcycle No. Drivers Licensed to Operate a Motorcycle									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
State Police	303	1. Helmet standard - requirement for both driver and rider to wear state approved helmets.	Law Passed & Imple.						Imple.		
Driver Education	303	2. Out of school program for motorcycle operators. Include as part of our adult driver education program.	Devel.	Imple.	Con't.	Con't.	Con't.	Con't.	Con't.	Review Con't.	Con't. Review
Services of the Department of Education	303	3. Program to educate operators, passengers, and dealers in proper motorcycle operations.	Develop	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple. Review	Imple. Review

10. DESCRIPTION

Although the number of motorcycle registrations in Virginia has been increasing each year, it is fortunate that this tremendous growth has not been accompanied by a corresponding increase in deaths and injuries resulting from motorcycle accidents.

To reduce the number of motorcycle related accidents, Virginia has established programs in pre-accident preventive measures and post-crash minimization of injury. These programs include:

1. The presentation of motorcycle safety programs to operators, passengers, and dealers

11. COST BY TASK ($000)									
2 and 3	(Cost is shown within SEP 304)								
12. TOTAL COST ($000)	0	20	55	5	7	5	72	112	112
LOCAL SHARE	0	0	25	0	0	0	25	56	56
STATE SHARE	0	10	2.5	2.5	3.5	2.5	11		
FEDERAL SHARE	0	10	27.5	2.5	3.5	2.5	36	56	56
TO LOCALITIES	0	0	27.5	2.5	3.5	2.5	36	56	56

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motorcycle Safety	3. NO. MS-73-161 46-73-03-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS											
6b. OUTPUT	C V										
7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
HSD	303	4. Public Information Program (Contract with Consultant)		Contract	Imple.	Imple.	Imple.	Imple.	Imple.	Review Imple.	Review Imple.
Local Political Subdivision	303	5. Motorcycle training courses (No.)	0	0	2	0	0	0	2	4	4
Driver Education Services	303	6. Educational TV Program for Motorcycle Safety	Bids	Bids	Contract		Devel.	Imple.	Imple.	Update	Update
"	303	7. High School Motorcycle Safety Program (Included Within Regular Driver Education Curriculum)		Developed-Imple.	Con't.	Con't.	Con't.	Con't.	Con't.	Update Con't.	Update Con't.
		8. Law Requiring That Motorcycle Operators Take and Pass Special Motorcycle Driving Test (Special Permit)	Passed								

10. DESCRIPTION	11. COST BY TASK ($000)								
2. Establishment of motorcycle training classes and facilities for both in and out of school motorcycle operators.	4. Public Information Program	0	20	5	5	5	5	20	10	10
3. Programs, via newsmedia, to familiarize automobile operators with the inherent limitations and hazards of motorcycle operations. This is also discussed in the State's driver education programs.	5. Motorcycle Training Courses	0	0	50	0	0	0	50	100	100
	6. Educational TV	0	0	0	0	2	0	2	2	2
	7. High School	(Cost Shown in SEP 304)								
Recognizing that accidents will occur regardless of precautions, the State has enacted legislation requiring that all motorcycle drivers and	12. TOTAL COST ($000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motorcycle Safety	3. NO. MS-73-161 46-73-03-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Education Services and Traffic Records Committee	310	9. Data System	0	Survey & Report	Contract				Imple.	Update	Update

10. **DESCRIPTION**

passengers wear a State-approved helmet and also some type of eye protection. During the next fiscal year the State plans to hire a consultant to develop and submit an educational program in motorcycle safety to be used throughout the State. Motorcycle safety will be included as part of the driver education curriculum.

Guidelines for developing a motorcycle education program have already been completed and sent to all political subdivisions by the Driver Education Services of the State Department of Education. The driving ranges and other equipment at our local high schools will be utilized in

11. COST BY TASK ($000) 9. Data System	(Cost	Shown in	SEP 310)							
12. TOTAL COST ($000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES										

teaching the motorcycle safety program. The State is also looking into the possibility of building several motorcycle training courses for the instruction of proper motorcycle operation. These courses would be very similar to the multi-car driving ranges. The Driver Education Services of Virginia is currently working with the Traffic Records Committee appointed by the Director of the Highway Safety Division to develop a data system that would enable the state to effectively evaluate the entire motorcycle safety program throughout the State.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Motorcycle Safety						MS-73-161 3. No. 47-73-03-05	4. DATE 4-1-72
				TASKS											
			TOTAL	1	2	3	4	5	6	7	8	9	10		
13.	D	Standard: 303													
	I	Total ($000)	72				20	50	2						
	S	Federal	36				10	25	1						
	T	To Localities	36				10	25	1						
	R	Prev. Obligations													
		New Obligations	36				10	25	1						
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Motorcycle Safety MS-73-161 46-73-03-06	Date 4/1/72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Urban Motorcycle Accidents Fatalities 1.		819 22	813 10					740 10	873 11	*811 8
Rural Motorcycle Accidents Fatalities 2.		652 26	673 26					581 13	712 16	*600 8
**Number of Motorcycle Fatalities Among Those: 1. Wearing a Helmet 2. Not Wearing a Helmet 3.										
4.										
5.										
* Projected ** Information will not be available until new traffic records system is developed. 6.										

MOTORCYCLE SAFETY

In 1961 there were 6,347 motorcycles registrations in Virginia. This figure increased to more than 33,000 in 1970. Accident data since 1966 indicate that very little has been done toward reducing the number of accidents due to the increased registrations and lack of sufficient motorcycle safety programs. In 1966 there were 1,421 motorcycle accidents with 23 persons killed. In 1967 there were 1,471 accidents with 48 persons killed. Accidents increased to 1,486 in 1968 but the number of fatalities decreased by 12. 1969 showed the first major decrease in motorcycle accidents. There were only 1,321 accidents in 1969 with only 23 people killed. This improvement can be attributed to the state's highway safety programs and the passage of a law requiring that all motorcycle drivers and passengers wear a state approved safety helmet.

In 1970 there was a substantial increase of more than 7,000 motorcycle registrations over 1969. This was the largest increase since 1966. Accordingly, the number of accidents increased from 1,321 in 1969 to 1,585 in 1970. However there were only 28 persons killed, which once again indicates that the recently developed motorcycle curriculum, informational programs, and the passage of the helmet law have contributed significantly toward the goal of reducing the number of persons killed and injured on the highway.

Programs proposed for fiscal year 1973, which will assure continuing decreases in deaths and injuries among those operating motorcycles, include the following:

(a) Development and implementation of an out-of-school motorcycle safety program. The program will be integrated within the adult driver education program utilizing the facilities and equipment at high schools.

(b) A public information program designed to familiarize the driving public as well as the general public with the inherent limitations and hazards of motorcycle operations will be developed and implemented.

(c) A motorcycle safety curriculum will be presented through the high school driver education program for the purpose of training all potential motorcycle operators concerning the proper operation and the limitations of motorcycles. An educational television program will also be developed for this purpose.

During the next fiscal year the state plans to hire a consultant to develop and submit an educational program in motorcycle safety to be used throughout the state. Motorcycle safety will be included as part of the driver education curriculum. Guidelines for developing a motorcycle educational program have been completed and sent to all political subdivisions by the Driver Education Services of the State Department of Education. The driving ranges and other equipment at local high schools will be utilized in teaching the motorcycle safety program. The state is also looking into the possibility of building several motorcycle training courses for instruction in the proper operation of motorcycles. These courses would be similar to the multi-car driving ranges. The Driver Education Services is currently working with the Traffic Records Committee appointed by the Director of the Highway Safety Division to develop a data system that will enable the state to effectively evaluate the entire motorcycle safety program throughout the state.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-01	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS No. of Traffic Violations Per 100 Students			17	13	* See Effectiveness Supplement to the subelement				10	8	6
6b. OUTPUT		C Percent of High School Students Taking Driver Education	80	89					91	93	97
		V No. of High School Students Taking Driver Education	63,087	66,000					69,000	69,500	70,000
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Ed.	304	1. Requirement of Driver Education Certificate	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.
Supervisor	304	2. Statewide Educational TV. No. of Educational Presentations	180	180	22	23	22	23	90	90	90
Supervisor	304	3. Semester Driver Education Program (No.)	1	4	8	8	8	8	8	9	12
Supervisor	304	4. Alcohol Countermeasures Program	Imple.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.
Supervisor	304	5. Driver Education Car Control Program	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.
Supervisor	304	6. Membership in Professional Organizations (VADETS) No. of Members	200	200	220	220	220	220	220	240	260
Supervisor	304	7. Program for the Preparation of Driver Education Teachers. No. of Colleges with Approved Curriculum	13	14	15	15	15	15	15	15	15

10. DESCRIPTION

The long-term goal of the High School Driver Education program in Virginia is to help reduce the number of accidents including fatalities, personal injuries and property damage caused by drivers with poor driving habits and/or attitudes. To accomplish this we intend to make available a driver education course to all eligible high school students. In meeting the above goal, we intend to accept the responsibility at the state level for leadership in regard to direction, coordination, supervision, and promotion of quality driver education programs. (See Attachment A.) Projects and programs being utilized at present to implement

11. COST BY TASK $(000)									
1. Driver Education Certificate	1.0	1.5	0.5	0.5	0.5	0.5	2.0	2.0	2.0
2. Educational TV	6.0	6.0	1.0	1.0	1.0	1.0	4.0	2.0	2.0
12. TOTAL COST $(000)	11191.1	13130.4	4327.5	3643.33	3643.33	3643.33	15257.5	15004.6	15422.6
LOCAL SHARE	8595.1	10231.7	2879.85	2875.83	2876.83	2876.83	11509.35	10804.6	10322.6
STATE SHARE	2042	2640	731	731	730	730	2922	3200	4000
FEDERAL SHARE	554	258.735	716.65	36.5	36.5	36.5	826.15	1000	1100
TO LOCALITIES	508	227.5	698.5	21.1	21.1	21.1	761.8	950	1050

* Includes a One-Million-Dollar Grant to Human Resources Research Organization from the Federal Government.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-02	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Educ. Services	304	8. Reevaluation of Driver Education Certificate			Analysis				Analysis	Imple.	Imple.
"	304	9. Submit data pertaining to Deaths, Accidents and Violations to all schools offering driver education. (No. of Localities Receiving Report)			131	131	131	131	131	131	131
"	304	10. Contract With Human Resources Research Organization (HumRRO) For Model Curriculum Guide.		Contract	Study				Develop-ment	Imple.	Evaluate

10. DESCRIPTION continued.	11. COST BY TASK ($000)								
the total Driver Education Program as presented in Attachment A are shown below:									
1. Passing of 1968 Legislation requiring that all persons shall successfully complete a state approved Driver Education program consisting of both classroom instruction and in-car instruction before being eligible to apply for a Virginia operator's license prior to 18 years of age.	10. (HumRRO) 403 Funds		Contract Bids	250	250	250	250	1,000	1,000	1,000
2. Statewide educational television utilizing "Sportsmanlike Driving" series.	12. TOTAL COST									
3. Semester course scheduling — pilot program.	LOCAL SHARE									
4. Driver Education Certification.	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-03	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Educ. Supervisor	304	11. Personnel A. State Level 1. Supervisor $16,500	1	1	1	1	1	1	1	1	1
		2. Assistant Supervisors $13,000 each	1	2	3	3	3	3	3	3	3
		3. Secretaries $6,000 each	2	3	3	3	3	3	3	3	3
Local School Board	304	B. School Personnel 1. Coordinators $14,000 each	17	20	21	21	21	21	21	22	23
		2. Classroom Instructors $8,000 each	746	804	850	850	850	850	850	900	930
		3. In-Car Instructors $8,000 each	640	690	740	740	740	740	740	710	720
		4. No. of Teachers Endorsed to Teach Driver Education	3,750	4,225	4,700	4,700	4,700	4,700	4,700	5,000	5,500
		5. Annual help, part-time							5	5	5

10. **DESCRIPTION** (continued)

5. Alcohol Countermeasures Program
6. Driver Education Car Control Program
7. Membership in (VADETS) Virginia Association for Driver and Traffic Safety Education and the Virginia Education Association.

The Driver Education Services of the Department of Education is responsible for the entire program in Virginia.

The Division of Motor Vehicles has designed a data system to analyze the driving history of persons completing a driver education training course and those receiving a driver

11. COST BY TASK ($000)									
11. Personnel A. State	38.1	58.1	18.375	18.375	18.375	18.375	73.5	78.5	82.5
B. Local (12 Mo. Pay Period)	10,123	12,232	3253.5	3253.5	3253.5	3253.5	13,014	13,190	13,524
12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 / 46-73-04-04	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Education Services	304	12. Program Administration (State) A. Supplies, Travel, Rent	Con't.	Con't.	Con't.	Con't.	Con't.	Con't.	Con't.	Con't.	Con't.
Local School Board	304	13. Teaching Aids (Local)									
		A. Projectors $400 each	0	9	10				10	5	10
		B. Traffic Board $80 each	0	11	20				20	10	15
		C. Storage and File Cabinets $125 each	0	9	20				20	10	15
		D. Porto Clinics $350 each	0	8	15				15	10	15
		E. Tape Recorder $200 each	0	3	5				5	3	8
		F. Films (Mark IV Drivotrainer) $125 each	0	0	24				24	28	32
		G. Films (Misc.)			Misc.				Misc.	Misc.	Misc.

10. DESCRIPTION continued.

education certificate to determine the effectiveness of the driver education training course in preparing the individual to be a better safe driver. The frequency and type of accidents and conviction involvement were analyzed and related to the fact of whether or not an individual had a driver training course, and the jurisdiction in which the course was given. A report was sent to all school systems having driver education. This report included the number of accidents, violations, and fatalities within each school jurisdiction. (See Attachment B for example.) The traffic records committee is in the process of developing a comprehensive data program that

11. COST BY TASK ($000)									
12. Administration (State) (Supplies)	1.5	1.6	0.45	0.45	0.45	0.45	1.8	2	2
13. Teaching Aids (Local)	NA	9.7	18	0	0	0	18.0	12	15
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-05	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
Local School Board	304	14. Contractual Services									
		A. Vehicles	890	900	950	950	950	950	950	960	970
		B. Vehicle Maintenance (Gas, Oil) $200/Veh.	890	900	950	950	950	950	950	960	970
		C. Maintenance Agreements (Simulators)	264	408	488	488	488	488	488	568	600
		D. Car Insurance $150/Car	890	900	950	950	950	950	950	960	970

10. DESCRIPTION continued.
will enable us to evaluate our driver education program more effectively. The school systems in our state continue to update their programs by purchasing simulators and driving ranges and also by hiring additional teachers to provide driver education to all eligible students. The Safety Section of the Virginia Highway Research Council is developing a driver education curriculum unit of instruction designed primarily to inculcate and/or modify attitudes of high school students who are learning to drive.

11. COST BY TASK ($000)									
14. Contractual Services	391	437	119.5	119.5	119.5	119.5	478	596	583
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-06	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local School Board	304	15. Procedure Equipment									
		A. Simulators 12 Station Units at $58,000 each	10	3					10	2	2
		B. Multi-Car Driving Range ($30,000) each Includes all Equipment	10	9					8	3	3
		C. Drivocators $14,000 each							3	3	3
		D. Office Equipment	NA	NA					3	3	3
10.		11. COST BY TASK ($000)									
		15. Equipment									
		A. Simulators	380	114	380	0	0	0	380	76	76
		B. Ranges	250	270	240	0	0	0	240	90	90
		C. Drivocators	0	0	42	0	0	0	42	42	42
		D. Office Equipment	NA	NA	0	0	0	0	3	4	4
		12. TOTAL COST ($000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

FY-73

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 / 46-73-04-07	4. DATE 4-1-72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Education Services of the Department of Education	304	16. Procure Equipment C. State Level									
		1. Projectors at $220 each	1	1	0	0	0	0	0	0	0
		2. Tape Cartridges at $3.00 each	6	3	8	0	0	0	8	6	6
		3. Cousino at $225.00 each	1	1	0	0	0	0	0	0	0
		4. Slide Trays at $3.00 each	4	1	5	0	0	0	5	1	1
		5. Carrying Case at $11.00 each	1	1	1	0	0	0	1	0	0
		6. Lamps at $10.00 each	2	3	5	0	0	0	5	3	3
		7. Bookcases at $200.00 each	0	0	2	0	0	0	2	0	0
		8. Typewriter at $700.00 each	0	0	1	0	0	0	1	0	0
10.		11. COST BY TASK ($000) 16. Equipment (State)	.506	.498	1.2	0	0	0	1.2	.051	.051
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. DE-73-161 46-73-04-08	4. DATE 4/1/72
	5. DRAFTED BY William Howard APPROVED BY John T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
DMV	310	17. Traffic records system for extracting the necessary data from the driver history file, [illegible] and correlate the data, and produce a final report.		Developed Printout	Report	Report	Report	Report	Report	Update	Update
Traffic Records Committee	310	18. In conjunction with the traffic records committee develop a data system for measuring more effectively the high school driver education program.		Analysis	Developed	Developed	Report	Report	Report	Imple.	Imple.
Highway Research Council	304	19. Develop Attitude Modification Curriculum.	Developed	Imple.					Evaluate		
Driver Educ. Services	303	20. Motorcycle Driver Education Program	Survey	Developed	Imple.	Cont'd.	Cont'd.	Cont'd.	Imple.	Cont'd.	Cont'd.
10.		11. COST BY TASK $(000) 17. Data System 19. Develop Curriculum	Cost	Included	In SEP 300 — Under Safety Section						
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE High School Driver Education					3. No. DE-73-161 46-73-04-09	4. DATE 4-1-72
				TASKS										
			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 304												
	I	Total $(000)	15,257.5	2.0	4.0								1,000	
	S	Federal	826	2.0	4.0									
	T	To Localities	888											
	R													
		New Obligations	826	2.0	4.0									
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. State of Virginia | 2. TITLE High School Driver Education | 3. No. DE-73-161 46-73-04-10 | DATE 4-1-72

			TOTAL	TASKS 11	12	13	14	15	16	17				
13.	D	Standard: 304												
	I	Total $(000)		13,087.5	1.8	18	478	665	1.2					
	S	Federal		129	1.8	18	5	665	1.2					
	T	To Localities		200	0	18	5	665	0					
	R	New Obligations		129	1.8	18	5	665	1.2					
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.		Local Costs by Object												
		Salaries												
		Per Diem and Travel												
		Contracts												
		Equipment												
		Supplies												
		Maintenance and Operations												
		Total												

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-161 / 46-73-04-11	Date	19 70	19 71	Fiscal Year 72					19 73	19 74
High School Driver Education	4-1-72	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6a. EFFECTIVENESS										
* Number of violations among those completing a high school driver education course. 1.		10,969								
* Personal injuries among those having completed high school driver education 2.		2,716								
* Fatalities among those having completed high school driver education 3.		26								
4.										
5.										
* These figures represent the injuries and fatalities among those students who have completed high school driver education in the school year 1970-71 6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-161 / 46-73-04-12 Commercial Driver Education	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 1973 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* (1) Deaths (2) Injuries (3) Economic loss among those completing a commercial driver education course 1.										
2.										
3.										
4.										
5.										
* Data not available. (See SEP 310) 6.										

ATTACHMENT A

WORK PROCEDURES IN DEVELOPING THE STATE APPROVED DRIVER EDUCATION PROGRAM

Active assistance by staff members includes:

1. Provide advisory and consultive services to help local school systems improve and expand their programs,

2. Aid local school systems in developing effective patterns of administration and supervision,

3. Establish and promulgate standards for high school courses,

4. Encourage teacher preparation institutions to establish and offer high-quality teacher preparation programs,

5. Develop and distribute resource materials, i.e., curriculum guides, administrative handbooks, and other pertinent information,

6. Develop guides to aid school divisions in the purchasing or otherwise obtaining automobiles and other equipment for laboratory instruction, including plans for the preventive maintenance of such equipment and its periodic replacement,

7. Advise local school systems on matters of insurance and legal responsibilities related to administration and operation of programs,

8. Stimulate local school systems to undertake in-service programs for teachers and to encourage these teachers to acquire additional professional preparation,

9. Serve as liaison staff in order to develop and maintain close working relationships with interested agencies (both official and nonofficial),

10. Counsel on types of, and specifications for, facilities and equipment to take advantage of new developments (use of television, multiple-car driving ranges and simulators).

ATTACHMENT B
SAMPLE
BREAKDOWN OF DRIVER EDUCATION STATISTICS
FOR SCHOOL YEAR 1970-71

City SCHOOL DIVISION

			Sample Numbers
1.	Total Number of Students Successfully Completing a State-approved Driver Education Program in the State		63,087
2.	Total Number of Students Successfully Completing a State-approved Driver Education Program in Your School Division		109
*3.	The Rank of Your Division as Compared to Other School Divisions for Students Successfully Completing a State-approved Driver Education Program		29
4.	Total Number of Violations in the State, City, and County	City	3,995
		County	6,974
		Total	10,969
5.	Total Number of Violations in Your School Division		21
*6.	The Rank of Your Division as Compared to the Rank of Other School Divisions in Violations		26
*7.	Your Rank in the State as to the Number of Students Trained in Your Division as Compared to the Rank for the Number of Violations in your Division	Trained	29
		Violations	26
8.	Your School Division Had 19 Violations for Every 100 Students Trained. The Average Number of Violations per 100 Students Trained in the State is:	County	17
		City	18

* Cities Ranked with Cities
* Counties Ranked with Counties

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SAMPLE

DRIVER EDUCATION STATISTICS
FOR FISCAL YEAR ENDING JUNE 30, 1971

City

ACCIDENTS	NO.	NO. DRIVERS INVOLVED M	F
PERSONAL INJURY	5	5	0
PROPERTY DAMAGE	10	8	2
FATALITY	0	0	0

VIOLATIONS, TYPE	NO.	NO. DRIVERS INVOLVED M	F
SPEEDING	6	6	0
RECKLESS DRIVING	3	3	0
DRIVING INTOXICATED	1	1	0
OPER. IMPROPER CONTROL	1	1	0
IMPROPER DRIVING	3	3	0
IMPROPER EQUIPMENT	1	1	0
OPER. VEH. ILLEGAL/NO INSPECTION STICKER	2	1	1
DRIVE WITHOUT LIC.	1	1	0
NO OPER. LIC.	1	1	0
EXPIRED LIC.	1	1	0
TITLE, REGISTER, LIC. PLATES	1	1	0
TOTAL	21		

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Adult Driver Education	3. NO. DE-73-162 46-73-04-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	See Effectiveness Supplement to the Subelement
6b. OUTPUT	C% of Adult Drivers Completing Adult Driver Education V No. of Adult Drivers Completing Adult Driver Education

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
Driver Education Services	304	1. Adult driver education curriculum		Developed					Instruct	Instruct	Instruct Review
		Number of participants	7,300	10,300					12,500	15,000	16,000
Driver Education Services	304	2. Motorcycle safety curriculum		Developed					Instruct	Instruct	Instruct
Driver Education Services	304	3. Driver education curriculum for EMS personnel		Survey	Analysis	Develop	Imple.	Imple.	Imple.	Con't.	Con't.
Driver Education Services	304	4. Professional staff			1	1	1	1	1	1	1

10. DESCRIPTION

In order to reduce the number of accidents including fatalities, personal injuries, and property damage, the Driver Education Services of Virginia has hired a full-time staff member to travel throughout the state for the purpose of assisting localities with the establishment of all out-of-school driver education programs. The adult program will include additional training for adults, out-of-school youth, emergency medical services personnel, as well as motorcycle drivers. The course would also be available to policemen and firemen. The Driver Education Services of Virginia has completed curriculums for adult and

11. COST BY TASK $(000)									
1. Adult driver education	Cost shown in driver improvement school SEP.								
4. Professional staff	16.1	17.5	Cost shown in driver improvement school SEP.						
12. TOTAL COST $ (000)	25.5	26.5	2.375	2.375	2.375	2.375	9.5	3	4.5
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	12.75	26.5	0	0	0	0	0	0	0
FEDERAL SHARE	12.75	0	2.375	2.375	2.375	2.375	9.5	3.0	4.5
TO LOCALITIES	0	0	2.375	2.375	2.375	2.375	9.5	0	0

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Adult Driver Education	3. NO. DE-73-162 46-73-04-02	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Driver Education Services	304	5. Secretary (State D. E. S.)	1	1	1	1	1	1	1	1	1
Driver Education Services	304	6. Equipment (State D. E. S.) Supplies (Office) Furniture (Office)									
Driver Education Services	304	7. Travel (State D. E. S.)									
Traffic Records Committee	310	8. Data system									

motorcycle safety driver education. They are now in the process of developing a curriculum for EMS personnel. The defensive driving course will be taught through our adult driver educational program. Equipment, classrooms, and personnel from the local high schools will be used for the program.

At the present time the Traffic Records Committee of the Highway Safety Division of Virginia is in the process of developing a traffic records system that will enable us to provide the state with the necessary data for effective evaluation.

11. COST BY TASK ($000)									
5. Secretary — State D. E. S.	5.5	6	1.625	1.625	1.625	1.625	6.5	*	*
6. Equipment — State D. E. S.	2.1	1	.25	.25	.25	.25	1	1	1.5
7. Travel — State D. E. S.	1.8	2	.5	.5	.5	.5	2	2	3
								*Cost shown in High School Driver Education SEP.	
12. TOTAL COST ($000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Adult Driver Education	3. No. DE-73-162 46-73-04-03	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10
13.	D	Standard: 304	9.5	0				6.5	1	2			
	I	Total $(000)	9.5	0				6.5	1	2			
	S	Federal	9.5	0				6.5	1	2			
	T	To Localities											
	R	Prev. Obligations											
		New Obligations	9.5	0				6.5	1	2			
	I	Standard:											
	B	Total											
	U	Federal											
	T	To Localities											
	I	Prev. Obligations											
	O	New Obligations											
	N	Standard:											
		Total											
	B	Federal											
	Y	To Localities											
		Prev. Obligations											
		New Obligations											
	S	Standard:											
	T	Total											
	A	Federal											
	N	To Localities											
	D	Prev. Obligations											
		New Obligations											
	A	Total											
	R	Federal											
	D	To Localities											
		Prev. Obligations											
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-162 46-73-04-04 Adult Driver Education	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* Number of adults with traffic violations that have attended an adult driver education course. 1.										
* Percent of the total state accidents caused by those adults having attended an adult driver education course. 2.										
* Amount of economic loss from accidents among those having attended an adult driver education course. 3.										
* Number of deaths among those completing an adult driver education course. 4.										
* Amount of property damage among those completing an adult driver education course. 5.										
* Information will be available upon completion of the states new traffic records system. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Driver Improvement School	3. NO. DE-73-163 / 46-73-04-01	4. DATE 7-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY John T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Number of people convicted of hazardous moving violations completing driver improvement schools	See	Effective	Supplement to the Subelement						
6b. OUTPUT		C % of drivers attending driver improvement schools	NA								
		V Number of drivers attending driver improvement schools	NA								
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	304	1. Driver Improvement School (No. Established)	73	103					125	150	160
Community College	304	2. Regional Training Centers for Traffic Improvement (No.)	0	0					3	3	3
Traffic Records Committee	310	3. Data System		Analysis					Devel.	Implem.	Implem.
Driver Education Services	304	4. Hire Personnel (State D. E. S.)			1	1	1	1	1	1	1
		5. Clerical Staff			1	1	1	1	1	1	1
	304	6. Travel									

10. **DESCRIPTION**: In order to reduce the number of accidents, including fatalities, personal injuries and property damage, caused by poor driving habits and/or attitudes of drivers, Virginia plans to increase the number of cities and counties that make available driver improvement schools. The driver improvement schools have been established in our state for the repeat traffic law violators who are referred by the courts in lieu of fines or possible revocation of license. In most cases the violator must attend 8 hours of classroom instruction during the next year. The Driver Education Services of Virginia will attempt to establish schools in as many cities and counties as possible. The equipment and personnel of the local high schools will be

11. COST BY TASK $(000)									
1. Driver Improvement Schools $5 per student; 100 students per year per school (average)	35	50	15.625	15.625	15.625	15.625	62.5	75	80
2. Training Centers	0	0	15	15	15	15	60	60	60
4. Personnel	0	0	3.625	3.625	3.625	3.625	14.5	15	16
5. Clerical Staff			1.3	1.3	1.3	1.3	5.2	5.5	6
6. Travel			.5	.5	.5	.5	2	2.5	3
12. TOTAL COST $(000)	35	50	36.05	36.05	36.05	36.05	144.2	158	165
LOCAL SHARE	35	50	15.62	15.62	15.62	15.62	62.5	75	80
STATE SHARE	0	0	7.5	7.5	7.5	7.5	30.0	30	30
FEDERAL SHARE	0	0	12.925	12.925	12.925	12.925	51.7	53	55
TO LOCALITIES	0	0	7.5	7.5	7.5	7.5	30.0	30	30

Driver Improvement Schools DE-73-163 / 46-73-04-02 DESCRIPTION: (Cont.)

utilized for this program. One full-time staff member has been hired at the state level for coordination of the program. A driver improvement school has recently been developed in the Fairfax area in conjunction with the ASAP in order to make available a driver education course to those individuals charged with DWI and other traffic law violations. An evaluation of our program will be made upon completion of the new traffic records system. This is being handled by the traffic records committee recently appointed by the Highway Safety Division.

Driver improvement schools are part of our adult driver education program in Virginia. Traffic violators remain anonymous while attending the school. In many cases the judges have requested that their local governing bodies establish these schools.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Driver Improvement Schools | 3. No. DE-73-163 46-73-04-03 | 4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10
13.	D	Standard: 304											
	I	Total $(000)	144.2	62.5	60		14.5	5.2	2				
	S	Federal	51.7	0	30		14.5	5.2	2				
	T	To Localities	30.0		30		0	0	0				
	R	Prev. Obligations	0		0		0	0	0				
		New Obligations	51.7		30		14.5	5.2	2				
	I	Standard:											
	B	Total											
	U	Federal											
	T	To Localities											
	I	Prev. Obligations											
	O	New Obligations											
	N	Standard:											
		Total											
	B	Federal											
	Y	To Localities											
		Prev. Obligations											
		New Obligations											
	S	Standard:											
	T	Total											
	A	Federal											
	N	To Localities											
	D	Prev. Obligations											
		New Obligations											
	A	Total											
	R	Federal											
	D	To Localities											
		Prev. Obligations											
14.		Local Costs by Object											
		Salaries											
		Per Diem and Travel											
		Contracts											
		Equipment											
		Supplies											
		Maintenance and Operations											
		Total											

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-163 46-73-04-04 Driver Improvement Schools	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* Number of accidents and fatalities among those having completed a driver improvement school 1.										
* Traffic violations among those having attended a driver improvement school 2.										
3.										
4.										
5.										
* Data will be available upon completion of our new traffic records system. 6.										

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO. DE-73-164 46-73-04-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS See Effectiveness Supplement to the Subelement										
6b. OUTPUT	C% of Handicapped Drivers Completing D. E. V No. of Handicapped Drivers Completing D. E.									
7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
Local School Board	304	1. High schools with vocational driver education (No.)	4	4	15	15	15	15	15	20	20
Local Political Subdivisions and Dept. of Education	304	2. Special driver education for the handicapped									
		A. No. of cities with programs	3	4	6	6	6	6	6	8	12
		B. No. of students at Woodrow Wilson Rehabilitation Center	0	250	375	375	375	375	375	375	500
Dept. of Educ.	304	3. Driver education at boys home (No. of students)	0	200	200	200	200	200	200	200	200
Dept. of Educ.	304	4. Driver education certificate									

10. DESCRIPTION To reduce the number of accidents including fatalities, personal injuries and property damage among those drivers with both physical and mental handicaps, the Driver Education Services of Virginia is attempting to make available the type of driver education necessary to make the handicapped better drivers. At the present time local high schools around the state offer vocational driver education along with their regular curriculum. Several communities have special driver education programs for the handicapped. Driver education is also offered at one of our detention homes for boys by A.A.A.

11. COST BY TASK $(000)									
3. Boys home		27	30	0	0	0	30	35	40
12. TOTAL COST $(000)	9	156.2	104.4	0	0	0	104.4	95.2	104.5
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	9	91.6	52.2	0	0	0	52.2	47.6	52.25
FEDERAL SHARE	0	64.6	52.2	0	0	0	52.2	47.6	52.25
TO LOCALITIES	0	0	0	0	0	0	0	0	0

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO. DE-73-164 / 46-73-04-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Traffic Records Committee and DMV Driver Education Services	310	5. Develop data system		Feasibility Study	Devel.				Develop.	Imple.	Con't. Review
Woodrow Wilson Rehab. Center	304	6. Equipment (Woodrow Wilson)	Contract Bids			Complete Bldg.			Complete		
		A. One multi-car-driving range		Build	Build						
		B. Misc. teaching materials									
		C. Simulator (13 unit)	0	1	20	0	0	0	0	0	0

10. **DESCRIPTION:** The detention home has applied for certification from the state to make available a driver education course to all those eligible.

Driver education is also offered at one of the state's rehabilitation centers. The course at Woodrow Wilson started in 1966 with one instructor, another instructor was hired in 1971 and an additional instructor began in Feb. of 1972. The course consists of approximately 40 hours of classroom discussion, 16 sessions on simulators and approximately 14 hours in-car driving, or longer in some cases. Courses are offered to those handicapped drivers who have never been licensed, and those who have become

11. COST BY TASK $(000)									
6. A. Driving range (includes land and equipment).	48	20					20	1	1
B. Teaching aids	4	2					2	3	4
C. Simulator	31	0					0	0	0
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO. DE-73-164 46-73-04-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	19_72 FY-1	FISCAL YEAR 19_73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19_74 FY+1	19_75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Woodrow Wilson Rehab. Center	304	7. Personnel (Woodrow Wilson)									
		A. Instructors	1	3					3	3	4
		B. Secretary	1	1					1	1	1
Woodrow Wilson	304	8. Classroom space (Woodrow Wilson)									
Woodrow Wilson	304	9. Travel (Woodrow Wilson)									
Woodrow Wilson	304	10. Special training for instructor		1	1	0	0	0	1	0	1
Woodrow Wilson	304	11. Maintenance — 3 cars and simulator (Woodrow Wilson)									

10. **DESCRIPTION** (Cont.) disabled since they received their permits. The course includes all types of adaptation from left foot acceleration to full hand control. Equipment at the center includes: Three cars; twelve Aetna driver simulators with 16 films, instructor's console and digital recorder plus a Porto-Glare visual and reaction tester. Each instructor will serve approximately 125 students per year. The average cost per student is $96.00 per year. It is anticipated that our needs for fiscal 1973 will include the salaries of the two additional instructors, funds for completion of our multi-car driving range and miscellaneous teaching materials.

11. COST BY TASK $(000)									
7. Personnel									
A. Instructors	9	25.65	30				30	33	35
B. Secretary		1.6	2				2	2.2	2.5
8. Space		16.	16.8				16.8	16.8	16.8
9. Travel		.350	.5				.5	.5	.6
10. Training		.60	.60				.60	.60	.60
11. Maintenance	2	2	2.5				2.5	3.0	4.0
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

Driver education certificates developed by the Driver Education Services and DMV for evaluation of the program will be issued to all handicapped drivers completing state approved driver education. This certificate is explained in more detail in the description of our high school driver education program.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. No. DE-73-164 46-73-04-05	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	11
13.	D	Standard:												
	I	Total	104.4			30			22	32	16.8	.5	.6	2.5
	S	Federal	52.2			12.2			22	18	0	0	0	0
	T	To Localities	0			0			0	0	0	0	0	0
	R	Prev. Obligations												
		New Obligations	52.2			12.2			22	18	0	0	0	0
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-164 / 46-73-04-06	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
*Number of accidents caused by the handicapped driver 1.										
*Number of accidents caused by the handicapped drivers who have completed a special driver education course 2.										
*Number of deaths among the handicapped drivers who have completed a special driver education course 3.										
*Amount of economic loss attributed to the handicapped drivers who have completed a special driver education course 4.										
5.										
*Data will be available upon completion of traffic records system (See SEP [illegible]) 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. CITY / COUNTY State of Virginia	2. TITLE Commercial Driver Education	3. NO. DE-73-165 / 46-73-04-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	SEE EFFECTIVENESS SUPPLEMENT TO THE SUBELEMENT
6b. OUTPUT	C % of Drivers Completing Commercial Driver Education V No. of Drivers Completing Commercial Driver Education

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
Driver Education Services of the Department of Education	304	1. Commercial Driver Education Schools									
		A. No. of Schools Licensed by State	35	45					50	55	60
		B. No. of Certified Teachers	80	80					85	100	120
		C. No. of Schools Licensed by Department of Prof. & Occ. Regis.	40	45					50	55	60
"	304	2. State Board for Commercial Driver Training	Establish	Con't.					Con't.	Con't.	Con't.
Traffic Records Committee	310	3. Data System									

10. **DESCRIPTION:** The long-term goal of the commercial driver education program in Virginia is to make available to those persons — drivers or learners — who are unable to attend a school sponsored course, a state approved driver education program. We feel that after the initiation of this or any driver education course, the number of accidents including fatalities, personal injuries and property damage will be reduced.

11. COST BY TASK ($000)									
2. Expenses for Board	1.5	1	.25	.25	.25	.25	1	1	1
12. TOTAL COST ($000)	1.5	1	.25	.25	.25	.25	1	1	1
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	.75	1	.125	.125	.125	.125	.5	.5	.5
FEDERAL SHARE	.75	0	.125	.125	.125	.125	.5	.5	.5
TO LOCALITIES	0	0	0	0	0	0	0	0	0

In Virginia anyone under the age of 18 wishing to apply for a driver's license must first complete an approved driver education program. In many cities and counties the local schools are unable to offer driver education to their own students let alone the out of school youth. For this reason many of our cities and counties have contracted with commercial driving schools to make available driver education to everyone. At the present time any commercial school offering driver education to anyone under 18 must have a state approved curriculum. This curriculum is identical to that used in our public schools. The Driver Education Services Division of the State Department of Education presently approves these commercial schools that instruct students under 18. The remaining commercial schools are licensed by the Department of Professional and Occupational Registrations. Their main function is to teach adults how to drive. These adults are usually learners.

The 1968 session of the General Assembly passed Chapter 113, Acts of the Assembly, 1968, thereby creating a Board entitled State Board for Commercial Driver Training Schools. In creating such a Board, the legislature gave the Board the authority to license all commercial driver training schools and, further, gave the Board the authority to establish rules and regulations relating to location, equipment, courses of instruction, instructors, previous courses of instruction, previous records of the school and instructors, financial statements, schedule of fees and charges, character and reputation of the operators, and insurance in such sum and with such provisions as deemed necessary to protect adequately the interests of the public. In addition, the Board may promulgate rules and regulations in such other matters as the Board deems necessary for the protection of the public.

The development of a data system will be handled by the Traffic Records Committee in conjunction with the Driver Education Services Division for more effective evaluation of the Commercial Driver Education Program in the state.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Commercial Driver Education	3. No. DE-73-165 46-73-04-03	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: ($000)												
	I	Total	1	1										
	S	Federal	.5	.5										
	T	To Localities	0	0										
	R	Prev. Obligations	.5	.5										
		New Obligations	.5	.5										
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DE-73-165 / 46-73-04-04T Commercial Driver Education	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 1973					19 74 FY+1	19 75 FY+2
				1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total		
6a. EFFECTIVENESS										
* Deaths Injuries Economic loss Among those Completing a Commercial 1. Driver Education Course										
2.										
3.										
4.										
5.										
* Data will be available upon completion of new state traffic records system. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Safety Education	3. NO. DE-73-166 46-73-04-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Death Rate Per 100 Million Vehicle Miles of Travel	4.27	4.10					3.91	3.74	3.56
6b. OUTPUT		C % of Highway Safety Personnel Trained	NA								
		V No. of Individuals Trained	NA	NA	NA				NA	NA	NA
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	304	1. Highway Safety Training Center		Devel.	Imple.						
		2. Professional staff									
		A. Program Chairman									
		2 man-months at 2,502/mo.	0	0	1	1	1	1	1	1	1
		B. Director, Traffic Safety Program	0	0	1	1	1	1	1	1	1
		C. Traffic Safety Specialist	0	0	1	1	1	1	1	1	1
		D. Program consultants									
		75 man-days $100/man-day	0	0	0	25	25	25	75	75	75

10. **DESCRIPTION** The objective of our highway safety program in Virginia is to reduce the number of persons killed or injured on our highways due to a lack of education on their part or that of traffic personnel throughout the state.

In order to upgrade all traffic personnel throughout the state as well as the public in general the HSD has begun work on the development of a Highway Safety Training Center to be located at one of our state universities.

Initially, the fundamental concepts of the proposed Virginia Highway Safety Training Center include: 1. A Traffic Safety Training Institute to provide both classroom and on-site staff

11. COST BY TASK									
1. Highway Safety Training Center									
2. Professional staff	0	15							
A. Chairman	0	0	1.2512	1.2512	1.2512	1.2512	5.005	5.255	5.518
B. Director	0	0	5.5	5.5	5.5	5.5	22	23.1	24.2
C. Specialist	0	0	3.6095	3.6095	3.6095	3.6095	14.438	15.2	15.9
D. Consultant	0	0	0	2.5	2.5	2.5	7.5	8.5	9.5
12. TOTAL COST	0	15	31.6826	31.7926	31.7926	31.7926	127.061	125.57	131.8
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	0	7.5	15.8413	15.8963	15.8963	15.8963	63.531	62.79	65.9
FEDERAL SHARE	0	7.5	15.8413	15.8963	15.8963	15.8963	63.531	62.79	65.9
TO LOCALITIES	0	0	0	0	0	0	0	0	0

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Safety Education	3. NO. DE-73-166 46-73-04-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	304	3. Sub-Professional staff									
		A. Conference Coordinator			1	1	1	1	1	1	1
		B. Clearinghouse Research Assistant			1	1	1	1	1	1	1
HSD	304	4. Secretarial services									
		Steno "B"			1	1	1	1	1	1	1
		Parttime - 1500 hours - No. of hours			375	375	375	375	1500		

assistance for professional, paraprofessional, and technical specialists throughout the state.

2. An informational clearinghouse through which information and materials will be supplied upon request.

3. A statewide newsletter and status report of current events in traffic safety-related areas.

4. Curriculum development for higher education. Suggested courses to be offered through the Institute would include, but not be limited to, the following topics and audiences.

1. Implementation of the Highway Safety Standards- 135 local highway safety commissions.

11. COST BY TASK								
3. Sub-Professional staff								
A. Conference Coordinator		2.365	2.365	2.365	2.365	9.460	9.933	10.430
B. Research Assistant		2.375	2.375	2.375	2.375	9.5	9.975	10.5
4. Secretarial services								
Steno "B"		1.2935	1.2935	1.2935	1.2935	5.174	5.433	5.704
Parttime		.8062	.8062	.8062	.8062	3.225	3.225	3.225
12. TOTAL COST								
LOCAL SHARE								
STATE SHARE								
FEDERAL SHARE TO LOCALITIES								

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Safety Education	3. NO. DE-73-166 46-73-04-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	304	5. University overhead 36% of salaries and wages (except consultants) (36% x 68,801.94)									
HSD	304	6. Travel and per diem									
HSD	304	7. Conference equipment									
HSD	304	8. Clearinghouse furnishings and materials - includes furnishings, books, monographs, periodicals, films tapes, demonstration equipment									

10. DESCRIPTION	11. COST BY TASK								
2. Implementation of the Highway Safety Standards (Basic level) — Civic organizations; local project chairmen; PTA's; community leaders.	5. University overhead	0	0	6.1922	6.1922	6.1922	6.1922	24.769	25.95	27.188
3. Legislation (existing and needed) — State legislators.	6. Travel, etc.	0	0	1.25	1.25	1.25	1.25	5	5	5
4. Police Traffic Services — Enforcement officers.	7. Equipment	0	0	.5	.5	.5	.5	2	0	0
5. Breathalyzer training — Enforcement officers.	8. Furnishings and materials	0	0	2.075	2.075	2.075	2.075	8.3	4.1	4.1
6. Defensive driving — general public.										
At the present time data for evaluation of this program is being developed by the Traffic Records Committee.	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

IV-83

1300

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Safety Education	3. NO. DE-73-166 46-73-04-04	4 DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	304	9. Typewriter	0	Bids	1	0	0	0	1	1	1
HSD	304	10. Office furniture 3 sets at $350 each	0	Bids	3	0	0	0	3	0	0
HSD	304	11. Printing and Production									
HSD	304	12. Office supplies	0	Bids	Deliv.	Deliv.					
HSD	304	13. Newsletter (No. of copies)			Publish	Publish	Publish	Publish	3000	3000	3000
10.		11. COST BY TASK $(000)									
		9. Typewriter	0	0	.34	0	0	0	.34	0	0
		10. Furniture	0	0	1.05	0	0	0	1.05	0	0
		11. Printing and production	0	0	.875	.875	.875	.875	3.5	4	4.5
		12. Office supplies	0	0	1	0	0	0	1	1	1
		13. Newsletter	0	0	.95	.95	.95	.95	3.8	3.9	4.0
		12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Safety Education	3. NO. DE-73-16C 46-73-04-05	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	304	14. Telephone									
HSD	304	15. Postage									
10.		11. COST BY TASK									
		14. Telephone	0	0	.15	.15	.15	.15	.6	.6	.6
		15. Postage	0	0	.1	.1	.1	.1	.4	.4	.4
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. State of Virginia | 2. TITLE Highway Safety Education | 3. No. DE-73-166 46-73-04-06 | 4. DATE 4-1-72

			TOTAL	TASKS 2	3	4	5	6	7	8	9	10	11	12	13	14	15
13.	D	Standard:															
	I	Total	127.061	48.943	18.96	8.399	24.769	5	2	8.3	.34	1.05	3.5	1	3.8	.6	.4
	S	Federal	63.531	24.4715	9.48	4.1995	12.385	2.5	1	4.15	.17	.525	1.75	.5	1.9	.3	.2
	T	To Localities	0	0	0	0	0		0	0	0	0	0	0	0	0	0
	R	Prev. Obligations									0	0	0	0	0	0	0
		New Obligations	63.531	24.4715	9.48	4.1995	12.385	2.5	1	4.15	.17	.525	1.75	.5	1.9	.3	.2
	I	Standard:															
	B	Total															
	U	Federal															
	T	To Localities															
	I	Prev. Obligations															
	O	New Obligations															
	N	Standard:															
		Total															
	B	Federal															
	Y	To Localities															
		Prev. Obligations															
		New Obligations															
	S	Standard:															
	T	Total															
	A	Federal															
	N	To Localities															
	D	Prev. Obligations															
		New Obligations															
	A	Total															
	R	Federal															
	D	To Localities															
		Prev. Obligations															
14.	Local Costs by Object																
	Salaries																
	Per Diem and Travel																
	Contracts																
	Equipment																
	Supplies																
	Maintenance and Operations																
	Total																

DRIVER EDUCATION

The driver education program in Virginia has been significantly improved in recent years; the main problem now is that there are not enough driver education teachers in schools and not enough equipment (simulators and multi-car driving ranges). Another problem is that there are too few adult driver education programs to provide education to everyone. During the 1970-71 school year, 73 schools offered adult and out-of-school youth programs, which were completed by 1,303 students. The adult program includes additional training for adults, out-of-school youth, emergency medical services personnel, and motorcyclists. This program is also available to policemen and firemen. The Driver Education Services has completed curriculums for adult and motorcycle safety driver education. It has developed A Suggested Guide for Driver Improvement Programs For Adult and Out-of-School Youth, which is being used statewide. A defensive driving course is also included in the adult program. A curriculum for emergency medical personnel is being developed.

Adult driver education programs are conducted through the public school system and financed by tuition fees. They are conducted upon need. Equipment, classrooms, and personnel from high schools are used for the program. The Traffic Records Committee is developing a traffic records system that will provide the state with the data necessary for effective evaluation of the programs.

High School Driver Education

In the 1970-71 school year, state-approved driver education programs were offered in all the state's 304 senior high schools and in two of its junior high schools. Of the 78,495 eligible students, 63,087 were offered and completed the program. This was an increase of 9% over the 1969-70 school year. However, these figures show that there were 15,408 eligible students who weren't offered driver education, and they

weren't because of a lack of teachers, simulators, multi-car driving ranges, and other related teaching aids.

The funds being requested for driver education, which amount to over $700,000 in federal funding, will be used to hire eight additional teachers at the local level, build 8 multi-car driving ranges, and purchase 10-12 unit simulators and other equipment to enable the state to reduce the number of its students not being offered driver education. The Driver Education Services plans to accept the responsibility at the state level for leadership in regard to the direction, coordination, supervision and promotion of quality driver education.

Three assistant supervisors and their secretaries will be funded to assure a well coordinated program throughout the state. These assistants will establish driver improvement schools and adult driver education courses, assist in the handicapped driver education program, and aid the localities in their high school programs.

The projects and programs being utilized to implement the total driver education program are as follows:

(1) Legislative requirement that all persons between 16 and 18 years of age shall complete a state-approved driver education program consisting of both classroom and in-car instruction to become eligible to apply for a Virginia operator's license.

(2) Statewide educational television utilizing "Sportsmanlike Driving" series.

(3) Semester course scheduling -- pilot program.

(4) Driver Education Certificate, to be issued upon completion of the state-approved driver education program.

(5) Alcohol countermeasures program.

(6) Driver education car control program.

(7) Membership in (VADETS) Virginia Association for Driver and Traffic Safety Education Association.

The Division of Motor Vehicles has designed a data system to analyze the driving history of persons completing a driver education training course and those receiving a driver education certificate to determine the effectiveness of the driver education training course in preparing the individual to be a better, safer driver. The frequency and type of accidents and conviction involvement are analyzed and related to whether or not the individual had a driver training course, and the jurisdiction in which the course was given. This report is sent to all school systems.

The Traffic Records Committee is developing a comprehensive data program that will enable the Highway Safety Division to more effectively evaluate the driver education program. The school system in Virginia continues to update its programs by purchasing simulators, driving ranges and related equipment, and by hiring additional teachers.

The Safety Section of the Virginia Highway Research Council is developing a driver education curriculum unit of instruction designed primarily to inculcate and modify the attitudes of high school students learning to drive. State-approved driver education programs are offered in nonpublic schools without reimbursement from state funds, which is the practice in public schools. Where nonpublic schools wish to offer driver education, all standards of teacher certification, time requirement, course content, and equipment apply and approval must be requested annually from the Driver Education Service. Upon completion of the state-approved program, students are eligible for the Insurance Credit Certificate and the Driver Education Certificate, which would allow them to apply for an operator's license at age 16 or prior to age 18.

Private and parochial school students may be enrolled in the public school driver education program during the summer, and state reimbursement may be claimed by the public school system for these students.

State reimbursement may be claimed for conducting state-approved driver education programs when the programs are approved by the State Department of Education annually, and teachers of classroom and in-car instruction are endorsed in driver education by the Department. Insurance Credit Certificates and Driver Education Certificates cannot be awarded if the program is not approved by the Department. Since July 1, 1968 requirements for an endorsement in driver education have consisted of three semester hours in general safety and three in basic driver education, along with a Virginia teaching certificate.

At present, 80 schools are using the multi-car driving range method and 47 are using simulators in conducting driver education programs.

The Driver Education Service has entered into an agreement with HUMRRO (Human Resources Research Organization) to submit a bid to the National Highway Traffic Safety Administration for developing and evaluating a model curriculum guide in driver education over a period of three years.

Commercial Driver Education

The long-term goal of the commercial driver education program in Virginia is to make available a state-approved driver education course to those persons (drivers or learners) unable to attend a school-sponsored course. Upon completion of this or any driver education course, the driver should be less likely to become involved in an accident, and the number of accidents including fatalities, personal injuries, and property damage would be reduced.

The 1968 session of the General Assembly passed Chapter 113, Acts of the Assembly, 1968, thereby creating a board entitled the State Board for Commercial Driver Training Schools. In creating such a board, the legislature gave it authority to license all commercial driver training schools and, further, gave it authority to establish rules and regulations relating to the location, equipment, courses of instruction, instructors, previous courses of instruction, previous records of the schools and instructors, financial statements, schedule of fees and charges, character and reputation of the operators, and insurance in such sum and with such provisions as deemed necessary to protect adequately the interests of the public. In addition, the Board may promulgate rules and regulations in such other matters as it deems necessary for the protection of the public. The development of a data system will be handled by the Traffic Records Committee in conjunction with the Driver Education Service for more effective evaluation of the Commercial Driver Education Programs in the state.

A commercial driver training school conducting driver education programs for anyone under eighteen years of age shall be licensed and certified annually by the Director of Professional and Occupational Registration and also by the Driver Education Service. The same minimum requirements for conducting a state-approved driver education program with respect to time, endorsement, equipment, etc. shall be in effect. The Curriculum Guide for Driver Education in Virginia shall be used by the commercial driving training schools in conducting programs for anyone under eighteen years of age. The commercial schools not teaching anyone under 18 years of age need be licensed only by the Department of Professional and Occupational Registrations.

Driver Education for the Handicapped

The program for driving education for the handicapped has moved forward in recent years, but needs additional funds and instructors to maintain its pace. High schools around the state offer vocational driver education along with their regular curriculums. Several communities have special driver education programs for the handicapped. Driver education is also offered at one of Virginia's detention homes for boys by the AAA. The detention home has applied for certification from the state to make available a driver education course to all those eligible.

Driver education is also offered at one of the state's rehabilitation centers. The course at Woodrow Wilson started in 1966 with one instructor; another instructor was hired in 1971 and an additional one began work in February 1972. The course consists of approximately 40 hours of classroom discussion, 16 sessions on simulators, and approximatly 14 hours in-car driving, or longer in some cases. Courses are offered to new drivers, both physically handicapped and regular, and those who have become disabled since they received their permits. The courses include all types of adaptation from left foot acceleration to full hand control. The average cost per student is $96 per year. For fiscal 1973, there will be a need for money to pay the salaries of two additional instructors, and funds for the multi-car driving range and miscellaneous teaching material.

Driver Improvement Schools

In order to reduce the number of accidents including fatalities, personal injuries, and property damage caused by poor driving habits and attitudes, driver improvement schools have been established for habitual traffic law violators referred by the courts for driving courses in lieu of fines or possible revocations of licenses. In most cases, the violator must attend eight hours of classroom instruction during the next year.

The Driver Education Service will attempt to establish schools in as many cities and counties as possible. The equipment and personnel of the high schools will be utilized. One full-time staff member has been hired at the state level for coordination of the program. A driver improvement school has recently been developed in the Fairfax area in conjunction with the ASAP program in order to make available a driver education course to those individuals charged with DWI or traffic law violations. An evaluation of the program will be made upon completion of the new traffic records system being developed by the Traffic Records Committee appointed by the Highway Safety Division. Driver improvement schools are part of the adult driver education program in Virginia and traffic violators attending them remain anonymous.

VIRGINIA HIGHWAY SAFETY CENTER

Initially, the fundamental concepts of Virginia's proposed Highway Safety Center include:

A Traffic Safety Training Institute to provide both classroom and on-site staff assistance for professional, paraprofessional, and technical specialists throughout the state.

An Information Clearinghouse through which information and materials will be supplied upon request.

A statewide Newsletter and Status Report of current events in traffic safety-related areas.

Curriculum development for higher education.

The Traffic Safety Center will be housed within the School of Community Services and the Department of Administration of Justice and Public Safety at Virginia Commonwealth University. Its director and all professional employees will hold faculty rank and be expected to teach courses insofar as program demands allow. The Center will require one full-time secretarial position.

Traffic Safety Training Institute

(Workshops, Short Courses, Seminars, and Conferences)

In order to increase the ability of all traffic personnel throughout the state as well as that of the general public, it is essential that short-term training be emphasized at the Safety Center. A full-time conference coordinator will be needed to ensure the continuity of planning and direction for all training activities. A portion of the time of a member of the Safety Center's faculty will be devoted to the supervision of this

conference coordinator. Other personnel needs could be handled through the use of student assistants and student interns. Guest lecturers will consist largely of specialists in various aspects of highway safety and will be engaged as required. In this manner, only a modest investment (i.e., honoraria and fees) will be necessary for hiring the professional staff. Thus, top level expertise may be contracted on a short-term basis.

Consulting services will also be offered by the Training Institute in order that local jurisdictions might have professional assistance in determining their training needs and priorities.

Suggested courses to be offered through the Institute would include the following topics and audiences.

TOPICAL CONTENT	AUDIENCE
Implementation of the Highway Safety Standards (technically-oriented)	The one hundred and thirty-five local highway safety commissions
Implementation of the Highway Safety Standards (basic level)	Civil organizations; local project chairman; PTA's; community leaders
Legislation (existing and needed)	State legislators
Police Traffic Services (accident investigation, data analysis, police traffic supervision, police traffic records, traffic law enforcement, preparing court cases, etc.)	Enforcement officers
Breathalyzer Training	Enforcement (policemen, etc.)
Instructor Training	Law enforcement officers responsible for training other personnel
Career Opportunities in Traffic and Highway Safety	High school and community college counselors
Traffic Engineering (traffic control devices, capacity, flow, design, equipment, etc.)	Professional, technical, and paraprofessional persons responsible for traffic engineering functions in local communities

TOPICAL CONTENT	AUDIENCE
The Traffic Court	Traffic court judges
Motor Fleet Safety	Personnel from trucking companies and transit firms
School Bus Safety	School administrators and school bus drivers
Motor Vehicle Administration	Those responsible for the many activities housed under motor vehicle administration
Legal Aspects of Alcohol and Drug Intoxication	Personnel servicing the criminal justice system (police through judicial) general public
Emergency Vehicle Driving	Enforcement officers; ambulance personnel; rescue squads
Defensive Driving	General public
Defensive Driving (Motorcycles)	All motorcycle operators
Emergency Medical Services	Ambulance attendants, rescue squads, funeral home personnel

Resources and Information Clearinghouse

This unit is envisioned as a storehouse or library of highway safety-related literature, materials, audiovisuals, and demonstration equipment. These items would be made available immediately upon request throughout the state at no expense to the recipients, other than a normal handling charge.

The Clearinghouse will be located within the facilities of the Administration of Justice and Public Safety Department at VCU. This location would assure access to both the academic staff and the student population.

A full-time research assistant will be needed to direct the activities of the Clearinghouse. Again, a portion of the time of a member of the Safety Center's faculty will be devoted to the supervision of this research assistant. In addition, the Clearinghouse will offer a unique learning opportunity for program majors to participate as interns and student employees.

Statewide Newsletter and Status Report

While concentrating on current events in the state of Virginia, this newsletter will encompass applicable trends on the national level. A large portion of the publication would stress programs and activities for individual, organizational, and community involvement which can be effectively carried out without federal funding. New and innovative techniques will be stressed, and successful programs from one area of the state will be publicized so that the entire state can benefit from them. In addition, magazine articles, periodicals, books, etc. of current interest will be featured. An abstract of recent research findings will also be included.

Overall administration and publication of the newsletter will be coordinated with the Clearinghouse. As an example, the newsletter might be used to encourage and assist the utilization of the Clearinghouse materials — i.e., the newsletter could include a calendar of training events or a tear-out form for requesting assistance from the Clearinghouse; on the other hand, the Clearinghouse could provide the newsletter with publications to be abstracted and current research to be noted.

An editorial assistant will be crucial in the compilation and distribution of the newsletter. As in the previous units, staff supervision must come from a member of the professional Traffic Center faculty. Student assistants and student interns will also be used profitably.

Curriculum Development for Higher Education

(Undergraduate Program)

It will be necessary to develop a curriculum leading toward a major in traffic and highway safety. For immediate planning purposes, this can most efficiently be developed within the program entitled Administration of Justice and Public Safety at VCU. Presently, the VCU catalogue lists one academic course (Traffic Planning and

Management) in this field of study. Another course (Legal Aspects of Highway Safety) is scheduled to be taught in the February 1972 semester. It is the intention of the school dean, the department chairman, and program faculty that additional undergraduate highway safety courses be added as staffing allows.

It is extremely important that academically and professionally qualified faculty be employed concurrently with the development of this area of concentration. Should a graduate program be desired, the need for curriculum development and appropriate staffing would become critical. Immediate staffing needs might be met by obtaining the services of one additional faculty member. Engagement of this additional person would enable the present traffic specialist on the faculty to devote sufficient time to the supervision of the previously mentioned activities and curriculum development and classroom instruction activities.

HIGHWAY SAFETY PROGRAM / PLAN SUPPLEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 / 46-73-05-01	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS		The number of crashes involving drivers with physical impairments and/or skill defects									
6b. OUTPUT		C Percent of total drivers tested V Total number of drivers licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	1. INSTRUCTION PERMIT AND LICENSING PROGRAM	178	187	49	49	49	49	196	205	214
		A. Instruction Permits Issued (000)									
		B. Personnel									
		1. Supervisors	4	4	4	4	4	4	4	4	4
		2. License Examiners	21	21	21	21	21	21	21	21	21
		3. Clerks	19	19	19	19	19	19	19	19	19

10. DESCRIPTION

Long-term objectives of driver testing and licensing by Virginia Division of Motor Vehicle personnel are to test 100% of applicants for first license and license holders every four years to reduce total crashes, property damage, injuries, and death by (1) preventing unqualified persons from becoming drivers on the highways, and (2) removing drivers who fail to maintain standards of qualification from the highways.

1. This program is designed to initially test and license citizens temporarily in order to allow the citizen to learn proper driving habits and skills under supervision of a licensed driver.

11. COST BY TASK									
1. Instruction Permit and Licensing Program ($000)	439	463	121	122	122	122	487	514	540
12. TOTAL COST	10,552	11,139.5	2,970	2,975	2,981	2,981.5	11,907.5	12,527	13,038
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	10,552	11,139	2,924	2,929	2,935	2,936	11,724	12,318	12,934
FEDERAL SHARE	0	272.5	46	46	46	45.5	183.5	209	104
TO LOCALITIES	0	0	0	0	0	0	0	0	0

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-02	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		The number of crashes involving drivers with physical impairment and/or skill defects									
6b. OUTPUT		C Percent of Total Drivers Tested V Total Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	2. ORIGINAL LICENSE TESTING AND LICENSE ISSUE PROGRAM									
		A. Original Licenses Issued (000)	202	205	52	52	52	53	209	212	216
		B. Personnel - State Level									
		1. Supervisors	8	8	8	8	8	8	8	8	8
		2. License Examiners	26	26	26	26	26	26	26	26	26
		3. . Clerks	25	25	25	25	25	25	25	25	25

10. DESCRIPTION	11. COST BY TASK									
2. This program is designed to test and license those citizens who have never been licensed in Virginia or who let their valid license expire.	2. Original License Testing and License Issue Program ($000)	582	615	161	162	162	162	647	683	717
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-03	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS The number of crashes involving drivers with physical impairments and/or skill defects		19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT	C Percent of Total Drivers Tested									
	V Number of Drivers Tested and Licensed Per Year									
7. RESP.	8. STD.									
		9. TASKS & MILESTONES								
DMV	305	3. RENEWAL LICENSE AND TESTING PROGRAM								
		A. Renewal Licenses Issued (000)	699	710	180	180	180	180	720	731	741
		B. Personnel - State Level									
		1. Supervisor	12	12	12	12	12	12	12	12	12
		2. License Examiners	103	103	103	103	103	103	103	103	103
		3. Clerks	47	47	47	47	47	47	47	47	47

10. DESCRIPTION	11. COST BY TASK $(000)								
3. This program is designed to test and relicense those citizens who hold a valid license and are physically and mentally qualified for renewal. This permits periodic screening of all drivers and removal of those no longer qualified for licensing from the highways.	3. Renewal License and Testing Program ($000)	1,611	1,701	447	447	448	448	1,790	1,889	1,984
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 / 46-73-05-04	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C Percent of Drivers Tested V Total Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	4. RESTRICTED LICENSE TESTING AND LICENSING PROGRAM.									
		A. Restricted License (000)	169	185	50	50	50	51	201	217	233
		B. Personnel - State Level									
		1. Supervisors	5	5	5	5	5	5	5	5	5
		2. License Examiners	2	2	2	2	2	2	2	2	2
		3. Clerks	12	12	12	12	12	12	12	12	12
10. DESCRIPTION 4. The program is designed to detect and test and license those citizens who are qualified to drive but only after special restrictions are met, i.e., hand controls.		11. COST BY TASK 4. Restricted license testing and license issue. ($000)	189	200	52	52	53	53	210	222	233
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. 46-73-05-05	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Number of Persons found to be Unqualified									
6b. OUTPUT		C Percent of Persons Retested Found Unqualified									
		V Number of Persons Retested									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	5. DRIVERS RETESTING AND LICENSING PROGRAM									
		A. Licenses Reissued (000)	90	104	29	29	30	30	118	132	146
		B. Personnel - State Level									
		1. Supervisor	7	7	7	7	7	7	7	7	7
		2. License Examiner	10	10	10	10	10	10	10	10	10
		3. Clerks	32	32	32	32	32	32	32	32	32
10. DESCRIPTION		11. COST BY TASK									
5. This program is designed to reexamine citizens after their privilege to operate motor vehicles has been restored after a revocation or suspension.		5. Driver Retesting and Licensing ($000)	484	511	134	134	135	135	538	568	596
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3 NO. DL-73-161 46-73-05-06	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19_71 FY-2	19_72 FY-1	FISCAL YEAR 19_73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19_74 FY+1	19_75 FY+2
6a. EFFECTIVENESS		The number of crashes involving drivers with physical impairments and/or skill defects									
6b. OUTPUT		C Percent of Drivers Under Insurance Requirements									
		V Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	6. FINANCIAL RESPONSIBILITY MONITORING PROGRAM.									
		A. Number of Suspension Orders Issued for failure to file or maintain proof of Financial Responsibility (000)	11	10	2	2	3	3	10	10	10
		B. Personnel - State Level									
		1. Supervisors	21	21	21	21	21	21	21	21	21
		2. Field Inspectors	15	15	15	15	15	15	15	15	15
		3. Evaluators	11	11	11	11	11	11	11	11	11
		4. Clerks	118	118	118	118	118	118	118	118	118

10. DESCRIPTION	11. COST BY TASK $(000)								
6. This program monitors those persons who must comply with insurance requirements, suspends and/or reinstates the operating and registration privileges of persons as required. Authorizes reexaminations of driver when insurance requirements are met and examination is required.	6. Financial Responsibility Monitoring Program ($000)	1,634	1,724	453	454	454	454	1,815	1,916	2,012
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUPPLEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-76-161 46-73-5-07	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	The number of crashes involving drivers with physical impairments and/or skill defects
6b. OUTPUT	C Percent of Total Drivers Tested V Number Drivers Tested and Licensed Per Year

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY 1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
DMV	305	7. CRASH REPORTING PROGRAM									
		A. Number Crash Cases Handled (000)	159	172	45	45	45	46	181	190	200
		B. Number Crash Reports Processed (000)	378	406	107	107	108	108	430	454	479
		C. Number Citizens Suspended due to Failure to File Insurance (000)	47	46	12	12	12	13	49	52	55
		D. Personnel - State Level									
		1. Supervisors	12	12	12	12	12	12	12	12	12
		2. Field Inspectors	12	12	12	12	12	12	12	12	12
		3. Evaluators	1	1	1	1	1	1	1	1	1
		4. Clerks	55	55	55	55	55	55	55	55	55

10. DESCRIPTION	11. COST BY TASK	19 71 FY-2	19 72 FY 1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
7. This program processes all crash reports, identifies those citizens who have not complied with insurance requirements, suspends operating privileges, issues notices for reexamination and recommends formal hearing action based on review of citizen's driving record.	7. Crash Report Program ($000)	779	829	216	216	217	217	866	914	959
	12. TOTAL COST									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

FY-105

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-08	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS	The number of crashes involving drivers with physical impairments and/or skill defects										
6b. OUTPUT	C	Percent of Total Drivers Tested									
	V	Number of Drivers Tested and Licensed Per Year									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	8. Conviction Processing Program									
		A. Number of Convictions Processed (000)	435	482	126	126	126	127	506	531	559
		B. Number of Revocation Orders Issued (000)	28	33	8	9	9	9	35	37	39
		C. Personnel - State Level									
		1. Supervisors	6	6	6	6	6	6	6	6	6
		2. Field Inspectors	10	10	10	10	10	10	10	10	10
		3. Evaluators	5	5	5	5	5	5	5	5	5
		4. Clerks	66	66	66	66	66	66	66	66	66

10. DESCRIPTION	11. COST BY TASK								
8. This program identifies citizens whose traffic violation requires mandatory revocation of driving privileges or whose repeated traffic violations require revocation of privileges, issues notices for reexamination or recommends hearing action based on review of citizen's driving record.	8. Conviction Processing Program ($000)	862	910	239	239	240	240	958	1011	1062
	12. TOTAL COST									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-09	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Percent of Drivers with Repeated Violations after Hearings									
6b. OUTPUT		C Percent of Total Drivers for Whom Hearings Held									
		V Total Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	9. HEARING PROGRAM									
		A. Number of Formal Hearings Held (000)	.4	.6	.17	.17	.18	.18	.7	.8	.8
		B. Number of Hearing Suspensions (000)	.4	.5	.15	.15	.15	.15	.6	.7	.8
		C. Personnel - State Level									
		1. Hearing Examiner	1	1	1	1	1	1	1	1	1
		2. Field Inspector	1	1	1	1	1	1	1	1	1
		3. Clerks	6	6	6	6	6	6	6	6	6

10. DESCRIPTION	11. COST BY TASK $(000)								
9. This program conducts formal hearings with citizens who are repeatedly involved in accidents or traffic violations of a minor nature.	9. Hearing Program	76	80	21	21	21	21	84	89	93
	12. TOTAL COST									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-10	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Percent of Drivers Under Medical Control									
6b. OUTPUT		C Percent of Drivers Tested V Total Number Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	10. MEDICAL EVALUATION AND CONTROL PROGRAM									
		A. Number of Medical Statements Required (000)	3	3	.75	.75	.75	.75	3	4	4
		B. Number Citizens Suspended (000)	.38	.38	.10	.10	.10	.11	.41	.42	.44
		C. Personnel - State Level									
		1. Supervisor	1	1	1	1	1	1	1	1	1
		2. Field Inspector	1	1	1	1	1	1	1	1	1
		3. Clerks	6	6	6	6	6	6	6	6	6

10. DESCRIPTION	11. COST BY TASK $(000)									
10. This program is responsible for investigating and monitoring those persons who must periodically file statements from doctors attesting to their physical and/or mental ability to operate motor vehicles with safety with respect to persons and property or have their privileges suspended.	10. Medical Evaluation and Control Program ($000)	76	80	21	21	21	21	84	89	93
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM / IMPLEMENTATION PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 / 46-73-05-11	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

					FISCAL YEAR 1973						
6a. EFFECTIVENESS	Percent of Drivers Notified Remaining Violation Free for One Year		1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT	C Percent Drivers Licensed Receiving Notices V Total Number of Drivers Licensed										
7. ORG.	8. STD.	9. TASKS & MILESTONES									
DMV	305	11. PARTICIPATIVE DRIVER TRAINING PROGRAM									
		A. Number of Warning Letters Sent (Estimated) (000)	Devel.	12	3	4	4	4	15	17.5	20
		B. Personnel - State Level									
		1. Analyst		3	3	3	3	3	3	3	3
		2. Clerk		3	3	3	3	3	3	3	3

10. DESCRIPTION	11. COST BY TASK								
11. This program is responsible for identifying and notifying those citizens who will have their operating privilege revoked or suspended if additional traffic violations are committed.	11. Participative Driver Training ($000)	60	64	16	17	17	17	67	71	75
	12. TOTAL COST									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3 NO. DL-73-161 46-73-05-12	4 DATE 4-1-72
	5 DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			1971	1972	FISCAL YEAR 1973					1974	1975
			FY-2	FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	FY+1	FY+2
6a. EFFECTIVENESS		Time Required to retrieve Driver Information									
6b. OUTPUT		C Percent of drivers upon whom records furnished									
		V Total number of drivers licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	12. DRIVER HISTORY INFORMATION PROGRAM									
		A. Number of Driving Record Transcripts Furnished to State and Local Law Enforcement Agencies (000)	504	555	152	152	152	153	609	670	737
		B. Number of Driving Record Transcripts Furnished to Insurance Companies and Other Commercial Agencies (000)	856	1,070	334	334	335	335	1,338	1,672	2,090
		C. Personnel — State Level									
		1 Supervisors	10	10	10	10	10	10	10	10	10
		2. Clerks	27	27	27	27	27	27	27	27	27

10. DESCRIPTION	11 COST BY TASK								
12. This program provides copies of driving records to law enforcement officials, certain commercial users and individuals and certifies records as required for court use.	12. Driver History Information Program ($000)	363	383	100	101	101	101	403	426	447
	12. TOTAL COST									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-13	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS Number Drivers Adjudged as Habitual Offenders										
6b. OUTPUT	C Percent of Drivers Meeting Definition of Habitual Offender V Total Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
DMV	305	13. HABITUAL OFFENDER PROGRAM									
		A. Number of Persons Certified to Courts as Possible Habitual Offenders (000)	.8	1.0	.3	.3	.3	.3	1.2	1.4	1.5
		B. Number of Citizens Adjudged to be Habitual Offenders by Courts (000)	.5	.8	.2	.2	.2	.3	.9	1.1	1.3
		C. Personnel - State Level									
		1. Supervisor	1	1	1	1	1	1	1	1	1
		2. Clerks	2	2	2	2	2	2	2	2	2

10. DESCRIPTION	11. COST BY TASK									
13. This program identifies those citizens whose driving records contain repeated violations which met the definition of an habitual offender has certified copies of the operating record prepared and furnishes these records to the citizen and to appropriate officials for prosecution as an habitual offender.	13. Habitual Offender ($000)	30	32	8	8	9	9	34	35	37
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-14	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	14. OVERALL PROGRAM ADMINISTRATION AND MANAGEMENT									
		A. Personnel - State Level									
		1. Administrators	2	2	2	2	2	2	2	2	2
		2. Department Managers	4	4	4	4	4	4	4	4	4
		3. Regional Managers	5	5	5	5	5	5	5	5	5
		4. Assistant Department Managers	3	3	3	3	3	3	3	3	3
		5. Assistant Regional Managers	5	5	5	5	5	5	5	5	5
		6. Staff Assistants	3	3	3	3	3	3	3	3	3
		7. Secretaries	8	8	8	8	8	8	8	8	8
		8. Branch Managers	6	6	6	6	6	6	6	6	6
		9. Assistant Branch Managers	2	2	2	2	2	2	2	2	2
10. DESCRIPTION		11. COST BY TASK									
14. The personnel outlined in this subelement are responsible for the overall administration and management of all programs and projects.			378	399	105	105	105	105	420	444	466
		12. TOTAL COST									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE									
		TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1 State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-15	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V Total Number of Drivers Licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	15. ELECTRONIC DATA PROCESSING									
10. DESCRIPTION		11. COST BY TASK $(000)									
15. This program concerns electronic data processing of driver testing and licensing transactions. See Traffic Records		15. Electronic Data Processing	2,989	3,155	830	830	830	831	3,321	3,447	3,620
		12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM
MULTIYEAR SUPPLEMENT PLAN

1. State of Virginia

2. TITLE Driver Testing and Licensing

3. NO. DL-73-161 / 46-73-05-16

4. DATE 4-1-72

5. DRAFTED BY A. D. Harvey
APPROVED BY J. T. Hanna

	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. OBJECTIVES									
6b. OUTPUT — C									
V									
7. RESP.: DMV — 8. STD.: 305 — 9. TASKS & MILESTONES: 16. Mobile Examining Station Project								Develop	Implement
11. COST BY TASK — 16. Mobile Examining Station Project ($000)								64	10
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

10. DESCRIPTION

16. This project will determine the feasibility of using mobile examining stations in areas of the State serviced by traveling examiners, and if feasibility is established, acquire two mobile examining stations and conduct a pilot operation to verify practicality and public acceptance.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 / 46-73-05-17	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hardy			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	17. VISUAL DISPLAY DRIVER TESTING PROJECT (PILOT PROJECT)								Devel.	Implement

10. DESCRIPTION	11. COST BY TASK									
17. **This project will study the feasibility of using visual display driver testing devices in place of written examinations in all or selected examining stations; and if feasibility is established, acquire visual display driver testing devices and conduct a pilot operation.**	17. Visual Display Driver Testing ($000)								65	10
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-15	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	18. DRIVER IMPROVEMENT PROJECT		Devel.							
10. DESCRIPTION		11. COST BY TASK									
19. This project will design and implement a Driver Improvement Program in three phases for the Commonwealth of Virginia to be administered by the Division of Motor Vehicles and the Department of Education. The program will consist of sending warning letters to repeat violators, administering hearings, and working with the courts in the development of driver violators' schools for the repeat violator.		18. DRIVER IMPROVEMENT PROJECT ($000) 402 Federal Funds		96	19	19	19	19	76	80	84
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. CL-73-161 NO. 46-73-05-19	4. DATE 7-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Canna			

			1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	19. SINGLE DRIVER LICENSE PROJECT		Legis.	Implement						
10. DESCRIPTION 20. Subject to passage of enabling legislation this project will implement a single fully classified driver's license to replace the present dual license system of operators and chauffeurs licenses.		11. COST BY TASK 19. Single Drivers License ($000)									
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-20	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	20. PROOF OF BIRTHDATE AND BIRTHPLACE PROJECT		Legis.	Implement						

10. DESCRIPTION	11. COST BY TASK									
20. Subject to passage of enabling legislation this program will require positive proof of place and date of birth whenever a citizen applies for an original license or an instruction permit. This program will enable us to comply with part of Standard 305 promulgated by the NHTSA.	20. Proof of birthdate and birthplace. ($000)									
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT WORK PLAN	2. State of Virginia	2. TITLE DRIVER TESTING AND LICENSING	3. NO. DL-73-161 46-73-05-21	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-?	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C % Drivers tested on automated equipment T Total number of drivers licensed									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
DMV	305	21. Virginia Automated Driver Testing Project		Develop					Develop and Implement		

10. DESCRIPTION	11. COST BY TASK								
21. To develop a fully automated driver testing facility for written examination and road testing on a driving range with automatic scoring of applicants, and to compare the accident and traffic violations of persons tested in non-automated, partially automated, and fully automated testing facilities	21. Automated Driver Testing ($000) 402 Federal Funds		177.5	27	27	27	26.5	107.5	
	12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES								

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Driver Testing and Licensing					DL-73-161 3. No. 46-73-05-22	4. DATE 4-1-72
				TASKS										
			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 305												
	I	Total $(000)	11,907.5	487	647	1,790	210	538	1,815	866	958	84	84	
	S	Federal	183.5	0	0	0	0	0	0	0	0	0	0	
	T	To Localities	0	0	0	0	0	0	0	0	0	0	0	
	R	Prev. Obligations		0	0	0	0	0	0	0	0	0	0	
		New Obligations	183.5	0	0	0	0	0	0	0	0	0	0	
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Driver Testing and Licensing | 3. NO. DL-73-161 46-73-05-23 | 4. DATE 4-1-72

		TOTAL	TASKS 11	12	13	14	15	16	17	18	19	20	21
13.	D Standard: 305		67	403	34	420	3321	0	0	76	0	0	107.5
	I Total $(000)		0	0	0	0	0	0	0	76	0	0	107.5
	S Federal		0	0	0	0	0	0	0	0	0	0	0
	T To Localities		0	0	0	0	0	0	0	0	0	0	0
	R Prev. Obligations		0	0	0	0	0	0	0	76	0	0	107.5
	New Obligations												
	I Standard:												
	B Total												
	U Federal												
	T To Localities												
	I Prev. Obligations												
	O New Obligations												
	N Standard:												
	Total												
	B Federal												
	Y To Localities												
	Prev. Obligations												
	New Obligations												
	S Standard:												
	T Total												
	A Federal												
	N To Localities												
	D Prev. Obligations												
	New Obligations												
	A Total												
	R Federal												
	D To Localities												
	Prev. Obligations												
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DL-73-161 46-73-05-24 Driver Testing and Licensing Measures of Effectiveness	Date 4/1/72	1971 FY-2	1972 FY-1	Fiscal Year 1973 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1974 FY 1	1975 FY+2
6a. EFFECTIVENESS										
Instruction Permit and Testing Number of driver history files established upon issuance of instruction permit. 1.										
Original License Testing and License Issue Program Number of drivers licensed compared with the total applicants for original license. 2.										
Renewal License Testing and Licensing Program Number of licenses renewed compared with total applicants for renewal. 3.										
Restricted License Testing and Licensing Program Number of restricted licenses issued compared with total applicants for license. 4.										
Drivers' Retesting and Licensing Program Number of licenses issued to drivers retested. 5.										
Financial Responsibility Monitoring Program Number of suspension orders issued to drivers licensed. 6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DL-73-161 46-73-05 25 Driver Testing and Licensing Measures of Effectiveness	Date 4/1/72	1971	1972	Fiscal Year 1973					1974	1975
		FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6a. EFFECTIVENESS										
Crash Reporting Program Number of drivers and/or owners suspended for failure to prove financial responsibility compared with total crashes reported. 7.										
Conviction Processing Program Number of drivers convicted whose licenses were suspended or revoked compared with total convictions processed. 8.										
Hearing Program Number of hearings held compared with total drivers licensed. 9.										
Medical Evaluation and Control Program Number of persons under medical control compared with total drivers licensed. 10.										
Participative Driver Training Program Number of drivers receiving warning letters suspended compared with number of drivers receiving warning letters. 11.										
Driver History Information A. Average time to furnish driving record transcripts to law enforcement agencies. B. Average time to furnish driving record 12. transcripts to insurance companies and other commercial accounts.										

DRIVER TESTING AND LICENSING

The long-term objective of the driver testing and licensing programs of the Virginia Division of Motor Vehicles is to test 100% of the applicants for first licenses and license holders every four years to reduce the number of drivers involved in vehicle crashes, and to reduce the property damage, injuries, and deaths caused by highway accidents. The reductions will be accomplished by:

(1) Preventing unqualified persons from becoming drivers on the highways, and

(2) by removing from the highways drivers who fail to maintain standards of qualification.

The Division is conducting testing and licensing programs as follows:

(1) For citizens who have never held a driver's license, passage of an examination on Virginia's motor vehicle laws and a vision test is required prior to the issuance of a temporary license (instruction permit). This permit allows the citizen to learn proper driving habits and skills under the supervision of a licensed driver and is valid only when the holder has a licensed driver occupying a seat by him.

(2) For citizens who have never held a Virginia driver's license or who have let their license expire, passage of an examination on Virginia motor vehicle laws, a vision test, and a road test is required. However, the road test may be waived if the citizen holds a valid license from a reciprocating state.

(3) For citizens who are renewing their driver's license, personal appearance is required and the citizen must, at a minimum, pass a

visual examination. Further, depending upon his previous four years' driving history, he may be required to pass a written or oral test for knowledge of traffic regulations and a road test. These tests permit a periodic screening of all drivers and the removal from the highways of those no longer qualified for licensing.

(4) For citizens who (a) are qualified to operate only under restricted conditions such as the use of hand controls or during daylight hours, and (b) whose driving history has required a mandatory revocation of the driving license or privilege, a complete examination is required prior to the issuance or reissuance of a driver's license.

The Division also monitors those persons whose driving privilege is contingent upon maintaining proof of financial responsibility on file with the Division as a result of a driving history of convictions and/or accident involvement or uninsured vehicle ownership for which an uninsured fee has not been paid. Upon furnishing the required proof of financial responsibility, those citizens who are required to take an examination for a driver's license are authorized to do so.

All accident reports received are processed to identify those citizens who have not complied with the insurance requirements of Virginia. This program

(1) Suspends the operating and registration privileges of citizens who are not in compliance with the law;

(2) detects citizens for whom reexamination of driving qualifications may be required prior to the normal four-year cycle; and

(3) may recommend formal hearing action based on a review of the overall driving record of the citizen, or upon indication of a medical condition.

All convictions received by the Virginia Division of Motor Vehicles are processed to the drivers' records. This program identifies citizens whose traffic violations require the revocation of their driving privileges, issues notices for reexaminations, or recommends hearing actions based on the review of citizen's driving records.

The formal hearings program is used for citizens who are repeatedly involved in accidents or traffic violations of a minor nature. The citizens' driving privileges may be suspended and/or other appropriate actions may be taken as a result of the hearings.

The medical evaluation and control program is responsible for the investigation and monitoring of persons who must periodically file statements from doctors attesting to their physical and/or mental ability to operate motor vehicles with safety or have their privileges suspended. Citizens who are subject to this program are detected by reports from hospitals, reexaminations of a routine nature, notations on crash reports that the citizen "blacked out" or has a physical condition that could cause loss of control of the motor vehicle, and referrals by the courts, friends, and relatives. If necessary, the Division has access to a medical advisory board for professional opinions relating to the medical condition.

In 1972, the Division initiated the first phase of a three phase participative driver training program, which is responsible for identifying and notifying those citizens who will have their operating privileges revoked or suspended if they commit additional traffic violations.

The driver history information program of the Division provides copies of the driving records to law enforcement officials, and certain commercial users, and certifies records as required for court use.

Virginia conducts a habitual offender program that identifies those citizens whose driving records contain repeated violations. Once such a citizen is identified, his driving record is certified and copies furnished to the citizen and to the appropriate officials for prosecution as a habitual offender. If the driver is certified as a habitual offender, his operating privileges are permanently suspended by the courts. However, after ten years have elapsed, he may petition the court for reinstatement.

All the foregoing programs are connected with an extensive electronic data processing program for driver testing and licensing transactions and driver history records.

To improve highway safety by improved testing and licensing of drivers, the Division is requesting federal funds for the following projects:

(1) Mobile Examining Station Project — This project will determine the feasibility of using mobile examining stations in areas of the state now serviced by traveling examiners, and if feasibility is established, to acquire two mobile examining stations and conduct a pilot operation to verify the practicality and public acceptance of the use of such stations. To develop this project $64,000 is requested for fiscal year 1974 and an additional $10,000 to implement the project in 1975.

(2) Visual Display Driver Testing Project (Pilot Project) — This project will study the feasibility of using visual display driver testing devices in place of written examinations in all or selected examining stations; and if feasibility is established, to acquire visual display driver testing devices and conduct a pilot operation. To develop this project, $65,000 is requested for fiscal year 1974 and an additional $10,000 is requested for fiscal year 1975 to implement the project. These devices would

permit greater utilization of existing manpower in light of the increasing number of examinations for driver licenses and examinations required for the renewal of them.

(3) Virginia Automated Driver Testing Project — This project calls for the development of a fully automated driver testing facility for written examinations and road testing on a driving range with automatic scoring of applicants, and for a comparison of the accidents and traffic violations of persons tested in nonautomated, partly automated, and fully automated testing facilities. To develop this project $177,500 was requested for fiscal year 1972, and an additional $107,500 to complete the development and implement the operation was requested for 1973 fiscal year.

This project, when coupled with the visual display driver testing project and the mobile examining station project, will place Virginia in what may be a unique position of being able to compare the results of driver testing in nonautomated, semiautomated, and completely automated environments and the subsequent effects on the person's driving performance.

Maintenance of the records of this type of study and program will necessitate an expanded electronic data processing data base, which is one of the reasons for requesting funds under standard 310 for an expanded data base project.

(4) Driver Improvement Project — This project will design and implement a three phase program for improving the quality of the drivers on Virginia's highways. Phase I of the program will consist of the issuance of warning letters to drivers to advise them of a deterioration in their driving records. Phase II will consist of an expanded hearing program to counsel drivers

concerning their driving habits. Phase III anticipates a program of participative driver training and education. To develop this program the Division requested $96,000 for fiscal year 1972; $76,000 for fiscal year 1973; $80,000 for fiscal year 1974; and $84,000 for fiscal year 1975.

This program will also require an expanded electronic data processing data base for which funds are requested under standard 310. Further, through the use of the fully automated examination station with the automated driving range, the participative driver training and education portion of the driver improvement project will be able to obtain an objective measurement of a driver's response to potential accident situations before and after participation in the program.

In addition to the projects for which federal funds have been requested, the Division, subject to the passage of enabling legislation, will implement a single, fully classified driver's license to replace the present dual system of operator's and chauffeur's licenses, and a proof of birth date and birthplace project. The latter program will require positive proof of place and date of birth whenever a citizen applies for an original license or an instruction permit. This program will enable Virginia to comply with part of Standard 305 promulgated by the National Highway Safety Bureau.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1 State of Virginia	2 TITLE Codes and Laws	3 NO. CL-73-501 / 46-73-06-01	4 DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
5a. EFFECTIVENESS		See Effectiveness Supplement to the Subelement									
6b. OUTPUT		C% of Localities Using Virginia's Model Traffic Ordinances	*NA								
		V No. of Localities Using Virginia's Model Traffic Ordinances	*NA								
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	306	1. Enact legislation in order to bring Virginia codes and laws into compliance with the Uniform Vehicle Code	Intro. Update	Intro Update			Intro. Update		Intro Update	Intro Update	Intro. Update
		2. Contract to compare traffic law provisions of Virginia with Uniform Vehicle Code	Con-tracted	Update	Update	Update	Update	Update	Update	Update	Update
		3 Contract to publish model traffic ordinances for Virginia counties and municipalities. Distribute to all localities.	Pub-lished	Dist	Dist	Dist.	Dist	Dist.	Dist.	Dist.	Dist
		4. Update Virginia traffic laws.		Update				Update	Update	Update	Update
		5. Public Information Program	0	Devel.	Imple.	Cont'd.	Cont'd.	Cont'd	Cont'd.	Cont'd	Cont'd
		6. State Traffic Codes No. Distributed	5	Update 5					Update 5	Update 5	Update 5

10. **DESCRIPTION**

The state of Virginia is attempting to reduce the number of accidents, including fatalities, personal injuries, and property damage, caused by those drivers who are ignorant of our laws as well as those of those of other states. It is realized that in many cases this ignorance is not the fault of the driving public, but the fault of many cities and towns because of the vast array of changing and conflicting traffic laws both within our state and from state to state

In order to alleviate this problem, Virginia plans to continue working for complete uniformity of traffic laws among its cities and towns and

11. COST BY TASK $(000)									
2. Comparison of Virginia Traffic Law with UVC	8.750	0	3	3	3	3	12	12	12
3 Model Traffic Ordinances	0	0		3	3		6	7	8
4. Update Virginia traffic laws		17				6	6	7	8
5. Public Information Program	0	0	1.5	1 5	1 5	1.5	6	7	7
6. State Traffic Codes	25	0	3	0	0	0	3	4	6
12. TOTAL COST $(000)	63.75	20	18.75	23 75	13.75	35.75	92	87 0	92
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	31 88	0	9.375	11 875	6.875	17 875	46	43 5	46
FEDERAL SHARE	31.88	20	9 375	11 875	6.875	17 875	46	43 5	46
TO LOCALITIES	31.88	0	9 375	11 875	6 875	17 875	46	43 5	46

* NA — Data Not Yet Available

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Codes and Laws	3. NO. CL-73-501 / 46-73-06-02	4 DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	306	7. Training (Policemen)	Devel.	Training	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.	Cont'd.
HSD	306	8. Issuance of Inserts for Updated State Code Provisions (No.)	0	0	1,000	0	0	1,000	2,000	2,000	2,000
HSD	306	9. Upgrade and keep in Current Form — Loose Leaf Fashion — The Model Traffic Ordinances for Cities and Counties		Upgrade	Upgrade	Upgrade	Upgrade	Upgrade	Upgrade	Upgrade	Upgrade
HSD	306	10. Program to Establish New Codes and Laws for the State		Survey	Survey	Study	Survey	Study	Survey	Study	Study
Traffic Records Committee	306	11. Data System							Study	Survey	Survey
HSD	306	12. Reprint copies of new Virginia traffic laws		Reprint				Reprint	Reprint	Reprint	Reprint

10. **DESCRIPTION** continued.

also bring the codes and laws of Virginia into compliance with the Uniform Vehicle Code. Programs under way in our state to provide the above are listed below.

We intend to enact new legislation bringing Virginia's codes and laws into compliance with the Uniform Vehicle Code. This legislation was introduced in the 1972 General Assembly which began in January 1972.

A contract with a publishing firm is anticipated for the purpose of comparing Virginia's law with the Uniform Vehicle Code, to update the existing code, and publish for distribution model traffic

11. COST BY TASK $(000)								
7. Training	30	0	5	5	5	5	20	20	20
8. Issuance of Inserts	0	0	5	0	0	5	10	10	10
9. Model Traffic Ordinances	0	0	1.25	1.25	1.25	1.25	5	5	5
10. New Codes and Laws	0	0		10		10	20	10	10
12. New traffic laws	0	3	0	0	0	4	4	5	6
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

ordinances for Virginia's cities and municipalities. The Highway Safety Division plans to develop a public information program to: familiarize the public with new and existing codes and laws; distribute copies of the state code throughout the state; introduce a training program in order to familiarize policemen with the provisions of the code; issue inserts to all cities and municipalities updating their state code; and begin a program for the development of new codes and laws when the need arises. The HSD will also contract for the reprinting of new Virginia traffic laws as soon as they are passed.

Also under way in Virginia is a new traffic records program that after completion will enable us to effectively evaluate our programs in codes and laws.

A program is also being developed to encourage the adoption of the model traffic ordinances by the cities and counties.

The HSD of Virginia has taken the responsibility of bringing Virginia into compliance with Standard 306 as promulgated by the NHTSA.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Codes and Laws | CL-73-501 3. No 46-73-06-04 | 4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	11	12
13.	D	Standard: 306													
	I	Total $(000)	92	0	12	6	6	6	3	20	10	5	20		4
	S	Federal	46	0	6	3	3	3	1.5	10	5	2.5	10		2
	T	To Localities	46	0	6	3	3	3	1.5	10	5	2.5	10		2
	R	Prev. Obligations													
		New Obligations	46	0	6	3	3	3	1.5	10	5	2.5	10		2
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. CL-73-501 46-73-06-05 Codes and Laws	Date 4-1-72	19 71	19 72	Fiscal Year 73					19 74	19 75
6a. EFFECTIVENESS										
*Number of Highway and Traffic Safety Statutes Where Virginia Varies From UVC. 1.										
Number of Localities Not In Compliance With Model Traffic Ordinances for Counties and Cities 2.										
Number of Accidents Involving Out-of-State Drivers — Rural — Urban 3.		** 1967 10,064 5,710	** 1968 10,864 6,032					** 1969 12,220 6,885	** 1970 12,371 7,138	** 1971
Number of Fatalities Involving Out-of-State Drivers Rural Urban 4.		**1967 183 45	**1968 184 33					**1969 190 29	**1970 170 37	**1971
5.										
* This information will be available upon completion of traffic records system. ** Calendar Year 6.										

CODES AND LAWS

The two main problem areas with respect to "Codes and Laws" in the state of Virginia traditionally have been a lack of compliance with majority practice as embodied in the Uniform Vehicle Code (UVC) and insufficient dissemination of information. Consequently, many of the state's efforts in recent years have been directed toward improvement of these deficiencies.

With respect to achieving compliance with the UVC, the first phase of the effort has been directed toward determining where discrepancies exist between the UVC and the Code of Virginia (COV). The comparative analysis conducted by the National Committee on Uniform Traffic Laws and Ordinances in 1967 has served as the basic tool of comparison; however, the Highway Safety Division of Virginia recently contracted with the Michie Company (law publishers) to provide an update of the comparison for 1971. The comparison has been completed, and the resulting document has been released to concerned groups and individuals, including the Attorney General's Office, the Office of the Governor, the Chairman and members of the Highway Safety Commission, etc. Additionally, plans are being made to finance an update of the 1971 comparison commensurate with whatever changes result from the 1972 session of the Virginia General Assembly.

The second phase in achieving compliance with the UVC consists of recommending changes in the COV based on the inconsistencies revealed in the comparison. A bill has been introduced in the current session of the General Assembly which would establish a committee whose responsibilities will include studying the comparative analysis and reporting back to the Governor's Office and the General Assembly on its findings and recommendations.

However, implementation of the UVC has not awaited formal action by this committee. A number of legislative proposals have been introduced which would bring

portions of the COV into compliance with the UVC. Examples in the current legislative session include bills which would lower the presumptive level for definition of driving under the influence of alcohol to 0.10%, authorize quantitative breath testing, and allow right turns on red traffic lights provided traffic signs so authorize.

In the context of legislative recommendations, a good deal of basic research has recently been conducted by the Highway Safety Division's research arm — the Safety Section of the Virginia Highway Research Council. Three reports on this have related to the area of driving under the influence of alcohol: (1) a statutory comparison of COV provisions on this topic with those of the other 49 states and the District of Columbia, (2) a research document supporting the Highway Safety Division's aforementioned legislative recommendations on the presumptive level and the breath test, and (3) a public opinion survey entitled, "Driving Under the Influence of Alcohol: Determining an Optimum Sanction."

In the area of drug usage and its consequent danger when combined with driving, the Council has recently published two reports: (1) a literature survey entitled "The Effects of Drugs on Driving Performance," and (2) a report entitled "Marihuana and Drug Use and Highway Safety — A Survey of High School Students in Virginia." The UVC will, of course, be utilized in the evaluation of the current Virginia statute. The continuing development of expertise in this area is considered essential given the growth in drug usage among younger members of society, and the preliminary groundwork should enable the researchers to make valid judgments in considering the efficacy of the present statutory provisions.

In addition to the efforts to achieve uniformity with national standards, attempts are being made to achieve consistency within the state by encouraging the counties and municipalities to make their local traffic laws conform to the state code. One method

has been through promulgation and distribution of model traffic ordinances based on the COV. An update commensurate with recent changes in the code is tentatively scheduled.

As previously mentioned, another deficiency has been inadequate dissemination of information concerning the code. One source of complaints has been police officers who had no access to a copy of the motor vehicle laws while on duty in the patrol car. To remedy this situation, 6,000 copies of the Motor Vehicle Laws of Virginia have been distributed to members of the traffic divisions of local police departments during fiscal year 1972. The Highway Safety Division plans to continue this program in light of the overwhelmingly favorable response. Additional plans include the printing and distribution of 1972 traffic law amendments as soon as they are signed into law by the Governor. Newspaper coverage and television and radio spot announcements will be utilized to inform the public of significant changes in traffic safety laws.

In summary, present efforts are based on a recognition of the interstate and international character of motor vehicle travel and the corresponding need for uniformity in traffic laws to reduce the probability of accident occurrence through the inadvertent violation of laws, as well as the need of the public to know those statutes by which their driving conduct is governed.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1 State of Virginia	2. TITLE Traffic Courts	3. No. TC-73-491 46-73-07-01	4. DATE 4-1-72
	5. DRAFTED BY William L. Howard APPROVED BY John T. Hanna			

6a. EFFECTIVENESS	SEE EFFECTIVENESS SUPPLEMENT TO THE SUBELEMENT								
6b. OUTPUT	C % of Traffic Violators Convicted	NA							
	V No. of Convictions for Traffic Violations	NA							

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
HSD	307	1. Contract for a study of the traffic court operations in Virginia in relation to their impact on highway safety and determine compliance with the national safety standards.	Com-pleted							Review	
HSD	307	2. Court procedure manual	Contract Study	Print Distrib.							
Local Political Subdivisions	307	3. Court personnel									
"	307	4. Renovation of courtrooms		2	0	1	1	1	3	4	4
	307	5. Seminar for traffic court judges Number attending — one session		125					130	140	150

10 **DESCRIPTION** : Virginia feels that one of the most beneficial programs in reducing the number of accidents including fatalities, personal injuries and property damage is that of a good traffic court system. It is recognized that the revocation and suspension of licenses and the fining of traffic law violators will not alone keep the violator off our roadways. We feel that this individual is one we can attribute many of our motor vehicle accidents to and must therefore keep him off our highways.

With this in mind the state will attempt to coordinate a traffic courts program that will request the following: Each court trying traffic

11. COST BY TASK $(000)									
1. Study of traffic courts in Va.	48							10	10
2. Court procedure manual	0	40	5						
3. Personnel	1,053	1,100	288	288	288	288	1,152	1,200	1,500
4. Renovation of courtrooms	0	6	2	2	2	2	8	10	10
5. Seminar	0	0	20	0	0	0	20	20	20
12. TOTAL COST $(000)	1,101	1,146	315	290	290	290	1,185	1,240	1,540
LOCAL SHARE	1,053	1,084.4	288	288	288	288	1,152	1,200	1,500
STATE SHARE	0	25	0	0	0	0	0	0	0
FEDERAL SHARE	48	36.6	27	2	2	2	33	40	40
TO LOCALITIES	0	8.6	27	2	2	2	33	40	40

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia		2. TITLE Traffic Courts		3. NO. TC-73-491 / 46-73-07-02			4. DATE 4-1-72			
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna		19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT	C V										
7. RESP. Traffic Records Committee	8. STD. 310	9. TASKS & MILESTONES 6. Data System		Study					Design		
10. DESCRIPTION: (see below)	11. COST BY TASK $(000)										
	12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES										

10. **DESCRIPTION:** cases to cooperate with the state in a program to assure that all traffic courts in the state complement and support local and statewide safety objectives; each traffic court to meet national standards in the administration of justice as outlined in the recommendations by the American Bar Association; and that all convictions for moving violations be reported to the state traffic records system.

The state plans to conduct additional studies in areas of traffic court needs and make recommendations to local jurisdictions. Funds previously appropriated have allowed a study to

be conducted and established procedures, etc. to have been collected. With additional funds we will be able to develop and print operational and procedural manuals and distribute them to all of the State's traffic courts. We also intend to study and make recommendations on our justice of the peace system throughout Virginia.

It is the intention of the Highway Safety Division of Virginia to aid in the establishment of an annual seminar for traffic court judges. A uniform and appropriate application of traffic laws is a necessity if the laws are to serve the purpose for which they are intended. This would be a training session and would provide those who administer traffic laws with an idea and a mutual feeling of the interpretation of new and revised legislation.

The Division also intends to work with localities in the renovation of courtrooms, to enable the courts to meet certain minimum standards deemed necessary for the efficient administration of justice.

The Traffic Records Committee is in the process of developing a data system that will enable us to evaluate our program more effectively.

Traffic court judges are beginning to work with local school personnel in the development of violator schools for all traffic law violators. The classes are held at the local high school, taught by school personnel and are mandatory for violators or their penalty are invoked.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Traffic Courts						TC-73-491 3. No. 46-73-07-04	4. DATE 4-1-72
				TASKS											
			TOTAL	1	2	3	4	5	6	7	8	9	10		
13.	D	Standard: 307													
	I	Total $(000)	1183		5	1,150	8	20							
	S	Federal	33		5	0	8	20							
	T	To Localities	33		5	0	8	20							
	R	Prev. Obligations													
		New Obligations	33		5	0	8	20							
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. TC-73-491 / 46-73-07-05 Traffic Courts	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* Number of accidents among those drivers who have had a previous traffic law violation. 1.										
* Number of fatalities among those drivers who have had a previous traffic law violation. 2.										
*Economic loss among those drivers involved in an accident who have had a previous traffic law violation. 3.										
* Number of repeat traffic law violators 4.										
5.										
* Data will be available upon completion of traffic records system. 6.										

TRAFFIC COURTS

Basic to any discussion of the Virginia traffic court system is a general understanding of its structure. In general, the majority of traffic offenders enter the traffic court system in a "court not of record", which is a court having jurisdiction limited to claims of $3,000 or less and to trials of misdemeanors (most traffic offenses being misdemeanors). From that point, appeals may proceed to the circuit court level, and, in a few instances, to the Virginia Supreme Court of Appeals. While this analysis is a bit oversimplified, it suffices for purposes of discussion due to the fact that the majority of offenses are disposed of at the lowest level (the court not of record). Consequently, it is this court that potentially has the greatest impact on the bulk of traffic offenders.

In recognition of the importance of a viable traffic law system in achieving the deterrence of behavior involving risk to the motoring public, a good deal of critical analysis is being directed toward the Virginia traffic court system. The first phase of the analysis has consisted of a contract between the Highway Safety Division and Peat, Marwick, Mitchell and Co. (consultants) to study the Virginia traffic court system in terms of its impact on highway safety and to determine the degree of compliance with the NHTSA standards dealing with traffic courts. A number of the study's recommendations have been acted upon: (1) Perhaps the major recommendation of the study was the suggestion that a standardized administrative procedures manual be developed for the use of the lower courts. While the Supreme Court has promulgated rules of procedure for other courts, as yet it has not promulgated rules for the courts not of record. There is, however, a degree of uniformity among local courts due to the fact that a committee of judges proposed rules some years ago, many of which were adopted by the courts. Nevertheless, the study noted that there was little standardization of approach among the courts.

To rectify the situation, a committee has been appointed by Chief Justice Snead of the Virginia Supreme Court to develop such a manual. The committee is headed by the Honorable W. H. Overby, Judge of Campbell County Court, and composed of judges, members of the Attorney General's staff, and a professional staff of consultants consisting of practicing attorneys, law professors, etc. The manual is expected to cover procedures for criminal courts and juvenile courts as well as traffic courts. Its funding will be provided from both highway safety funds and a LEAA grant. Completion of the manual is contemplated for 1972. It is expected that the availability of this manual will be of substantial benefit to traffic court judges in the operation of their courts, particularly to the newer judges, as well as contributing to the overall image of the system in the eyes of the public by promoting uniform treatment within the state regardless of the locality wherein the offense occurs. (2) Related to the goal of improving the image of the court is the question of the adequacy of court facilities. The study found that a number of the courts visited were operating under near deplorable conditions. Given the importance of having the proper indicia of authority to administration of justice, the Highway Safety Division has initiated a court restoration project to enable the courts to meet certain minimum standards deemed necessary in a court of law for the efficient administration of justice. Courts scheduled for restoration in the near future include those of Patrick, Wise, and Franklin Counties. (3) Two of the study's recommendations related to the present traffic records system in terms of its inability to provide quick and efficient access to driver record information and the inadequacy of current statistical data. The problems with the present traffic records system stem partly from the fact that the conversion from manual to automated record keeping has largely proceeded on a one-to-one basis, resulting in underutilization of existing equipment, inadequate

interfacing between competing data systems, duplicative efforts, and slow, costly data retrieval. In an effort to reach a solution, a traffic records committee has been formed, consisting of representatives from the Highway Safety Division, the Division of Motor Vehicles, the Department of Highways, the State Police, the Division of Automated Data Processing, the Driver Education Services, the Department of Health, and personnel from various local police departments. A subcommittee thereof is currently engaged in a feasibility study to identify statewide needs for data output. Completion of this first phase is projected for the end of fiscal year 1972; the design and operating phases are expected to then follow.

Finally, there always exists the need for increased opportunities for exchanges between judicial personnel. An annual seminar is planned in order to provide additional training for judges, as well as to promote an interchange of ideas as to the proper administration of justice and interpretation of existing and new legislation.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Alcohol and Drugs	3 NO. AL-73-471 / 46-73-08-01	4 DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS See Effectiveness Supplement to the Subelement										
6b. OUTPUT	C % of those arrested that have been drinking V Number of those arrested that have been drinking	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
7. RESP.	8. STD.	9. TASKS & MILESTONES								
HSD	308	1. Legislation lowering BAC from 0.15% to 0.10%	Intro.	Passed						
HSD	308	2. Legislation allowing the use of a breath test for presumptive evidence of driving under the influence	Intro.	Passed						
A. Locality B. State C. Health Dept.	308	3. Personnel (ongoing program)								
		A. Policemen (working with breath tests)	750	0				1 00	500	500
		B. Secretaries (part-time)	0	1	1	1	1	1	1	1
		C. State medical examiner, administrators, and support personnel								

10. DESCRIPTION	11. COST BY TASK $(000)								
A major problem facing us today is that of the drinking driver. Statistics indicate that more than fifty percent of all fatal accidents can be attributed to alcohol. In Virginia, the State Police reported, in 1970 31.4 % of all fatal crashes involved drinking drivers. In 1970 8 0% of the drivers in all crashes and 22. 7% involved in fatal crashes were known to have been drinking. In rural areas, involvement was 9. 6% in all crashes and 22. 4% in fatal ones The State Police, however, state that these figures do not indicate the true	3. Personnel								
	A. Policemen	30	0	10 0	10. 0	10. 0	10. 0	40 0	20	20. 0
	B. Secretary	0	2	.625	.6	.625	.625	2 5	3	3. 5
	C. State personnel	89	93	25. 0	25 0	25. 0	25. 0	100 0	120	130 0
	(No federal funds requested)									
	12 TOTAL COST	318. 5	312. 83	124. 63	367 63	95 63	9 .	682. 9	606. 2	704. 7
	LOCAL SHARE	59. 6	9. 83	10. 0	10. 0	10. 0	1 0	40. 0	20. 0	20. 0
	STATE SHARE	217. 0	248. 42	71 88	71. 88	71.	71 88	87. 5	323. 0	363 5
	FEDERAL SHARE	41. 875	54. 58	42. 15	285. 75	13. 7	13. 75	5. 4	263 2	321. 2
	TO LOCALITIES	2. 875	54. 58	36. 4	242. 0	10. 0	10. 0	298. 4	222. 4	265. 7

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Alcohol and Drugs	3. AL-73-471 NO. 46-73-08-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C V									
HSD	308	4. Equipment									
		A. Breath test devices $900 each		2	Bids	Purchase 200			200	50	50
		B. Preliminary breath test devices $.35 each	50,000								
		C. Post cards for PBT devices	50,000	10,000	0	0	0	0	0	10,000	10,000
		D. Mobile trailer $23,000 equipped	1	0	0	0	0	0	0	0	0
		E. Video cameras $1200 each	20	20	Bids	40			40	50	50
		F. Movie cameras (8mm) $100 each	5	5	Bids	20			20	50	50
		G. Projectors $100 each (8mm super)	5	5	Bids	20			20	50	50
		H. 8mm film $3 each	1,000	1,000	2,000				2,000	3,000	4,000

10. DESCRIPTION continued.
picture since intoxication is not always reported when there does not exist enough legal evidence to justify criminal prosecution. In 1968 there were 1,218 highway fatalities of which 568, or 47%, were driver fatalities. 400, or 70%, of the driver fatalities were tested for alcohol with 61% having a positive test of .10% or above.

In 1970 Virginia registered 1,231 fatalities of which 630 were drivers. 303, or 48%, of these drivers were tested for alcohol with 183, or 60%, of them having a positive test.

11. COST BY TASK $(000)									
4. Equipment	71.5	30.5	6	232	0	0	238	127.5	130.5
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Alcohol and Drugs	3. NO. AL-73-471 / 46-73-08-03	4. DATE 4/1/72

7. RESP.	8. STD.	9. TASKS & MILESTONES	19__ FY-2	19__ FY-1	FISCAL YEAR 19__ 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19__ FY+1	19__ FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C / V									
HSD	308	5. Training (breath test devices)									
		A. Area coordinators $200 each		2	4				4	1	1
		B. Policemen $100 each		100	200				200	300	600
State Health Dept.	308	6. Blood sample of drivers charged with DWI	7,230	8,500					9,200	10	
HSD	308	7. Public Information Program				Present	Present	Present	Present	Cont'd.	Cont'd.
HSD	308	8. Alcohol countermeasures indoctrination program for policemen			Develop	Report	Develop	Report		Review	Review

10. DESCRIPTION continued.

In order to reduce the number of accidents, including fatalities, personal injuries, and property damage attributed to alcohol, the Commonwealth of Virginia intends to make alcohol and drugs its number one priority for fiscal year 1973. Areas that need immediate attention in Virginia are:

(1) Blood tests are the only chemical tests admissible in prosecution for driving while intoxicated. These tests are so time consuming that many already overburdened officers forego them and charge on a lesser offense.

11. COST BY TASK $(000)									
5. Training		10.4	20.4				20.4	30.2	60.2
6. Blood samples	128	135.0	36.25	36.25	36.25	36.25	145.0	150.0	155.0
7. Public information program	0	0	3.75	3.75	3.75	3.75	15.0	15.0	15.0
8. Alcohol program									

12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Alcohol and Drugs	3. NO. AL-73-471 46-73-05 -04	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	308	9. Narcotics and drug abuse	Studies Reports	Studies	Study		Study		Reports	Study	Study
HSD Traffic Records Committee	310	10. Computer program for preliminary breath test			Program						
	310	11. Data system		Analysis	Study	Analysis	Analysis	Report			
		12. Local alcohol projects (metropolitan areas)		Study	5	5	5	5	5	5	5

10. DESCRIPTION continued.

(2) The mandatory twelve-month license suspension for all DWI convictions leads many prosecutors and judges to lower the charge to impaired or reckless driving, offenses which allow the court's discretion in the length of license suspension.

(3) Research shows that Virginia's presumptive levels of intoxication are unrealistic. Legislation has been introduced in our 1972 General Assembly to lower the presumptive level for definition of driving under the influence of alcohol from 0.15% to 0.10% by weight of alcohol in the blood

11. COST BY TASK $(000)										
9. Narcotics and drug abuse				40				40	40	40
10. Computer program for preliminary breath test		1.129	Program 2					2	.5	.5
11. Data system			Cost shown in SEP 310							
12. Local alcohol projects		40.8	20	20	20	20		80	100	150
12. TOTAL COST $(000)										
LOCAL SHARE										
STATE SHARE										
FEDERAL SHARE										
TO LOCALITIES										

and also permit the use of breath tests in addition to chemical tests of the blood for presumptive evidence of driving under the influence.

In our last General Assembly, a bill was passed allowing the use of preliminary breath tests as a screening device for all drivers stopped because of a suspicion of driving under the influence. In addition, we plan to work with local police for the purpose of sampling the blood of every driver involved in a fatal accident. In 1970 only 48% of the drivers killed in fatal motor vehicle accidents were tested for BAC. This is a decrease of 14% from 1969.

The Highway Safety Division will order sufficient quantity of breath testing devices and train policemen in their use if the "bill" passes. We will continue to develop and implement an alcohol countermeasures indoctrination program for all policemen. The purpose of this program will be to familiarize all law enforcement personnel with the problems presented by drinking drivers and pedestrians.

Virginia has also received a $3\frac{1}{2}$ year demonstration program, the Fairfax Alcohol Safety Action Project, paid for by the federal government under contract with the Department of Transportation's Office of Alcohol Countermeasures, as part of a broad national alcohol countermeasures program. The ASAP activities in four specific countermeasure areas will (1) assist the police in apprehending problem drinking drivers; (2) offer the courts new services for pre-trial investigation; (3) develop a new comprehensive system for treatment and rehabilitation; and (4) undertake a program to change public attitudes toward the problem drinking driver. It is anticipated that similar programs, on a smaller scale, will be started in 4 or 5 of the larger metropolitan areas around the state. Video and movie cameras will be purchased to assist the police departments and state police with DWI cases. They will be used to photograph subjects charged with DWI and the film utilized as evidence.

With the establishment of the Governor's Council on Narcotics and Drug Abuse, the state of Virginia plans to completely survey the area of drugs and make recommendations accordingly.

A data program has been developed by the Data Section of the Virginia Highway Research Council for the evaluation of the preliminary breath test devices. The Traffic Records Committee has completed a feasibility study on traffic records in Virginia and is now in the process of developing a traffic records system for Virginia that will enable us to evaluate our entire alcohol and drug programs more effectively.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Alcohol and Drugs	3. No. AL-73-471 46-73-08-06	4. DATE 4/1/72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	11	12
13.	D	Standard: 308													
	I	Total	682.9			142.5	238	20.4	145	15		40	2		80
	S	Federal	355.4			0	238	20.4		15		40	2		40
	T	To Localities	298.4			0	238	20.4							40
	R	Prev. Obligations													
		New Obligations	355.4			0	238	20.4		15		40	2		40
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.		Local Costs by Object													
		Salaries													
		Per Diem and Travel													
		Contracts													
		Equipment													
		Supplies													
		Maintenance and Operations													
		Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. AL-73-471 / 46-73-08-07 Alcohol and Drugs	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 69 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
1. Crashes involving drinking drivers										
Urban		*7,952	*8,182					*8,804	*8,399	8,000
Rural		8,889	9,472					10,337	10,189	10,000
2. Fatal crashes involving alcohol										
Urban		* 96	* 99					* 92	*92	70
Rural		278	237					291	249	200
3.										
4.										
5.										
6. * These figures do not indicate the true picture since intoxication is not always reported when there does not exist enough legal evidence to justify prosecution. ** Data for FY 71, 72, 73, 74, and 75 are not available.										

ALCOHOL AND DRUGS

The Commonwealth of Virginia has long recognized that the drinking driver represents a serious threat to safety on the highway. Though statistically a small percentage of drivers, these drunken drivers annually cause 50% of the state's highway fatalities. For example, in 1970 alcohol contributed to the deaths of over 340 drivers on the Commonwealth's roads and a total of 19,000 crashes. But the Virginia Department of State Police, compilers of the statistics, are quick to point out that the figures do not indicate the true numbers since intoxication is frequently unreported when there does not exist sufficient evidence to justify prosecution.

Administrators in Virginia who recognize the need to reduce the annual highway death toll feel that the drinking driver problem is particularly amenable to state governmental initiatives through the legislative, administrative and judicial branches. Sociologists also agree that the control of the drinking driver is perceived by the public as a legal or law enforcement problem rather than a medical one. Whether that particular attitude is correct or not, it seems clear that the public will readily accept countermeasures designed to protect them from the drinking driver.

The following information should provide insight into the current parameters of the driving while intoxicated (DWI) problem and the practical response of law enforcement agencies. (See Exhibits 37 and 38.)

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EXHIBIT 37

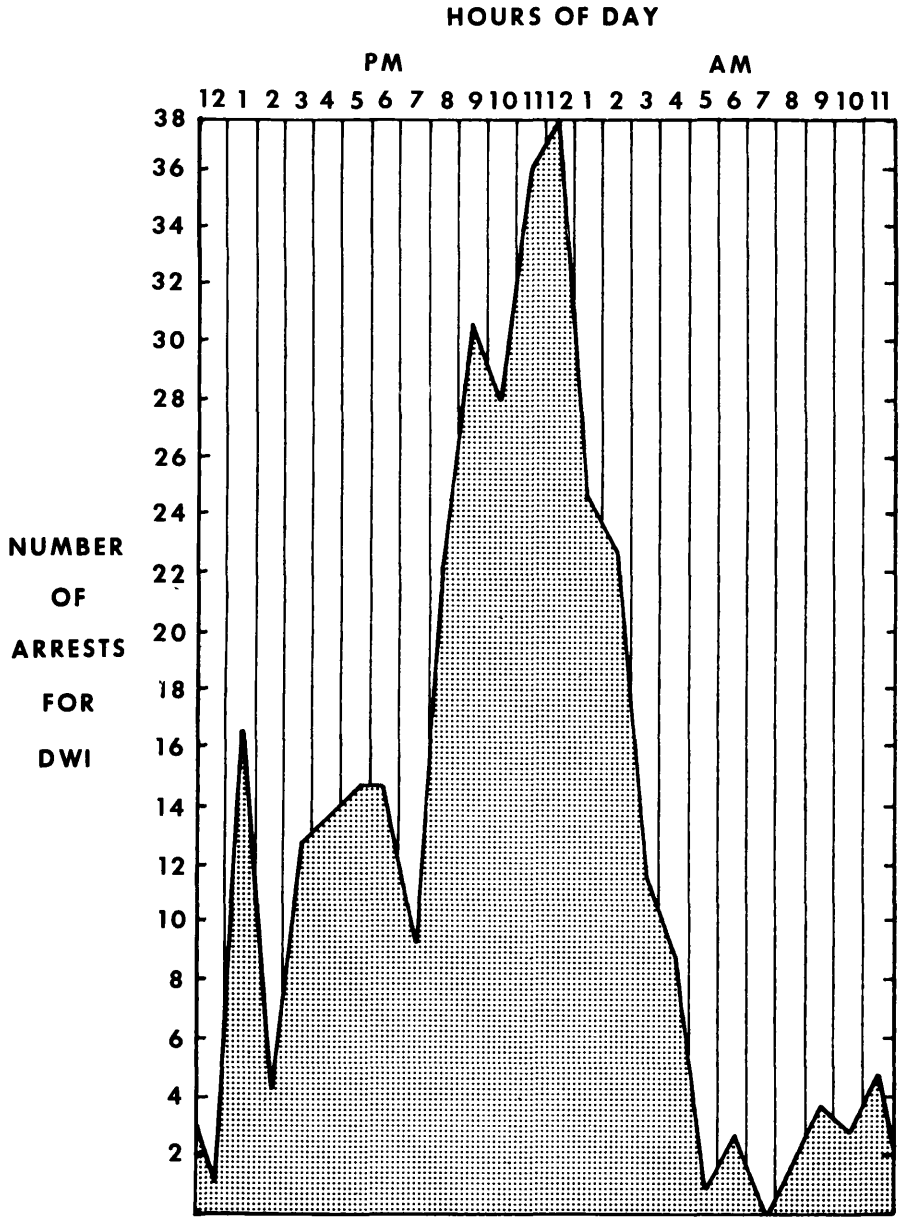
VIRGINIA CRASH FACTS

Summary of Facts	Year		
	1968	1969	1970
Total number of highway fatalities	1,218	1,304	1,231
Driver Fatalities	568 (47%)	583 (45)	630 (51%)
Driver fatalities who were tested for alcohol	400 (70%)	363 (62%)	303 (48%)
Positive tests (indicating presence of alcohol) of driver fatalities	242 (61%)	209 (58%)	183 (60%)
Positive tests at or above .10% presumptive level of intoxication of driver fatalities	202 (83%)	184 (88%)	147 (80%)
Positive tests at or above .15% presumptive level of intoxication of driver fatalities	158 (65%)	123 (59%)	110 (60%)
Positive tests of male driver fatalities		197	
Positive tests for female driver fatalities		7	
Positive tests of fatalities between the ages of 16 to 24		88	
Total number of blood tests given to suspected DWI's	6,491	7,037	7,230
Number of blood tests over .10% presumptive level of intoxication	6,329 (98%)	6,840 (75%)	7,006 (97%)
Number of blood tests over .15% presumptive level of intoxication	5,604 (85%)	6,066 (86%)	6,078 (84%)
Economic loss (estimated)	$245,000,000	$265,000,000	$270,000,000

(Statistics for positive tests broken down between male and female, age groups, and time periods are not readily available in Virginia for 1968 and 1970. From Virginia Department of Health, Office of the Chief Medical Examiner, September 15, 1971.)

EXHIBIT 38

DRIVING WHILE INTOXICATED ARRESTS
(From 254 Virginia Traffic Safety News, August 1970) p. 1.



Historical Approaches to the Problem

Both because of the gravity of the drinking driver problem and the perceived efficacy of administrative solutions, the Highway Safety Division intends to make the reduction of alcohol and drug related accidents its number one program for fiscal year 1973.

Implicit in any decision to wage a full-scale attack on one section of a multi-faceted problem is a realization that historical approaches have not worked. In most cases the "solutions" have tended to be either misguided or inadequate in scope or practical effect.

The traditional public information campaign designed to inform the general public of the too often tragic results of mixing drinking with driving have focused on a total prohibition of all drinking by drivers. The typical "if you drink, don't drive" slogan is familiar to all. The public, however, has refused to believe such blanket prohibitions. Too often a citizen has had "a few drinks" and driven without either ill effect or accident. In short, the lack of congruence between the enunciated doctrine and the facts of driving have succeeded in undermining its effect. So any highway safety program aimed at the drinking driver must overcome a credibility gap fostered by the earlier misguided campaign.

Punitive legal sanctions have also played a major role in the effort to reduce the human and property costs of the drinking driver. Probably the most significant legislative efforts dealing with the safety problem of alcohol-related accidents are the use of presumptive levels to determine intoxication and the use of chemical tests to determine a driver's blood alcohol level. Virginia initially adopted the liberal standard of .15% weight of alcohol in the accused's blood as raising a presumption of intoxication. Virginia also chose to rely solely on the blood test, a method

particularly fraught with practical administrative difficulties. In order to combat driver refusals to take chemical tests after the conviction efficiency was quickly proved, most states enacted implied consent statutes. Virginia's statute requires drivers as a condition to using the highways to submit to a chemical test. Unwarranted refusal results in a separate penalty. In practice, however, these seemingly logical legal countermeasures have not notably decreased the safety problem caused by the drinking driver.

Earlier efforts to control the drinking driver were also hampered by a lack of unanimity among officials as to the appropriate means-ends relationship. This conflict was heightened by the incomplete and conflicting viewpoints of researchers as to the underlying scientific basis for legislation. Some scientists felt that evidence linking drinking drivers with highway accidents was inconclusive at best. Others were unconvinced as to the efficiency and thus utility of any chemical test means of determining intoxication. Such vacillation in the scientific field had the effect of freezing any comprehensive all-out attack on the drinking driver. The lack of clear-cut, agreed upon bases for strict legislation hampered the necessary widespread public acceptance which is so often the spur to political action. Too frequently, politicians were wary of "going out on a limb" to support measures viewed as threatening by many of their constituents.

A further inadequacy of the traditional method of dealing with the drinking driver was a major allocation of the problem solving function to the private sector. Such organizations as the American Automobile Association and the Association of Insurance Agents normally handled the brunt of the public information and lobbying efforts. Their performance was unfortunately strictly circumscribed by budget requirements, proliferation of other duties, and a frequently obscured conflict of

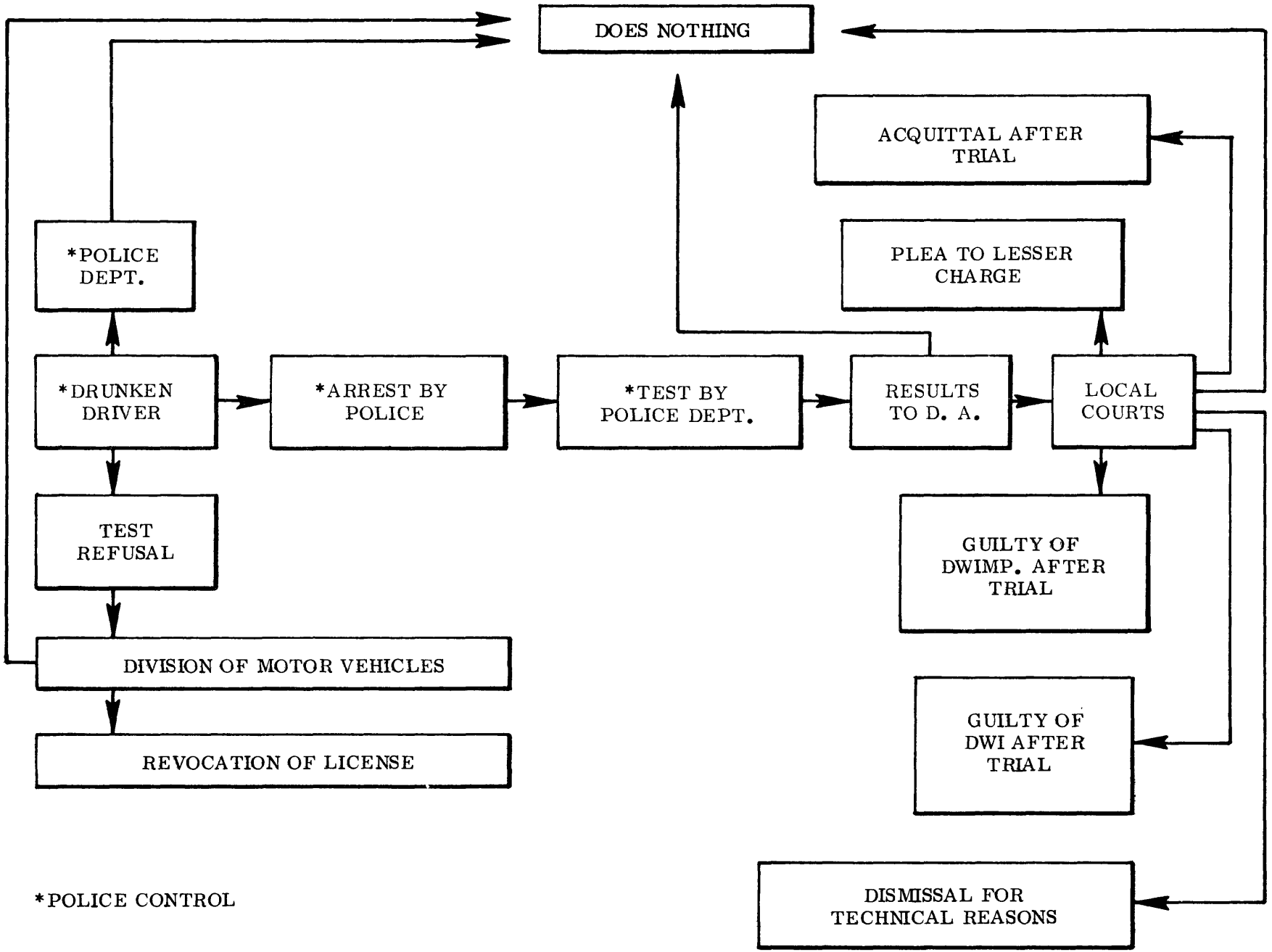
interest problem. For example, liquor lobbies frequently give lip service to measures designed to protect the law-abiding user of the highways, but behind the scenes emasculated strictly drafted legislation.

Researchers have also commented frequently on the alleged failure of the law enforcement branch to adequately enforce the existing Code provisions pertinent to the drunken driver. They reason that even if the laws are perfectly congruent with the facts the system will inevitably break down from failure to uniformly apply sanctions. Research has shown that frequently charges are reduced. Even if selective nonenforcement is not rampant in a given area, attitude surveys have shown that the citizen-driver believes one can frequently "fix" drunken driving charges. Exhibit 39 shows the many paths a drunken driver may follow through the legal system in Virginia.

An understanding of the failure of former programs designed to alleviate the threat of the drinking driver is necessary to a formulation of new countermeasures. Using the past as a guideline for change, Virginia has initiated numerous programs to reverse the increasing toll of the drunken driver. Though Virginia's program draws on experience for guidance, it does not rest entirely on the mere updating of old methods. On the contrary, steps are under development which may add a significant new dimension to the range of possible solutions.

EXHIBIT 39

PROCESSING OF DWI'S



*POLICE CONTROL

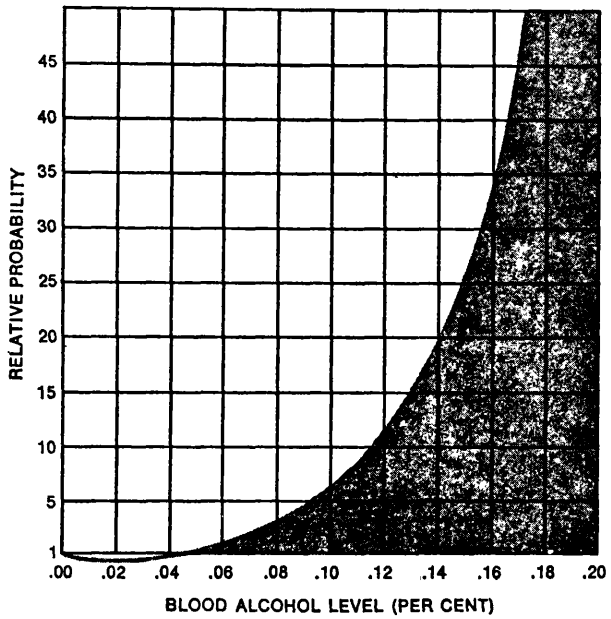
Current Initiatives

Virginia's highway safety program related to legislative proposals has sought to eliminate existing difficulties in the Code's drunk driving provisions. The early history of the promulgation of "presumptive statutes" was marked by an intuition that the constituency of most legislators knew little about chemical tests to determine intoxication. Public officials, including legislators, public administrators, prosecutors and judges, all were wary of using such a new, seemingly absolute weapon against the drunken driver. So to be completely fair and in order to gain initial acceptance, the very liberal figure of 0.15% was adopted by Virginia. The second reason that the generous 0.15% level was adopted was that the experimentation used to arrive at that level relied primarily on laboratory psychophysical tests. More recently, in an attempt to simulate the driving task, scientists have used alcohol impaired drivers on obstacle courses. The results of the more modern studies have shown that no one is fit to drive a motor vehicle when he has a 0.10% blood alcohol level and that a 0.15% level leaves too many potential accident generators on the highway. An accurate statistical method for determining the precise danger of the drinking driver has yet to be developed. But data are now being obtained in studies which take a random sample of drivers involved in accidents and determine the percentage who have been drinking. These investigations, using scientific controls, have resulted in the graph, Exhibit 40, showing the relative probability of causing an accident in relation to blood alcohol level.

With the weight of evidence against the liberal 0.15% presumption of intoxication, Virginia continues to ignore the nationally recommended 0.10% level. The Virginia Highway Safety Division has made the lowering of the presumptive level in Virginia to .10% a major goal of its legislative program.

EXHIBIT 40

RELATIVE PROBABILITY OF CAUSING AN ACCIDENT
IN RELATION TO BLOOD ALCOHOL LEVEL
(From Borkenstein, R. F., et al., "The Role of the Drinking Driver in Traffic Accidents," Department of Police Administration, Indiana University, 1964.)



The other element of the 1972 Highway Safety Division legislative program involves increasing the identifiability of the drinking driver by use of the breath test in addition to chemical tests of the blood. Although medical evidence shows that driving behavior deteriorates at even low blood alcohol readings (0.05% - 0.10%) many drivers can disguise outward signs of intoxication at that level. Police officers have long been aware that even though some drinking drivers appear sober their lowered ability to safely operate a vehicle warrants their removal from the road. For this reason the likelihood of identifying an unsafe drinking driver by relying on outward manifestations of intoxication is slight. Virginia remains, however, the only state relying exclusively on the blood test to measure the level of alcohol. After years of experience

it seems clear that Virginia's highway safety program has been severely hampered by sole reliance on the blood test to determine the degree of intoxication of arrested DWI's. The procedural intricacies outlined in the Code for drawing the blood sample have been a trap for the unwary for many prosecutors. The disadvantages include the necessity of giving the blood test within two hours of the offense, the possibility of civil liability, the complicated and burdensome labeling and handling procedures, the psychological aversion to the blood test, and the possibility that injured drivers may not be able to supply a sample. In summary, a percentage of persons who drive with a blood alcohol level above the presumed level of intoxication may be able to escape conviction because of the lack of alternate means to determine the blood alcohol level. If the number of identifiable drinking drivers is increased by the use of alternate chemical tests it might be expected that apprehension rates would increase. Such a result can be viewed as a significant step in improving highway safety in Virginia.

Prior to these two major legislative thrusts, the Highway Safety Division sought to increase public awareness and acceptability by two compromise measures. The first was adoption by the Virginia General Assembly, with Highway Safety Division endorsement, of a law compelling police officers to offer pre-arrest screening breath tests during the apprehension stage. The statute is designed solely to give the police officer some objective evidence upon which to base his decision as to arrest or not arrest. The driver must be informed that he is under no compulsion to take the test, that no penalty will accrue if he fails to take the test, and if he does take the test the results may not be used against him. The Virginia Highway Research Council, under the sponsorship of the Highway Safety Division, is conducting a study of the practical effectiveness of these pre-screening breath devices. This study involves statistical analyses of questionnaires designed to elicit answers to such questions as frequency

of alcohol use, reliability, accuracy, confidence in use; in general, a determination as to its practical everyday effect in helping the policeman combat the drunken driver.

In anticipation of widespread use of the quantitative breath tests recommended in the major legislative proposals,the Highway Safety Division has trained experts in the use of breath test devices. These trained operators travel throughout the state demonstrating the use and efficiency of the devices to civic groups, legislators, and general citizens. Their efforts should, at the least, increase the public's knowledge and make ultimate public acceptability much easier. These personnel will also be instrumental in the implementation of a major police training program in the use of quantitative breath tests if legislation requiring such tests is passed. Of course, purchases of these breath test devices will be required to provide all localities with the equipment. Additional hardware purchases by the state in the coming fiscal year will include mobile trailers with exhibits about the drinking driver and video cameras and projectors to be used in filming psychomotor tests of suspected DWI's.

The Commonwealth of Virginia and the federal government are currently involved in a significant cooperative effort designed to identify the problem drinker and get him off the road. The Fairfax Alcohol Safety Action Project (ASAP) is a $3\frac{1}{2}$ year demonstration program paid for by the federal government under contract with the Department of Transportation, Office of Alcohol Countermeasures. The program is important in that it attempts to focus maximum resources on a limited area. ASAP activities are divided into four specific countermeasure areas: (1) assisting the police in apprehending problem drinking drivers; (2) offering new legal services for pre-trial investigation; (3) developing a new comprehensive system for treatment and rehabilitation; and (4) undertaking a program to change public attitudes toward the drinking driver.

To help the police officers' chronic shortage of manpower and on the road equipment, ASAP will provide Fairfax police with 11 new police cruisers and an additional 28,000 man-hours a year. Medical vans which expedite the taking of chemical test evidence and video evidence will be provided to encourage DWI charges. Finally, all officers will attend training sessions designed to increase their knowledge about the safety aspect of the problem drinker.

In order to prevent the problem drinker from driving, a special probation staff will conduct a survey of all persons arrested for drunken driving to determine whether they are psychiatric problems rather than driving problems. The probation officer will then recommend to the prosecutor that the accused either stand trial, have further diagnosis, or be referred to a driver improvement school.

The rehabilitation and treatment countermeasure is centered around the driver improvement school at Northern Virginia Community College and the Falls Church Mental Health Center. The school will employ a part-time psychiatrist, a full-time psychologist and a full-time psychiatric social worker with alcohol rehabilitation training.

Public information and education under ASAP auspices are designed to convince the public that it is dangerous to drive after drinking. The program seeks, however, to avoid blanket prohibitions to minimize public deficiencies. These goals will be achieved through public opinion surveys and extensive advertising.

A more extensive statewide public information and education campaign will be stressed by the Highway Safety Division in the coming year. To facilitate this effort a full-time information officer was hired. His duties generally include increasing public awareness of traffic safety and acceptability of new steps taken to increase safety. In conjunction with an educational goal, officials in the Highway Safety Division have

taken time to teach highway safety related courses in nearby universities. Funds have also been designated for conducting an alcohol countermeasures indoctrination program for policemen. This educational experience for policemen is designed to increase their awareness and sensitivity to both the problems of the drinking driver and the needs of the community for protection from the drinking driver's secondary consequences.

Another educationally related project of the Highway Safety Division seeks to increase the awareness of the young driver or yet to be licensed trainee to the dangerousness of mixing too much alcohol when driving. This knowledge should be increased by a new driver education experiment sponsored by the state that uses small-group interactions as its defining principle. Its goal is to use peer group pressure to change the attitudes of young drivers. The normal textbook-movie technique is eliminated in favor of increased interaction between students and teacher. The method may offer returns in terms of reducing alcohol-related accidents.

Two major reports from the Highway Safety Division should increase response efficiency in terms of specific countermeasures. One report compared the penalties for driving while intoxicated of the 49 states and the District of Columbia with those of Virginia. The startling conclusion was that Virginia's penalties are extremely harsh. A parallel report presented results of a study that sought to determine what the optimum sanction for driving while intoxicated should be. Its conclusions were based on questionnaires and attitude surveys sent to judges, commonwealth's attorneys and licensed drivers. It is felt that these reports will be a significant help to legislators in shaping legislation to the DWI problem.

One of the major problems has been Virginia's inability to keep accurate and extensive records of DWI arrests and convictions within the state. A major effort is being directed at alleviating this problem. The traffic records system under development is designed to evaluate the present conviction processing procedures and

structure new systems to better handle anticipated problems. As an outgrowth of this effort, the Division has designed a data collection card for gathering information about the preliminary breath test. It is filled out by every policeman using the preliminary breath test. The information is sent to the Richmond headquarters where it is coded and tabulated. The more efficient gathering of information coupled with an expertly conducted analysis should give an accurate picture of exactly what is happening within the state.

Much of the effort of the Virginia Highway Safety Division is devoted to developing programs designed to prevent accidents before they occur. A slightly different approach is taken in an ambitious new program sponsored by the Commonwealth and the federal government which has as its sole purpose the in-depth investigation of all causes of accidents. This multidisciplinary crash investigation team is composed of engineers, mechanics, lawyers, and psychologists. Such teams in other areas have already labeled alcohol as the greatest hazard to safe driving. Though this major effort enters the safety continuum after the event it is intended to prevent, in a larger sense it is hoped that these findings will lead to changes which will decrease accidents in the future.

A related and rapidly changing field is drug abuse in relation to traffic safety. A recent highway safety survey linked marihuana and drug use and highway safety among high school students of the state. The findings suggested that drug use is a significant factor in many accidents. The data showed that approximately 36% of fatal motor vehicle crashes involving 16 - 19 year old drivers may involve marihuana and drug use coupled with driving is a particularly lethal combination. An increase in drug use and driving will warrant greater examination of the current Code provisions relating to drugs and highway safety. Such a study, designed to upgrade drug provisions

of the Virginia Code, is in progress. Unfortunately the effort has been hampered by a lack of objective scientific data on accident causation, the effects of drug use on one's ability to safely operate an automobile, and a lack of practical and accurate test methods to determine the presence of drugs. Both the information and educational campaigns will focus on educating the normal driver to this danger.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations (Cities)	3. NO. IS-73-391 46-73-09-01	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS No. of Deaths at Improved Hazardous Accident Locations										
6b. OUTPUT	C % of Hazardous Locations Identified and Corrected V No. of Hazardous Locations Identified and Corrected									
7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
HSD	309	1. Program to identify and inventory high accident locations (for cities not under the jurisdiction of the Virginia Department of Highways).			Contract Consult. Survey	Analysis Report	Devel. Imple.	Imple.	Imple.		
		A. Hire consultant for the development of the program, establish countermeasures, and provide guidance for before and after studies.									
HSD	309	2. Multidisciplinary accident surveillance team (total no. of teams).	1	1	6	6	6	6	6	8	10

10 DESCRIPTION	11. COST BY TASK								
Before we can accomplish our goal of reducing the number of deaths and injuries on our highways, we must first be able to identify and correct the most hazardous accident locations. Virginia's administrative organization lends itself to a two part division of authority, one program operating within the Department of Highways and the other program operating under the direction of the cities. The biggest problem with our program of accident location identification seems to be within our cities, which report 51% of all accidents on only 11% of Virginia's total highways, streets, and roads.	1. Develop identification and surveillence of accident location program for cities not under jurisdiction of VDH.			15	15	15	15	60	8	10
	2. Multidisciplinary accident surveillance teams.	30	30	40	40	40	40	160	100	50
	12 TOTAL COST	65	96	82	82	82	82	328	266	270
	LOCAL SHARE	31.5	44.3	41	41	41	41	164	133	135
	STATE SHARE	0	15.0	0	0	0	0	0	0	0
	FEDERAL SHARE	33.5	36.7	41	41	41	41	164	133	135
	TO LOCALITIES	33.5	21.7	41	41	41	41	164	133	135

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	3. NO. IS-73-391 46-73-09-02	4 DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	309	3. Crash facts (reproduced from State Police publication)		Devel.	Distrib.	Distrib.	Distrib.	Distrib.	Distrib.	Distrib.	Distrib.
Cities & VDH	309	4. Field reference system (in conjunction with Virginia Department of Highways)			Contract Consult.						
HSD & Localities	309	5. Local identification and surveillance programs already under way			Survey	Analysis	Devel.	Install	Install	Install	Install
HSD	309	6. Consultants for identification of hazardous locations at 139 sites in the cities			Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.
		7. Data system		Study	Analysis	Devel.	Devel.	Devel.	Devel.		

10. DESCRIPTION continued.

To help alleviate this problem the Highway Safety Division in 1972 contracted with an engineering firm for the purpose of surveying and identifying hazards at 139 locations in the cities. The studies have been completed and the recommendations are being carried out as funds permit.

In 1973 proposals for federal funds will include the following.

1. The hiring of an engineering consulting firm for the development of an identification and

11. COST BY TASK $(000)									
3. Crash facts			2	2	2	2	8	8	10
4. Field reference system			Cost to be included within VDH SEP (309)						
5. Local programs (estimated costs)			25	25	25	25	100	150	200
6. Consultants	35	66							

12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

surveillance program to be used by the cities for identification of their hazardous locations. This study will include the development of the program, suggested countermeasures, and assistance in making before and after studies of the locations.

2. We plan to continue funding a state multidisciplinary accident surveillance team and also work with 4 or 5 local jurisdictions in the development of others. Last year's team contributed a great deal in the elimination of hazardous conditions at the locations it studied.

3. The HSD plans to reproduce the State Police Crash Facts for all localities so they will be able to evaluate their safety programs more effectively.

4. A field reference system for the identification of accident locations will be developed for use by the cities and the VDH. We anticipate the hiring of a consulting firm for this endeavor.

5. Many of our larger cities have already established programs in this standard area. The HSD will assist these local programs if funding is available.

At the present time very little evaluation of our program is conducted. Upon completion of the state's new traffic records system we will be able to evaluate the program more effectively.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations IS-73-391	3. No. 46-73-09-04	4. DATE 4-1-72

			TASKS									
		TOTAL	1	2	3	4	5	6	7	8	9	10
13. D I S T R	Standard: 309	328	60	160	8		100					
	Total $(000)	164	30	80	4		50					
	Federal	164	30	80	4		50					
	To Localities	0	0	0	0		0					
	Prev. Obligations	164	30	80	4		50					
	New Obligations											
I B U T I O	Standard:											
	Total											
	Federal											
	To Localities											
	Prev. Obligations											
	New Obligations											
N B Y	Standard:											
	Total											
	Federal											
	To Localities											
	Prev. Obligations											
	New Obligations											
S T A N D A R D	Standard:											
	Total											
	Federal											
	To Localities											
	Prev. Obligations											
	New Obligations											
A R D	Total											
	Federal											
	To Localities											
	Prev. Obligations											
14.	Local Costs by Object											
	Salaries											
	Per Diem and Travel											
	Contracts											
	Equipment											
	Supplies											
	Maintenance and Operations											
	Total											

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. IS-73-391 / 46-73-09-05 Identification and Surveillance	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
1. Reduction in the number of accidents per volume of traffic at identified and improved hazardous locations.		20%	25%					28%	30%	32%
2.										
3.										
4.										
5.										
6.										

HIGHWAY SAFETY PROGRAM
ANNUAL SUBELEMENT PLAN

1. State of Virginia

2. TITLE Identification and Surveillance of Accident Locations — VDH

3. NO. IS-73-392 / 46-73-09-01

4. DATE 4/1/72

5. DRAFTED BY Fred F. Small
APPROVED BY J. T. Hanna

	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS Reduction in the number of accidents per volume of traffic at identified and improved hazardous locations. *	20%	25%	28%	28%	28%	28%	28%	30%	32%
6b. OUTPUT C % of identified hazardous locations studied and improved	30%	34%	10%	10%	10%	10%	40%	45%	47%
6b. OUTPUT V Number of hazardous locations identified	250	275	60	60	65	65	250	225	200

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
VDH	309	1. Develop comprehensive automatic data processing identification system. (VDH)		System completed							
VDH	309	2. Establish data base for the above.		Continued Program							
VDH	309	3. Continued implementation of analysis system with necessary revisions. (VDH)		Continued Program							
VDH	309	4. Operations (VDH)									
		(a) Personnel									
		(1) State Traffic and Safety Engineer	1	1	1	1	1	1	1	1	1
		(2) Asst. Traffic and Safety Engineer	2	2	2	2	2	2	2	2	2

10. DESCRIPTION

The long-term goal is to reduce the number of accidents including severe injuries and property damage by identification, surveillance, location correction and follow-up evaluations and analysis.

The immediate objective of this program is to establish an accident identification and surveillance system consistent with increasing volumes in traffic and accident demands utilizing to a greater degree automatic data processing to afford maximum and definite coverage.

Phase 1 — Consists of a series of programs which correlate accidents, traffic and geometrics. This in turn, allows for identification

11. COST BY TASK $(000)	1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
4. Personnel									
A-1 State Traffic & Safety Engr.	2.0	2.4	0.7	0.7	0.8	0.8	3.0	3.4	3.8
A-2 Asst. Traffic & Safety Engr.	7.6	8.4	2.1	2.1	2.2	2.2	8.6	8.9	9.3
A-3 Highway Traffic Engineer C	14.8	15.4	8.1	8.1	8.1	8.1	32.4	33.8	35.4
A-4 Highway Traffic Engineer B	38.6	39.5	10.3	10.3	10.4	10.4	41.4	43.0	45.1
A-5 Highway Traffic Engineer A	53.8	54.7	18.6	18.6	18.7	18.7	74.6	76.8	79.1
A-6 Highway Traffic Technician C	115.1	116.8	22.8	22.8	22.9	22.9	91.4	93.2	95.0
A-7 Highway Traffic Technician B	67.2	67.8	15.5	15.5	15.6	15.6	62.2	62.8	63.4
12. TOTAL COST $(000)	399.6	411.4	159.5	159.6	160.5	160.7	640.3	654.7	664.0
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	399.6	411.4	109.5	109.6	110.5	110.7	440.3	394.7	402.0
FEDERAL SHARE	0	0	50	50	50	50	200	260	262
TO LOCALITIES	0	0	25	25	25	25	100	130	131

1330

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	3. NO. IS-73-392 46-73-09-02	4. DATE 4-1-72
	5. DRAFTED BY Fred F. Small APPROVED BY John T. Hanna			

6a. EFFECTIVENESS		1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT	C									
	V									
7. RESP.	8. STD.									
VDH	309									
		9. TASKS & MILESTONES								
		4. Operations continued								
		(3) Highway Traffic Engineer C	1	1	2	2	2	2	2	2	2
		(4) Highway Traffic Engineer B	3	3	3	3	3	3	3	3	3
		(5) Highway Traffic Engineer A	5	5	7	7	7	7	7	7	7
		(6) Highway Traffic Technician C	13	13	10	10	10	10	10	10	10
		(7) Highway Traffic Technician B	10	11	10	10	10	10	10	10	10
		(8) Highway Traffic Technician A	0	0	1	1	1	1	1	1	1
		(9) Clerk-Stenographer C	1	1	2	2	2	2	2	2	2
		(10) Clerk-Stenographer B	1	1	2	2	2	2	2	2	2
		B. Supplies									
		C. Rent (offices)	3	3	3	3	3	3	3	3	3
		D. Computer (time)									
		E. Travel									
		F. Training (OJT and Northwestern)	37	38	10	10	10	10	40	40	40

10. DESCRIPTION continued.

and evaluation of individual locations based on geometrical differentials and enables the establishment of critical rates for each type of facility.

Phase 2 — Consists of a program that will establish a data base for determining the effectiveness measure of each type improvement in relation to adjacent geometrics, traffic volumes and community characteristics.

Phase 3 — Provides for immediate and continuing analysis of program data and findings. This phase includes location selection, improvement requirements, B/C analysis, construction implementation and after studies with findings fed back into the data base; Phase 2.

11. COST BY TASK $(000)									
A-8 Highway Traffic Technician A	0	0	1.3	1.3	1.4	1.4	5.4	5.5	5 6
A-9 Clerk-Stenographer C	5.7	5.8	3.1	3.1	3.1	3.2	12.5	12.6	12 7
A-10 Clerk-Stenographer B	9.8	10.1	2.6	2.6	2.6	2.7	10.5	10.9	11.2
4-B Supplies	5.1	5.1	1.2	1.3	1.3	1.3	5.1	5.3	5.4
4-C Rent	6	6	1.5	1 5	1.5	1 5	6.0	6 0	6.0
4-D Computer Time	16.5	16.6	4.2	4.2	4.2	4 2	16.8	17.2	17.5
4-E Travel	12.4	12.8	3.3	3.3	3.4	3.4	13.4	13.9	14.5
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	3. NO. IS-73-392 46-73-09-03	4 DATE 4/1/72
	5. DRAFTED BY Fred F. Small APPROVED BY John T. Hanna			

				FISCAL YEAR 1973						
		1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS										
6b. OUTPUT	C V									
7. RESP. VDH & HSD	8. STD. 309									
9. TASKS & MILESTONES										
5. Field Reference System (Devel. Pro.)										
A. Miles Posted (Highways under jurisdiction of VDH)		75	75	20	20	20	20	80	80	80
B. Cities and State (Program to be developed) See SEP IS-73-391 (will be coordinated by VDH)				Hire Consult. to devel. system survey	Analysis	Devel. Install	Install	Install		
6. Traffic Conflict Study										
* Conflict studies will be integrated into Phase 3 of this program in analyzing and determining improvement needs at identified locations.				*	*	*	*	*	*	*
Task cost incorporated into paragraph #4 — Operations (Personnel and Supplies)										

10. DESCRIPTION continued.	11. COST BY TASK $(000)								
The Highway Department, Highway Safety Division, and personnel representing the cities not under the jurisdiction of the VDH will jointly develop a field reference system for use throughout Virginia for accurate identification of accident locations. At present the VDH has installed approximately 150 miles of mile-posting on its interstate highway system. The VDH will continue installing mileposts on the interstate highways and start installing them on the primary roads. It also plans to purchase a photograph logging system for identification of accident locations.	4-F. Training	0	0	0	0	0	0	0	1.4	0
	5. Field reference system									
	A. VDH (installation of mile posting)	45	50	14.2	14.2	14.3	14.3	57		
	B. Develop field reference system for cities and state (install system)	0	0	50	50	50	50	200	260	260
	12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

*Federal Funds

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	3. No. IS-73-392 46-73-09-05	4. DATE 4-1-72

			TASKS										
		TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D Standard: 309												
	I Total $(000)	640.3				383.3	257						
	S Federal	200				0	200						
	T To Localities	100				0	100						
	R Prev. Obligations	0				0	0						
	New Obligations	200				0	200						
	I Standard:												
	B Total												
	U Federal												
	T To Localities												
	I Prev. Obligations												
	O New Obligations												
	N Standard:												
	Total												
	B Federal												
	Y To Localities												
	Prev. Obligations												
	New Obligations												
	S Standard:												
	T Total												
	A Federal												
	N To Localities												
	D Prev. Obligations												
	New Obligations												
	A Total												
	R Federal												
	D To Localities												
	Prev. Obligations												
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS

Preceding the advent of a federal-state highway safety improvement program, Virginia formulated a project designed to identify and eliminate hazardous locations on highways within the state. A hazardous location is defined in terms of three criteria: (1) Whether the site has been identified as potentially accident-generative through analysis of past accidents (five accidents occurring at a location within a one-year time span), (2) whether the accident site can be improved to measurably reduce the number and severity of accidents, and (3) whether the improvement project will result in a favorable cost-benefit relationship.

The minimum requirements of the total program as set out by the federal government in Policy and Procedure Memorandum 21-16 include:

(1) Identifying hazardous sections on spot locations.
(2) Ranking recommended improvements on a priority basis.
(3) Evaluating the effectiveness of completed projects.
(4) Selection of safety projects in the interim.
(5) Inclusion of a proposed time table for implementing the program.

Of course, a state can go beyond these bare essentials and fill in the gaps so as to adapt the program to fit its needs.

Virginia's administrative organization lends itself to a two-part division of authority, one program operating under the auspices of the Department of Highways and another under the direction of the cities. The Department of Highways has jurisdiction over primary, secondary and interstate roads in all the counties except Arlington and Henrico and in all cities with a population less than 3,500. These highways within the Department of Highways' jurisdiction have experienced approximately 71% of all miles traveled, 49% of all reported accidents, 73% of all fatalities, and 89% of the vehicle miles in the state. So 51% of all accidents occur on the 11% of the total miles

in the state not within the Highway Department's jurisdiction. Governing bodies of cities with populations over 3,500 have jurisdiction over all roads within their city limits.

Highway Department Program

In order to implement the policies of the program for the identification and surveillance of accident locations adequate field reference and traffic records systems must be maintained.

The field reference system is basically a graphic description of points every one-hundredth of a mile of road along with major intersections and other prominent physical identification points. In theory, every accident is located by using the relevant reference points and then analyzed by a staff of traffic engineers and technicians at the State Police Headquarters. In practice, however, administrative and budgetary difficulties have hampered widespread implementation of this system. Currently field markers are limited to the interstate highway system within the Commonwealth. A major goal of the current highway safety program is to develop a field reference system on all roads within the state. The field reference system is being studied by the Traffic Records Committee. It seems clear that accurate identification of accident sites is a prerequisite to the accomplishment of any further goals in the subelement plan on the surveillance of accident locations.

A more extensive traffic records system concerning accident sites will operate this year through a joint effort between the Department of Highways and the State Police. In the past, data were collected manually and included such detailed information as traffic volumes, foreign vehicles, and bus and truck composites. In most cases this out-dated system of relying on the manual input of SR300 accident reports led to a time lag between the accident and feedback of accident statistics to the Department. The

timely effectuation of countermeasures demands the quick and accurate retrieval of these accident statistics.

A major effort is now being directed toward changing this system to a comprehensive automatic data processing identification system. Included within this effort will be a computer program to identify hazardous sections of the highway based upon accident, traffic, and geometrical data. After all available data about a hazardous location are compiled by the computer system, a field check will be made of the site and recommendations calculated to improve the site will be made. Traffic and safety engineers hired by the state will have the major responsibility for formulating these recommendations. The existing multidisciplinary team project will be expanded by training an additional team. These working units composed of engineers, mechanics, lawyers and psychologists have the mission of determining all the relevant causes of specified automobile crashes. Once a plan for improvement has been approved a cost-benefit analysis of the improvement procedures will be made by the Department of Highways.

So the three step procedure involves (1) accurate statewide identification of hazardous locations, (2) compilation of relevant statistical data regarding the locations, and (3) promulgation of improvements to the highway location. The goal remains quick implementation of all three aspects in order to have the greatest effect on reducing highway accidents.

City Program

The cities (all those jurisdictions with a population greater than 3,500) have in the past been hampered in their efforts by lack of organization and adequate funding.

Traditionally their program to identify accident locations has been solely a manually developed spot map for each city listing all previous accident locations.

A tentative attempt to mimic the Highway Department "before and after" studies through multidisciplinary teams is being pursued; but again lack of funds has been the most significant limiting factor. The Highway Department is helping out by hiring consultants to work with the cities and counties. It is hoped that these additional employees will create more efficient programs for identifying traffic sites and also formulate effective countermeasures after in-depth studies of accident locations.

Finally a publication of Crash Facts focusing on the city jurisdiction locations should provide a more accurate picture of existing trends relating highway safety design to accident causation. Every locality will then know exactly how well its traffic safety program is progressing.

In sum, it must be admitted that the value of the city program for the identification and surveillance of accident locations depends primarily on the efforts of local officials. If these administrators are unconvinced of the worth of this program their individual commitment will be correspondingly diminished. It takes a strong public and private stance in support of these programs to both increase budgetary outlays and mobilize supportive personnel. Recognizing this need the Highway Safety Division has vigorously pushed its educational campaign toward city officials so as to create a more favorable operating climate.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Records	3. NO. TR-73-501 / 46-73-10-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	Average Retrieval Time	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		NA								
6b. OUTPUT	C % of Records on Automated File	Data not available								
	V No. of Records Entering System									
7. RESP.	8. STD.	9. TASKS & MILESTONES								
HSD	310	1. Traffic Records Committee	Established							
HSD	310	2. Feasibility study of Virginia's traffic records system. This is a 3 part program: (1) technical, (2) operational, and (3) economic feasibility.		Final Report of feasibility Study						
HSD	310	3. Personnel								
		A. Hire full-time research analyst to work with state agencies and members of Traffic Records Committee	1	1	1	1	1	1	1	1

10. **DESCRIPTION :** The long-term goal of our Traffic Records Program in Virginia is to reduce the number of accidents including fatalities, personal injuries and property damage due to the lack of sufficient traffic records for police enforcement and for the evaluation of existing and newly developed highway safety programs. Accident statistics generated by a traffic records system are the only data available for evaluating the effectiveness or success of highway safety programs. The National Highway Traffic Safety Administration has indicated to the Commonwealth of Virginia that the state's performance in the standard area of "traffic records" is more inefficient than it is in any area enumerated in the state's comprehensive highway safety

11. COST BY TASK $(000)									
2. Feasibility study (travel, printing and other related tasks of study team).		88							
3. Research analyst		12	3.12	3.12	3.13	3.13	12.5	13	13.5
12. TOTAL COST $(000)		100	145	145	145	145	580	165	165
LOCAL SHARE									
STATE SHARE		50	72.5	72.5	72.5	72.5	290	82.5	82.5
FEDERAL SHARE		50	72.5	72.5	72.5	72.5	290	82.5	82.5
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Records	3. NO. TR-73-501 46-73-10-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	19_72 FY-1	FISCAL YEAR 19_73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	19_75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Traffic Records Committee	310	4. Development and implementation of traffic records data base			Design	Devel.	Devel.	Devel.	Devel.	Imple.	Review
HSD	310	5. Legislation requiring law enforcement officers to report all accidents within 72 hours		Intro.							
HSD	310	6. Training all police personnel on uniform reporting procedures		Devel. Program	Train	Train	Train	Train	Train	Train	Train
		7. New uniform accident report form		Design	Imple.						
Traffic Records Committee	310	8. Traffic records locator system - 2 men $15,000/year				Design	Design	Devel.	Devel.	Devel.	Imple.

program. The Governor's Management Study alsc reflected this inadequacy. The current responsibility for the maintenance of traffic records is primarily shared by three agencies: (1) DMV; (2) State Police; (3) Highway Department. There is no centralized effort concerning automated processing of traffic records data in Virginia.

Major deficiencies in the present Traffic Records System of the Commonwealth include the following: (1) Inaccurate and incomplete recording of accident data. (2) Nonuniform accident reporting; (3) Untimely processing and dissemination of accident data.

11. COST BY TASK $(000)								
4. Data base			71.87	71.87	71.87	71.87	287.5	87	86.5
6. Training			62.5	62.5	62.5	62.5	250	50	50
8. Traffic records locator system			7.5	7.5	7.5	7.5	30	15	15
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

FY-1972

Traffic Records TR-73-501 / 46-73-10-03 DESCRIPTION: (Cont.)

In order to accomplish the implementation and continuation of an effective traffic records system the Highway Safety Division established a Traffic Records Committee to study the present traffic records system and make recommendations for its improvement.

A study team made the following recommendations: (1) A central authority must be established that will be responsible for the control, integrity and operation of the total system. This authority must have the responsibility for cost effectiveness in the areas of computer equipment, software and programming systems, priorities, and the expertise in the planning, implementation and continuity of the system. (2) A uniform accident reporting system must be drafted and adopted in the Commonwealth of Virginia. (3) A training program must be instituted to educate all law enforcement agencies throughout the Commonwealth in the administration and use of the uniform reporting system. (4) The amount of time allowed for an officer to submit a preliminary accident report to the entering agency must be reduced to 72 hours from the time of the accident. (5) All accidents must be investigated and reported by a law enforcement officer. (6) A uniform traffic records locator system must be established for the Commonwealth. The Traffic Records Committee will continue to study the recommendations for the further development and implementation of the system. It will also consider the purchase, acquisition, or leasing of the necessary equipment.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Traffic Records					TR-73-501 3. No. 46-73-10-04	4. DATE 4-1-72
				TASKS										
			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 310												
	I	Total $(000)	580			12.5	287.5		250		30			
	S	Federal	290			6.27	143.75		125		15			
	T	To Localities	0											
	R	Prev. Obligations												
		New Obligations	290			6.27	143.75		125		15			
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Records — DMV	3. NO. TR-73-502 / 46-73-10-01	4. DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C % of Records on Automated File V Number of Records on Automated File									
DMV	310	1. Traffic Records Electronic Data Processing Program									
		A. Number of Transactions Processed (000,000)	36.0	38.7	10.4	10.4	10.4	10.5	41.7	44.7	47.7
		B. Number of Motorist Records (000,000)	4.0	4.2	1.1	1.1	1.1	1.1	4.4	4.6	4.8
		C. Number of Vehicle Records (000,000)	2.7	3.8	1.2	1.2	1.2	1.3	4.9	5.1	8.3
DMV	310	2. Motorist data base project			Devel.						

10. DESCRIPTION : The long-range goal of the DMV Traffic Records Program is to reduce highway deaths, personal injuries, and property damage by providing sufficient records for more effective law enforcement purposes. The immediate goal at DMV is to provide complete motorist and vehicle information to authorized requesters immediately upon request through automation. DMV's programs are shown on the subelement plan.

1. Traffic Records Electronic Data Processing Program. This program maintains the driver and vehicle records of the Division of Motor Vehicles Traffic Records System.

2. DMV is working with the Traffic Records

11. COST BY TASK $(000)									
1. Traffic records electronic data processing	897	946	249	249	249	249	996	1,034	1,086
2. Motorist data base		Survey	87.5	87.5	87.5	87.5	350		
12. TOTAL COST $(000)	897	946	336.5	336.5	336.5	336.5	1,346	1,034	1,086
LOCAL SHARE			0	0	0	0			
STATE SHARE	897	946	249	249	249	249	996	1,034	1,086
FEDERAL SHARE			87.5	87.5	87.5	87.5	350	350	
TO LOCALITIES			0	0	0	0	0		

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Records	3. NO. TR-73-502 / 46-73-10-02	4 DATE 4-1-72
	5. DRAFTED BY A. D. Harvey APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C % of records on automated files V Number of records on automated files									
7. RESP. DMV	8. STD. 310	9. TASKS & MILESTONES 3. Crash Report Statistics Project A. Research and document local law enforcement reporting requirements. B. Research and document other state agencies' reporting requirements. C. Define expanded data capture requirements. D. Define expanded data base requirements. E. Define reports required.			Define						

10. **DESCRIPTION**: Committee on the development of a motorist data base. This project will produce an integrated, common data base which provides for all information, filing, storage and retrieval needs of the Division of Motor Vehicles using both manual and automated systems for driver licensing and vehicle licensing information.

3. This project is designed to expand the comprehensive data that the Division of Motor Vehicles is required to maintain, to research crash report statistical requirements of other state and local agencies, and to satisfy these requirements with timely statistical reports. The Division of Motor Vehicles continues to work with the Traffic Records Committee in the development of a new

11. COST BY TASK $(000)										
12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES										

Traffic Records TR-73-502 / 46-73-10-03 DESCRIPTION: (Cont.)

traffic records system for Virginia. This system is very important in effectively evaluating our highway safety programs.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Traffic Records | 3. No. TR-73-502 46-73-10-04 | 4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard:												
	I	Total $(000)	1,346	996	350									
	S	Federal	350	0	350									
	T	To Localities	0	0	0									
	R	Prev. Obligations	0	0	0									
		New Obligations	350	0	350									
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

TRAFFIC RECORDS

Traffic Records Committee

The National Highway Traffic Safety Administration has indicated that the Commonwealth of Virginia is more inefficient in the compilation of traffic records than in the other standard areas enumerated in the comprehensive highway safety program. Consequently, a Traffic Records Feasibility Study Team was formed by the Highway Safety Division of Virginia to study the present conditions and make recommendations for improvements. The following major deficiencies were found in the traffic records system by the Feasibility Study Team.

(1) Inaccurate and incomplete recording of accident locations.

There are no specific reference points in the field. The Highway Department maintains a paper milepost of all roads under its direct control. The State Police determine the location of accidents from the description given on the standard accident reporting form SR300 and this is posted on the paper milepost. The accuracy in pinpointing the accident location depends on the source of the SR300 -- the law enforcement officers, offenders, and witnesses.

In urban areas accidents are located by intersection reference.

(2) Nonuniform accident reporting.

Law enforcement officers submitting SR300 reports do not use uniform report methods, since various levels of training exist among law enforcement officers and some law enforcement departments set their own standards for reporting accidents.

(3) Untimely processing and dissemination of accident data.

Approximately 90 days are required to process accident data. Individuals involved are required to submit a report (SR-300) to the Division of Motor Vehicles (DMV) within five days of the accident. If the accident meets the standards of a reportable accident, the law enforcement officer must submit a report (SR-300) to DMV within 24 hours "after the investigation is complete," thereby allowing for an indefinite accident investigation.

The individual reports are held at the DMV for 30 days to be matched with the officer's report or with other individual reports before being forwarded to the Department of State Police.

The State Police process accidents according to where they occur -- rural or urban. A magnetic computer tape containing information from the accident reports is sent to the Department of Highways, where it is edited and recoded. Local law enforcement agencies still do not have access to the information.

The following recommendations were made by the Traffic Records Feasibility Study Team:

(1) A central authority should be founded or designated to control all traffic record keeping and its primary task should be that of establishing a traffic records data base.

(2) A uniform accident reporting system should be adopted by the Commonwealth and a uniform report should be filed by law enforcement officers, who shall investigate all accidents.

(3) A statewide training program should be instituted to educate all law enforcement agencies throughout the Commonwealth in the administration and use of the uniform report.

(4) An investigating officer's preliminary accident report shall be submitted to DMV within 72 hours from the date of the accident.

(5) A correctional system should be adopted so that any errors in accident reports may be brought to the attention of the office completing the report.

(6) The uniform accident report should be entered into the traffic records data base directly so that all agencies have timely access to the accident data.

(7) Responsibility for the entry and the accuracy and timeliness of the data should be vested with the central authority for the Traffic Records System.

(8) All accidents should be investigated and reported by a law enforcement officer.

(9) A uniform traffic records locator system should be established for the Commonwealth. The present paper mileposts or intersection reference points are inaccurate and nonuniform. A combination of location by coordinates, location by milepost, location by reference point or location by grid system should be used. A statewide system of numbering all intersections throughout the state of Virginia for both rural and urban roads is needed.

(10) The four basic files (driver, vehicle, highway, and accident) should be evaluated to ensure they include necessary information. The driver file must provide basic information such as driver training, licensing, and violations. The vehicle file must include basic information on titles and registrations as well as vehicle inspection data. The highway file must contain a record of every ramp, intersection and significant highway point in the system. The accident file should contain specific data on particular accidents.

The basic structure of the Traffic Records System consists of the driver, vehicle, highway, and accident files. In order to have an effective, or even adequate, Traffic Records System, which the Commonwealth at the present time does not have, these four files must be accurate, automated, cross-referenced and updated daily. The Traffic Records Feasibility Study Team has pointed out the problems and made recommendations. It is now up to the state government to implement the recommendations made by the Study Team.

Division of Motor Vehicles

The long-range goal of the Virginia Division of Motor Vehicles traffic records program is to reduce deaths, personal injuries, and property damage caused by the lack of sufficient records for traffic law enforcement purposes. The immediate goal of the Division is to provide complete motorist and vehicle information, through automation, to authorized persons immediately upon request.

The Division's traffic records electronic data processing program maintains separate and distinct driver and vehicle data systems without an automatic cross-reference that ties the vehicles owned by a driver to his driving record.

The Division has requested $350,000 for the motorist data base project for fiscal year 1973. This project will produce an integrated common data base that will provide for all the information, filing, storage, and retrieval needs of the Division, including manual and automated processing methods for driver licensing and vehicle licensing and information.

In conjunction with the motorist data base project during fiscal year 1973, the Division will conduct a crash report statistics project to:

(1) Research and document local law enforcement reporting requirements;

(2) research and document other state agencies' reporting requirements;

(3) define expanded data capture requirements;

(4) define expanded data base requirements; and

(5) define reports required.

These programs form an integral part of the driver testing and licensing and motor vehicle registration programs outlined under subelements 302 and 305.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 46-73-11-01	4. DATE 4/1/72

					FISCAL YEAR 1973						
		5. DRAFTED BY Si Hellman & W. Howard APPROVED BY J. T. Hanna	1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a.	EFFECTIVENESS	See Effectiveness Supplement to the Subelement									
6b.	OUTPUT	C No. of People Within 20 Min. Response Time of an EMS Facility									
		V No. of Roadmiles Within 20 Min. Response									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Commissions	311	1. EMS Advisory Councils (number existing)	25	135	135	135	135	135	135	135	135
Office of EMS	311	2. EMS facilities (number with permits)	380	396					406	416	426
Office of EMS	311	3. Emergency Medical Services, Office of									
		A. Director	1	1	1	1	1	1	1	1	1
		B. Supervisor	1	1	1	1	1	1	1	1	1
		C. Field representatives	3	3	3	3	3	3	3	3	3
		D. Clerical staff	2	2	2	2	2	2	2	2	2

10. DESCRIPTION	11. COST BY TASK ($000)									
With the continued growth of highway miles and number of licensed operators in Virginia, the number of motor vehicle accidents will continue to mount. It is our goal in Virginia to reduce among the reported injured: (a) the severity of injuries, (b) complications, (c) days out of work, (d) length of hospital stay, (e) economic loss (f) and in addition, the number of deaths and permanent disabling injuries, due to (1) the lack of local EMS facilities, (2) the proper training of EMS personnel, (3) the lack of sufficient communications equipment in ambulances and from ambulances to hospitals and (4) the lack of	3. Office of EMS	63.9	58.3	19.25	19.25	19.25	19.25	77	85	90
	12. TOTAL COST ($000)	2155.9	2328.6	2351.25	34.25	34.25	34.25	2454.0	2,562	2,753
	LOCAL SHARE	1917.4	2037.9	1626.13	0	0	0	1626.13	1,472	1,462
	STATE SHARE	0	25.8	17.125	17.125	17.125	17.125	68.5	75	95
	FEDERAL SHARE	238.5	264.9	708	17.125	17.125	17.125	759.4	1,015	1,196
	TO LOCALITIES	174.6	169.3	691	0	0	0	691	905	1,081

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 / 46-73-11-02	4. DATE 4-1-72
	5. DRAFTED BY Si Hellman & W. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C / V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	311	4. Procure equipment			Bids						
		A. Ambulances $15,000	100	108	100	0	0	0	100	110	115
		B. Crash trucks $17,500 (light duty)	3	2	10	0	0	0	10	10	15
		C. Vital signs equipment $1400	0	0	4	0	0	0	4	5	5
		D. Projectors $500	0	2	13	0	0	0	13	10	10
		E. Med. equipment ($400 per unit)	100	108	74	0	0	0	74	80	90
		F. First Aid supplies (for ambulances) $350 each	150	200	30	0	0	0	30	50	50
		G. Oxygen ($500 per facility)	395	395	400	0	0	0	400	416	426
		H. Stretchers $75 each	50	50	56	0	0	0	56	70	90
		I. Porta power hydraulic jacks $350 each	2	2	15	0	0	0	15	8	10
		J. K-12 saws $450 each	1	1	12	0	0	0	12	12	12

10. necessary equipment such as crash trucks, oxygen, vital sign equipment, porta-power hydraulic jacks and other needed equipment for the care of accident victims.

In order to accomplish this goal we plan to: (1) upgrade training for ambulance and rescue vehicle personnel where needed; (2) develop licensing and related requirements for emergency vehicle personnel and set up the mechanism for these services; (3) continue paramedic training program; (4) establish paramedic training in all community colleges; (5) develop and implement a statewide emergency medical service/emergency health service communication

11. COST BY TASK $(000)									
4. Procure equipment	1,906	2,035	2,019	0	0	0	2,019	2,193	2,374
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 46-73-11-03	4. DATE 4-1-72
	5. DRAFTED BY Si Hellman & W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Office of EMS and Local Political Subdivision	311	4. Equipment continued			Bids						
		K. Rescue extrication equipment ($850 per unit)	10	10	24	0	0	0	24	30	35
		L. Aspirators (Rico) $110 each	50	50	32	0	0	0	32	40	45
		M. Sirens, lights $350 per set	100	108	76	0	0	0	76	80	85
		N. Back boards $50 each	200	225	33	0	0	0	33	40	50
		O. Telemetry $25,000			1	0	0	0	1	1	1
	311	5. Communications									
		A. Base stations $2500 each	10	10	12	0	0	0	12	14	16
		B. Mobile $1100 each	100	108	113	0	0	0	113	100	100
		C. Hospital $1750 each	5	5	13	0	0	0	13	5	5
		D. Portable $875 each	25	25	41	0	0	0	41	50	50

system; (6) seek mutual support and creation of a hospital to hospital communications system, local-regional-state; (7) develop standardized uniform reporting form; (8) introduce the necessary procedures for amending: (a) ambulance laws, (b) rules-regulations procedures; (9) extend requirements to include helicopter ambulance; (10) initiate instructor trainee programs; (11) upgrade and expand equipment, communications and training; (12) develop data system; (13) train as many lay persons as possible in standard and advanced first aid; (14) training all public services personnel, police and fire, etc. in first aid; (15) continue the hospital service sign program.

11. COST BY TASK $(000)									
5. Communications	186	198	278	0	0	0	278	234	239
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 46-73-11-04	4. DATE 4-1-72
	5. DRAFTED BY Si Hellman & W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	311	5. Communications Continued									
		E. Alerting Systems $150 each	100	125	385				385	200	200
		F. Remotes $240	5	5	15				15	10	10
		G. Encoders $400	10	10	10				10	10	10
		H. Proposed for implementation of EMS communication systems into a statewide communications network			Imple.	Imple.	Imple.	Imple.	Imple.	Con't.	Con't.
		1. Inventory									

The State Emergency Medical Services program will be implemented by the Supervisor of the Office of Emergency Medical Services of the State Health Department.

An evaluation of Emergency Medical Services in Virginia starting with Phase 1 — Program Definition and Study Design will get under way during fiscal year 1972. The study will attempt to answer two fundamental questions: (1) What are the characteristics of the system and how well does it function? (2) Does Virginia have a model EMS system or are there gaps and deficiencies?

11. COST BY TASK $(000)									
H. Implementation			20	0	0	0	20	0	0
Inventory	0	12	0	0	0	0	0	0	0
Total cost of communications shown on p. 46-73-11-03									

12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 46-73-11-05	4. DATE 4/1/72
	5. DRAFTED BY Si Hellman & W. Howard APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C V									
Office of EMS	311	6. Training and Certification									
		A. Standard first aid (number certified)									
		1. EMS personnel	2,000	3,000					3,000	3,000	3,000
		2. Police	925	4,000					3,000	3,000	3,000
		3. Firemen							3,280	3,280	3,280
		4. General public	20,764	26,250					35,000	45,000	50,000
		B. Advanced first aid									
		1. EMS personnel	1,518	250					250	250	250
		2. General public	4,693	5,125					10,000	15,000	21,000

The long-range objective of the proposed services of evaluation studies would be to answer these questions more fully and assist in formulating others. If discrepancies in the EMS system are identified, corrective measures will be designed and suggested for implementation.

The Traffic Records Committee continues to develop a new traffic records system that will enable us to evaluate our EMS program more effectively.

11. COST BY TASK									
6. No cost									
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EM-73-181 46-73-11-06	4. DATE 4-1-72
	5. DRAFTED BY Si Hellman & W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
		Training continued									
		C. * Paramedic training (no. certified)									
		1. EMS personnel	432	1,000					1,500	2,000	2,000
		2. Retrain	4,693						1,000	5,000	5,000
Office of EMS	311	7. Legislative proposals		Intro. Imple.	Imple.	Intro.	Imple	Imple		Intro.	Intro.
	310	8. Data system	Study	Study	Study	Study	Study	Study	Study	Report	Devel.
HSD	311	9. Evaluation of EMS Services in Virginia		Phase 1		Report	Phase II		Data Collection & Processing	Phase III	Phase IV
		* Includes certification for the operation of communications equipment.									
		11. COST BY TASK $(000)									
		9. Evaluation			15	15	15	15	60	50	50
		A. Personnel		15.975							
		B. Contractual services		.750							
		C. Office supplies		.4							
		D. Other direct costs		3.15							
		E. Indirect costs		5.07							
		TOTAL		25.345							
		12. TOTAL COST $(000)									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Emergency Medical Services					3. No. EM-73-181 46-73-11-07		4. DATE 4-1-72
				TASKS											
			TOTAL	1	2	3	4	5	6	7	8	9	10		
13.	D	Standard: 311													
	I	Total $(000)	2,454	0	0	77	2,019	298	0	0	0	60			
	S	Federal	769.5	0	0	38.5	552	149	0	0	0	30			
	T	To Localities	701	0	0	0	552	149	0	0	0	0			
	R	Prev. Obligations													
		New Obligations	769.5	0	0	38.5	552	149	0	0	0	30			
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. EM-73-181 46-73-11-08 Emergency Medical Services	Date 4-1-72	19 71 FY-2	19 72 FY-1	Fiscal Year 73 1st Qt.	 2nd Qt.	 3rd Qt.	 4th Qt.	 Total	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS										
* Average response time from unit dispatched to the actual arrival. 1.		20 Min.	20 Min.					18 Min.	15 Min.	10 Min.
* Number of road miles within 20 minutes response time 2.										
* Number of people within 20 minutes response time of an EMS facility. 3.										
4.										
5.										
* Additional effectiveness measures will be available upon completion of traffic records system. 6.										

EMERGENCY MEDICAL SERVICES

Prior to the action of the 1968 General Assembly, the Commonwealth of Virginia did not have laws governing the operation of emergency medical services vehicles (ambulance services) nor were there any requirements for medical supplies and equipment. Prior to 1968, paramedical personnel directly or indirectly involved in handling victims of motor vehicle accidents or sudden illness were not required to have specialized training. The possession of a valid American Red Cross advanced first aid card or a United States Bureau of Mines card was sufficient.

The ambulance situation prior to 1968 was of little concern to most localities. If an ambulance was needed, contact was made with the funeral home, fire company, private establishments or the rescue squad. Most of these services were inadequate. They were generally used only as transportation for the sick, injured, helpless or incapacitated. Emergency care at the scene or enroute to a medical facility was practically nonexistent. The services rendered were very inadequate and the special emergency care equipment aboard the ambulance, if existing, could not be used by the attendants with confidence.

In 1968, the General Assembly enacted Chapter 16.1, Ambulances in Title 32 of the Code, creating an Advisory Committee on Emergency Services authorized to establish standards, rules, and regulations for ambulances, their drivers, and attendants. In 1968 the Governor created by executive order the Office of Emergency Medical Services within the Department of Health. A study was made of all the emergency medical service agencies in Virginia. This 1968 study revealed that approximately 18% of the ambulance attendants used standard first aid or no first aid on the injured; that only 64% of the 814 ambulances had two-way radios; that seven of the 96 Virginia counties were without emergency medical service based

within their boundaries; that 27 counties had inadequate ambulance coverage and 10 counties were in the process of establishing 13 emergency medical agencies. Local agencies and civic clubs were approached with a suggested plan to organize an operational local emergency medical service agency. Progress has been made since 1968 in overcoming the deficiencies mentioned above. Today, in Virginia there are 193 volunteer rescue or life saving squads and another 93 fire companies maintaining ambulance services. In addition, there are 82 funeral homes offering ambulance transportation. The total number of emergency medical service agencies is 396, but there continues to be a void or lack of an emergency medical service agency within the confines of several political subdivisions. Three counties lack emergency medical service, and the citizenry depend on neighboring jurisdictions for any and all ambulance service. This results in an increase in response time. Two counties with a city within the area boundaries have service provided by the city, with an increased response time. One city bordering another city is lacking an emergency medical service base of operation. The maximum response time should be 20 minutes, and most of the 135 political subdivisions are within this time period.

Communications

A recent study of existing emergency medical service two-way radio communications installations showed that only 78% of the agencies had voice contact with their base of operations. Only 8% of the present 396 individual base agencies have voice contact with definitive medical facilities of the 839 ambulances and two-way radio contact with the medical facility is possessed by only 9.6% of the agencies.

The emergency medical services now has a priority program to expand communications in ambulances and health care facilities. Funds have been requested for fiscal years 1973-74-75 to initiate a statewide emergency health/medical service communications

system. This statewide system will require cooperative work and support from other state agencies -- the Virginia Hospital Association, Regional Medical Program, and Comprehensive Health Planning.

Communications facilities are essential for the mobilization of rescue squads and equipment is needed for the establishment of an "on-site" center whereby law enforcement personnel, emergency ambulance crews, and highway and utility authorities are immediately advised of existing circumstances and anticipated future action. This will enable all personnel involved to: (a) provide emergency care and transportation for all injured; (b) prevent any additional mishaps at the scene; and (c) restore movement of traffic and repair utilities as soon as possible.

The communications control center can advise medical facilities of the number and types of injuries while ambulances are enroute and can re-route ambulances to another medical facility when the assigned facility is overcrowded. Improved communications can provide for adequate physician and nursing teams in the emergency room to receive the injured and thereby reduce "waiting" time. Communications control can also locate life-saving medical supplies and drugs at facilities within the state or in neighboring states.

Constant voice to voice radio communications between the ambulance, the emergency room and other medical centers may be instrumental in saving lives. This may gain additional meaning in times of disaster. A feasibility study committee will meet to recommend a course of action for the implementation of the proposed statewide emergency health and emergency medical services communications system. Representatives from the following state agencies will be present on this committee: (1) The Virginia Hospital Association, (2) the Medical Society of Virginia, (3) the Virginia Highway Safety Division, (4) the Virginia State Police, (5) the Virginia State

Fireman's Association, (6) the Virginia Association of Volunteer Rescue Squads, (7) the Virginia Municipal League, (8) the League of Virginia Counties, and (9) Civil Defense.

Comprehensive Health Planning

The Commonwealth has developed a master Comprehensive Health Planning Program. Twenty-two regional comprehensive Health Planning Districts will make in-depth studies of the needs of their respective cities and counties. Present and projected needs of emergency medical and emergency health services will be categorized. Assistance to local Emergency Medical Services Advisory Committees in seeking federal funds will be granted.

Training

Training has been categorized as a priority item along with improved communications. In 1968, 80.7% of the ambulance attendants were trained in advanced first aid. In 1970, this percentage climbed to 90%, and as of October 1971, 98% of the attendants had advanced first aid training.

The Emergency Medical Technician Training Program begun during 1971 will expose all persons registered as medical technicians in the Office of Emergency Medical Services to advanced first aid. A 71-hour paramedic training program has been adopted as the advance course of instruction for all potential emergency medical technicians. The training program was recently endorsed by the Medical Society of Virginia and the Virginia Association of Volunteer Rescue Squads.

During the present fiscal year and each subsequent year through 1974, the Office of Emergency Medical Services will graduate a minimum of 1,000 emergency medical technicians each year. There will be a 20-hour refresher course during 1973 and each year thereafter.

The American Academy of Orthopedic Surgeons has developed guidelines for the refresher course. The Emergency Medical Service plans to recommend to the State Advisory Committee on Emergency Medical Services a minimum 20-hour refresher course to be offered in concert with the basic training program every two years.

In summary, the Emergency Medical Services has made significant gains since the enactment of the 1968 Chapter 16.1 of the Virginia Code concerning ambulances. New rules and regulations have been established concerning emergency medical care. Advanced first aid training under the Emergency Medical Technician Training Program has been implemented as a standard for all attendants. Funds have been requested for initiation of a statewide emergency health/medical services communications system. Improvement in these areas should enable the Emergency Medical Services to continue with an effective program.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 46-73-12-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		See Effectiveness Supplement to the Subelement									
6b. OUTPUT		C % of Highway Miles Meeting Current Federal Safety Standard V No. of Highway Miles Meeting Current Federal Safety Standard									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD - VDH	312	1. Program to determine the need and priority for the improvement of roadway lighting (cities)	Develop	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.
HSD - VDH	312	2. Program to develop better guidance, warning and regulation of traffic at construction sites and the evaluation of existing safety guidelines and manuals (cities)	Develop	"	"	"	"	"	"	"	"
HSD- VDH	312	3. Develop programs in the following areas: (cities)									
		A. Pavement skid resistance			Survey	Analysis	Devel.	Imple.	Imple.	Imple.	Imple.
		B. Elimination of hazardous fixed objects			Survey	Analysis	Devel.	Imple.	Imple.	Imple.	Imple.
		C. Use of breakaway structures for signs, signals, and lighting			Survey	Analysis	Devel.	Imple.	Imple.	Imple.	Imple.

10. DESCRIPTION: The long-term goal of the highway design, construction, and maintenance programs in our cities in Virginia is to reduce the number of accidents including fatalities, personal injuries and property damage attributed to poorly designed, constructed, and maintained roadways.

In Virginia, the Department of Highways has jurisdiction over all roadways in the municipalities with a population of under 3,500. There are 59 municipalities and two counties which design, construct and maintain their own highways. The Virginia Department of Highways, does, however, work with these municipalities.

11. COST BY TASK $(000)									
1. Roadway lighting	0	0	5	0	0	0	5	10	10
2. Guidance and warning	0	0	5	0	0	0	5	10	10
3. Develop programs — work with VDH or hire consultants. Fee for development of programs and procedures	0	0	50	50	0	NA	100		
12. TOTAL COST $(000)	25,307	29,048	8388.3	9218.3	8328.3	8627.8	34,563	38,092	42,245
LOCAL SHARE	25,307	29,009	8323.8	9163.8	8323.8	8623.3	34,435	38,050	42,202
STATE SHARE	0	0	0	0	0	0	0	0	0
FEDERAL SHARE	0	39.3	64.5	54.5	4.5	4.5	128	42	43
TO LOCALITIES	0	39.3	64.5	54.5	4.5	4.5	128	42	43

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 46-73-12-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19_71 FY-2	19_72 FY-1	FISCAL YEAR 19_73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19_74 FY+1	19_75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Cities, VDH HSD	312	D. Program to improve hazardous railroad grade crossings			Survey Defin. Phase	Report Devel.	Imple.	Imple.	Imple.	Imple.	Imple.
"	312	E. Program to improve maintenance procedures to provide greater safety			Survey Def. Phase	Report Devel.	Imple.	Imple.	Imple.	Imple.	Imple.
"	312	F. Program for installing guardrails at hazardous locations			Survey Def. Phase	Report Devel.	Imple.	Imple.	Imple.	Imple.	Imple.
"	312	G. Update guardrails			Survey	Dev. Prog.	Update	Update	Update	Update	Update

Goals established by these 61 political subdivisions to provide safe streets and highways include the following: Assure that existing streets and highways are maintained in a condition that promotes safety; assure that capital improvements either to modernize roads or to provide new facilities meet approved safety standards; assure that appropriate precautions are taken to protect passing motorists as well as highway workers from accident involvement at highway construction sites; reduce accidents with emphasis on overhead and sight distance restrictions.

In order to accomplish these goals the cities throughout Virginia plan to develop and

11. COST BY TASK										
D-G Cost included in total cost of task No. 3										
12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 46-73-12-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH - HSD	312	4. Review design criteria	Review	Review	Review	Review	Review	Review	Review	Review	Review
Cities - HSD	312	5. Bridge inspection program on all city bridges not under the jurisdiction of the VDH. One full-time bridge engineer	Develop.	Approve Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.	Imple.
		11. COST BY TASK									
		4. Review design criteria	0	0	.75	.75	.75	.75	3	6	6
		5. Bridge inspection program for city bridges. Hire consultant.	0	0	3.75	3.75	3.75	3.75	15	16	17
		12. TOTAL COST									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE									
		TO LOCALITIES									

implement the following programs:
1. Establish means of communications with all city agencies, with the immediate task of acquiring radio equipment capable of monitoring other city frequencies; 2. Install electronic warning devices near overhead obstructions; 3. Remove sight distance obstructions where accident experience has been great; 4. Rebuild arterial routes into 4 lane streets; 5. Adopt ordinances requiring commercial entrances to meet state highway standards; 6. Construct parking garages to eliminate on street parking; 7. Establish needs; 8. Improve street lighting and street paving in locations where the pavement is slick; 9. Develop proper procedures for roadway and roadside maintenance; 10. Construct already planned loops and roadways;

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 46-73-12-04	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Cities	312	6. Electronic warning devices near overhead obstructions All state funds		Install	Install	Install	Install	Install	Install	Install	Install
Dept. of Public Works	312	7. Remove sight distance obstructions where accident experience has been great. No 402 funding		Survey	Recom.	Recom.	Recom.	Recom.	Recom.	Recom.	Recom.
Dept. of Public Works	312	8. Rebuild arterial routes into 4 lane streets. No 402 funds		Study	Rebuild	Rebuild	Rebuild	Rebuild	Rebuild	Rebuild	Rebuild
Cities	312	9. Adopt ordinances requiring commercial entrances to meet state highway standards. No cost	Study	Study	Adopt				Adopt Imple.	Imple.	Imple.

11. Survey railroad grade crossings and recomend safety features; 12. Study hazardous locations and establish priorities where guardrails are needed; 13. Hire personnel and provide proper training and equipment; 14. Employ competent structural engineers to make inspections of all bridges not under the jurisdiction of the VDH; 15. Install signs, at freeway interchanges, directing motorists to hospitals having emergency care capabilities. In addition work continues on a data system that will enable the cities to evaluate their programs more effectively.

11. COST BY TASK

6-9 Cost shown with design, construction and maintenance figures. Cost will not include 402 funding.

Costs Not Available

12. TOTAL COST
LOCAL SHARE
STATE SHARE
FEDERAL SHARE
TO LOCALITIES

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO HD-73-361 46-73-12-05	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Cities	312	10. Construct parking garages (cities)		Conduct	Study Bids	Study Purch.	Design Imple.	Build Imple.	Imple. Imple. Build	Con't. Build	Con't. Build
Cities	312	11. Communications network									
Cities	312	12. Build loops and roadways									
HSD	312	13. Traffic Engineering Seminars - 313									
		11. COST BY TASK $(000)									
		10. Parking garage(No 402 funds)	0	0	0	0	0	300	300	0	0
		13. Seminars		39.3							
		12. TOTAL COST $(000)									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE									
		TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 / 46-73-12-06	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS		19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT	C									
	V									
7. RESP.	8. STD.									
City Government	312									
		9. TASKS & MILESTONES								
		14. (Continued)								
		14. Personnel (salaries of local personnel)								
		A. Supervisor $5,600 per year	30	30	40	40	40	40	40	40	50
		B. Laborers	600	600	800	800	800	800	800	900	1,000
		C. Traffic engineer 1/2 time	20	20	20	20	20	20	20	25	30
		D. Maintenance personnel	3,000	3,500	4,000	4,000	4,000	4,000	4,000	4,500	5,000
		E. Engineering aids	10	15	20	20	20	20	20	20	25
		F. Asst. traffic engineers (part-time)	20	23	25	25	25	25	25	30	40

11. COST BY TASK $(000)	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY +1	1975 FY + 2
14. Personnel (No 402 funds)									
A. Supervisor	168	168	56	56	56	56	224	252	280
B. Laborers	3,312	3,312	1,104	1,104	1,104	1,104	4,416	4,968	5,520
C. Traffic Engineers	104	104	26	26	26	26	104	130	156
D. Maintenance personnel	21,000	24,500	7,000	7,000	7,000	7,000	28,000	31,500	35,000
E. Engineering aids	44.64	66.96	22.32	22.32	22.32	22.32	89.28	89.28	111.6
F. Assistant traffic engineers	8.44	12.66	4.22	4.22	4.22	4.22	16.88	16.88	21.1
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. Highway Design, Construction and Maintenance (Cities)	3. HD-73-361 NO. 46-73-12-07	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
City Government	312	14. G. Civil engineers 10% of	20	20	25	25	25	25	25	30	35
		H. Draftsman	30	35	40	40	40	40	40	50	55
		J. Traffic director 1/5 time	30	30	30	30	30	30	30	40	45
		K. Secretaries $1200 + a year (time spent)	61	61	61	61	61	61	61	61	61
		11. COST BY TASK $(000)									
		G. Civil engineers	28	28	8.75	8.75	8.75	8.75	35	42	49
		H. Draftsman	180	210	60	60	60	60	240	300	330
		J. Traffic director	90	90	22.5	22.5	22.5	22.5	90	120	135
		K. Secretaries (No 402 Funds)	73.2	76.2	20	20	20	20	80	85	90
		12. TOTAL COST $(000)									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HD-73-361 46-73-12-08	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C / V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdividion	312	15. Procure equipment									
		A. Communication network (console) $30,000	0	0	Bids	3			3	2	2
		B. Portable radios (two-way) $1,200 each	50	60	"	240			240	50	50
		C. Revolving lights $50 each	60	80	"	120			120	120	120
		D. Traffic cones $3 each	1,000	2,000	"	3,000			3,000	3,000	3,000
		E. Barricades with flashers $50 each	50	80	"	180			180	100	100
		F. Station wagons $3,500 each	10	20	"	30			30	20	15
		G. Two man platform truck $8,500 each	3	8	"	10			10	10	10
		H. Senior portable vehicle traffic counter $600 each	10	15	"	30			30	15	15
		I. Portable radar speed measuring device $1,200	5	10	"	20			20	25	10
		J. Plane table surveying equip.set $1,200	4	8	"	20			20	15	15
		K. Office equipment and supplies									
		L. Paint marking machines $3,000 each		1	"	5	0	0	5	10	10

10. DESCRIPTION	11. COST BY TASK $(000)								
	15. Procure equipment A-L	298.3	441.6	Bids	840	0	0	840	547	509
	12. TOTAL COST $(000) LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. No. HD-73-361 PS-12-09	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10
13.	D	Standard: 312											
	I	Total $(000)	34,563	5	5	100	3	15					300
	S	Federal	128	5	5	100	3	15					0
	T	To Localities	128	5	5	100	3	15					0
	R	Prev. Obligations	0	0	0	0	0	0					0
		New Obligations	128	5	5	100	3	15					0
	I	Standard:											
	B	Total											
	U	Federal											
	T	To Localities											
	I	Prev. Obligations											
	O	New Obligations											
	N	Standard:											
		Total											
	B	Federal											
	Y	To Localities											
		Prev. Obligations											
		New Obligations											
	S	Standard:											
	T	Total											
	A	Federal											
	N	To Localities											
	D	Prev. Obligations											
		New Obligations											
	A	Total											
	R	Federal											
	D	To Localities											
		Prev. Obligations											
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance	3. No. HD-73-361 46-73-12-10	4. DATE 4-1-72

			TOTAL		TASKS 14	15							
13.	D	Standard: 312											
	I	Total $(000)			33,295	840							
	S	Federal											
	T	To Localities											
	R	Prev. Obligations				0							
		New Obligations											
	I	Standard:											
	B	Total											
	U	Federal											
	T	To Localities											
	I	Prev. Obligations											
	O	New Obligations											
	N	Standard:											
		Total											
	B	Federal											
	Y	To Localities											
		Prev. Obligations											
		New Obligations											
	S	Standard:											
	T	Total											
	A	Federal											
	N	To Localities											
	D	Prev. Obligations											
		New Obligations											
	A	Total											
	R	Federal											
	D	To Localities											
		Prev. Obligations											
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. HD-73-361 46-73-12-11 Highway Design, Construction and Maintenance	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 69 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Accidents Deaths Economic Loss Due to roadway design defects 1.										
Road Defects Accidents										
1. Under repair		860	829					791	1129	
2. Loose material		1324	1458					1572	1619	
3. Holes in road		430	432					533	618	
2. 4. Soft or low shoulders		974	1028					1103	1146	
Road Defects Fatalities										
1. Under repair		9	11					10	41	
2. Loose material		7	16					11	6	
3. Holes in road		5	1					2	2	
3. 4. Soft or low shoulders		13	11					16	14	
Alignment of Road Accidents										
1. Level road		20857	22782					25257	26951	
2. Level curve		79	7902					8500	8442	
3. On grade straight		1' 02	12437					13705	14308	
4.										
4. On grade curve		9354	10299					11062	11141	
5. Hillcrest straight		1754	1977					2183	2369	
6. Hillcrest curve		833	884					1050	977	
7. Dip straight		535	577					641	680	
5. 8. Dip curve		310	394					435	423	
Alignment of Road Fatalities										
1. Level road		230	247					256	230	
2. Level road curve		137	141					164	150	
3. On grade straight		161	158					182	164	
6. 4. On grade curve		175	166					196	186	

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EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. HD-73-361 46-73-12-12 Highway Design, Construction and Maintenance (Continued)	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Alignment of Road Fatalities										
5. Hillcrest straight		15	22					29	27	
6. Hillcrest curve		13	8					13	12	
7. Dip Straight		5	8					5	6	
7. 8. Dip curve		2	3					4	2	
Character of Location Accidents										
1. Street or highway intersection		14,205	16,139					17,752	18,934	
2. Alley or driveway intersection		6,899	7,525					8,202	8,545	
3. At railroad crossing		56	92					67	57	
8. 4. Not at intersection		31,519	34,048					37,386	38,194	
Character of Location Fatalities										
1. Street or highway intersection		79	75					94	87	
2. Alley or driveway		36	24					43	46	
3. Railroad crossing		7	10					5	7	
9. 4. Not at intersection		617	648					712	637	
Kind of Locality Accidents										
1. Business or industrial district		8,478	9,437					10,613	11,669	
2. Residential		9,924	11,070					12,055	13,054	
3. School or playground zone		501	630					652	688	
10. 4. Open country		32,908	35,641					38,882	39,241	
Kind of Locality Fatalities										
1. Business or industrial district		43	39					31	44	
2. Residential		57	45					73	56	
3. School or playground zone		3	5					7	2	
11. 4. Open county		636	661					735	668	

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (VDH)	3. NO. HD-73-362 / 46-73-12-01	4. DATE 1-15-72
	5. DRAFTED BY L. W. Tyus, Jr. APPROVED BY J. T. Hanna			

		19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS	Accident frequency Rate/100 Million Vehicular Miles on State Highway System	347	345					343	341	339
6b. OUTPUT	C Design, Construction/Maint.; (% Highway Systems)	.87/100	.72/100					.72/100	.75/100	.83/100
	V Design, Construction/Mairt.; (1,000 Miles)	.442/50.98	.367/51.18					.367/51.18	.386/51.45	3.431/51.89

7. RESP.	8. STD.	9. TASKS & MILESTONES								
VDH	312	1. Design (Miles)								
		A. Interstate System	96.9	33.1	11.3	11.3	11.4	11.4	45.4	60.5	61.9
		B. Primary System	154.9	150	37.5	37.5	37.5	37.5	150.0	150.0	150.0
		C. Secondary System	173.2	165.6	184.2	125.5	55.2	135.1	500.0	528.8	551.1
		D. Urban System	16.8	18.5	4.0	4.0	4.0	4.0	16.0	16.0	16.0

10. DESCRIPTION

The long-term goal is to reduce the number of accidents including fatalities, personal injuries and property damage through adequate design, construction, and maintenance of all roadways.

11. COST BY TASK$ (000)									
1. Interstate System	5,376	4,796	1,025	1,114	1,131	1,228	4,498	4,642	4,811
2. Primary System	3,841	3,995	996	996	996	996	3,984	4,652	4,828
3. Secondary System	1,502	1,516	995	675	296	728	2,694	2,818	2,960
4. Urban System	1,555	1,617	310	310	310	310	1,240	1,514	1,574
12. TOTAL COST $ (000)	373,612	367,321	97,441	93,574	87,101	97,709	375,825	409,552	427,567
LOCAL SHARE	*	*	*	*	*	*	*	*	*
STATE SHARE									
FEDERAL SHARE	373,612	367,321	97,441	93,574	87,101	97,709	375,825	409,552	427,567
TO LOCALITIES	*State and Federal Highway Funds — No 402 Funds								

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance	3. NO. HD-73-362 / 46-73-12-02	4. DATE 1-15-72
	5. DRAFTED BY F. L. Burroughs APPROVED BY J. T. Hanna			

			1971 FY-2	19_72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	19_75 FY+2
6a. EFFECTIVENESS		Accident Frequency Rate/100 Million Vehicle Miles on State Highway System	347	345					343	341	339
6b. OUTPUT		C Construction; % of Highway System	0.87	0.72					1.38	1.46	1.50
		V Construction; Miles	442	367					711.04	755.03	779.00
7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH	312	2. Construction (Miles)									
		A. Interstate System	96.9	33.1	11.3	11.3	11.4	11.4	45.4	60.5	61.9
		B. Primary System	154.9	150	37.5	37.5	37.5	37.5	150.0	150.0	150.0
		C. Secondary System	172.2	165.6	184.2	125.5	55.2	135.1	500.0	528.8	551.1
		D. Urban System	16.8	18.5	4.0	4.0	4.0	4.0	16.0	16.0	16.0
VDH	312	3. Administration									
		A. Interstate System									
		B. Primary System									
		C. Secondary System									
		D. Urban System									

10. DESCRIPTION	11. COST BY TASK				(THOUSANDS)						
	A. -1. Interstate System	127,451	113,700	24,300	26,400	26,800	29,100	106,600	110,000	114,000
	2. Primary System	81,261	84,500	21,051	21,051	21,051	21,051	84,204	98,355	102,080
	3. Secondary System	25,386	25,615	16,800	11,400	5,000	12,300	45,500	47,600	50,000
	4. Urban System	32,889	34,200	6,557	6,557	6,558	6,558	26,230	32,000	33,280
	B. - 1. Interstate System	12,969	11,531	2,478	2,693	2,733	2,968	10,872	11,220	11,628
	2. Primary System	8,264	8,604	2,147	2,147	2,147	2,147	8,588	10,032	10,412
	~~3. Secondary System~~	~~2,590~~	~~2,610~~	~~1,713~~	~~1,162~~	~~510~~	~~1,254~~	4,639	~~4,855~~	~~5,100~~
	4. Urban System	3,341	3,478	669	669	669	669	2,676	3,264	3,394
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance	3. NO. HD-73 362 46-73-12-03	4. DATE 1-15-72
	5. DRAFTED BY C. O. Leigh APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Accident Frequency Rate/100 Million Vehicular Miles on State Highway System	347	345					343	341	339
6b. OUTPUT		C % of State Highway Serviced	100	100					100	100	100
		V Number of Miles Serviced	50,977	51,183					51,445	51,691	51,890
7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH	312	A. Interstate System	747	793	223	223	224	225	895	991	1,040
		B. Primary System	7,780	7,790	1,950	1,950	1,950	1,950	7,800	7,800	7,800
		C. Secondary System	42,450	42,600	10,687	10,687	10,688	10,688	42,750	42,900	43,050
10. DESCRIPTION		11. COST BY TASK 111.									
		1. Interstate System	7,400	8,300	2,100	2,100	2,200	2,100	8,500	9,200	10,200
		2. Primary System	24,138	25,200	6,600	6,600	6,700	6,600	26,500	27,700	29,000
		3. Secondary System	36,114	37,600	9,700	9,700	10,000	9,700	39,100	41,700	44,300
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Highway Design, Construction and Maintenance | 3. No. HD-73-362 46-73-12-04 | 4. DATE 1-15-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10
13.	D	Standard: 312											
	I	Total $(000)	375,825	12,416	289,309	74,100							
	S	Federal											
	T	To Localities											
	R	Prev. Obligations											
		New Obligations											
	I	Standard:											
	B	Total											
	U	Federal											
	T	To Localities											
	I	Prev. Obligations											
	O	New Obligations											
	N	Standard:											
		Total											
	B	Federal											
	Y	To Localities											
		Prev. Obligations											
		New Obligations											
	S	Standard:											
	T	Total											
	A	Federal											
	N	To Localities											
	D	Prev. Obligations											
		New Obligations											
	A	Total											
	R	Federal											
	D	To Localities											
		Prev. Obligations											
14.	Local Costs by Object												
	Salaries												
	Per Diem and Travel												
	Contracts												
	Equipment												
	Supplies												
	Maintenance and Operations												
	Total												

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

The design, construction and maintenance of highways, streets, and roads in Virginia are currently under the management of two levels of government. The Virginia Department of Highways has jurisdiction over all highways within the 171 municipalities which have populations of less than or equal to 3,500. This amounts to over 50,000 miles of highways. The remaining 10,000 miles of roadways are within the jurisdiction of the cities with populations of over 3,500, which also includes the counties of Arlington and Henrico. There are 50 municipalities and two counties which design, construct, and maintain their own highways. The Department of Highways works with these municipalities in this endeavor.

In Virginia, the cities must meet the design standards of the Virginia Department of Highways if they wish the Department to participate in the maintenance of their roads. Therefore, most of the streets and roads in Virginia comply with Highway Department standards. Even with this restriction placed upon the cities, there are still lacunal areas within the design, construction and maintenance of roads not under the jurisdiction of the Department of Highways. This is evidenced by the fact that last year 51% of the highway accidents occurred on the roads not under the jurisdiction of the Highway Department; yet, city streets constitute only about 11% of the highway system.

In order to eliminate the accident problem within the cities, the Highway Safety Division plans to work with the cities in establishing programs in hazardous areas. Programs in pavement skid resistance, the elimination of hazardous fixed objects, the use of breakaway structures for signs, and signals and lighting will be developed by consulting firms. In addition the state plans to work with consultants in programs to improve hazardous railroad grade crossings and to improve maintenance procedures.

Programs for installing guardrails at hazardous locations and for the updating of guardrails will be developed.

It is anticipated that the state will employ structural engineers for the inspection of all bridges within the cities.

The cities responsible for their own roads have various programs to ensure that existing streets and highways are maintained in a condition that promotes safety and ensures that any capital improvements either to modernize roads or to provide new facilities meet approved safety standards. These cities also are seeking to protect motorists from accident involvement at highway construction sites and are seeking to reduce accidents caused by overhead and sight distance restrictions. To implement these programs, the cities plan to install electronic warning devices near overhead obstructions and to remove sight distance obstructions where accident experience has been great. Steps are also being taken to improve street lighting and street paving in certain locations, and to study hazardous locations. The cities also plan to hire additional personnel and provide proper training and equipment.

In addition, a data system is being developed to enable the cities to evaluate their programs more effectively.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices (Cities)	3. NO CD-73-361 46-73-13-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		No. of Accidents at Improved TCD Locations									
6b. OUTPUT		C % of TCD Locations Improved V No. of TCD Locations Improved	DATA NOT YET AVAILABLE								
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD VDH Cities	313	1. Personnel A. Hire traffic engineering consultants to work with the cities unable to justify a full-time engineer			Contract Consult. Devel. Program	Contract Devel. Prog.	Contract Devel. Prog.	Contract Devel. Prog.	Contract Devel. Prog.	Contract Devel. Prog.	Contract Devel. Prog.
HSD	313	2. Work with consultants to develop programs in the following areas. A. Inventory of all traffic control devices in cities B. Priority program to upgrade and install TCD for safety and for conformance with approved standards									

10. DESCRIPTION In Virginia those municipalities not under the jurisdiction of the Virginia Department of Highways install and maintain all traffic control devices and apply traffic control techniques when the need arises. Their objective is to do so in a manner that will reduce the number of accidents including fatalities, personal injuries and property damage caused by (1) poor traffic markings and signing, and (2) nonuniform markings and signing.

In order to reduce the number of accidents attributed to poor signing and marking practices within the cities local officials, with guidance from the Virginia Department of Highways,

11. COST BY TASK $(000)									
1. Personnel			25	25	25	25	100	100	100
2. Cost shown in Task # 1									
12. TOTAL COST $(000)	14	18	30	30	27.5	27.5	115	120	125
LOCAL SHARE	0	0	0	0	0	0	0	60	62.5
STATE SHARE	0	0	0	0	0	0	0	0	0
FEDERAL SHARE	14	18	30	30	27.5	27.5	115	60	62.5
TO LOCALITIES	14	18	30	30	27.5	27.5	115	60	62.5

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices	3. NO. CD-73-361 / 46-73-13-02	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
		6a. EFFECTIVENESS									
		6b. OUTPUT C									
		6b. OUTPUT V									
		2. (Continued)									
		C. Study roadway systems to determine where traffic engineering improvements can contribute to safety.									
		D. Development of before and after studies (program by consultants)									
		E. Establishment of a TCD maintenance program for the cities									
		F. Develop program for speed zone studies									
HSD	313	3. Training									
		A. Training session for traffic engineers at VPI (No. trained)	20	25	0	0	25	0	25	30	30
		B. Traffic engineering seminars	0	1	1	1	0	0	2	2	2

will assure the full and proper application of modern traffic engineering principles and uniform standards for traffic control.

At the present time many of our municipalities not under the jurisdiction of the Virginia Department of Highways are unable to justify a full-time traffic engineering staff thus leaving a lacuna in the area of traffic engineering services.

Programs that will be initiated by the Highway Safety Division will include:

1. The hiring of traffic engineers to work with those jurisdictions unable to justify a full-time traffic engineering staff.
2. Establishment of a training program for upgrading

11. COST BY TASK									
3. Training	14	18	5	5	2.5	2.5	15	20	25
12. TOTAL COST									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

the skills of practicing engineers, and provision of basic instruction in traffic engineering techniques to subprofessionals and technicians.

3. Establish a program for a complete inventory of all TCD in every city to determine needs and deficiencies.
4. A periodic review of existing traffic control devices, including a systematic upgrading of substandard devices to conform with standards issued or endorsed by the FHWA.
5. Establish a maintenance program to insure proper operations and timely repair of control devices, including daytime and nighttime inspection.
6. Initiate programs utilizing traffic engineering manpower.

Several communities are presently installing Opticom, which should reduce the amount of time required by fire department vehicles and ambulances to reach the emergency situation and at the same time prevent congestion and hazardous conditions at major intersections.

The Traffic Records Committee continues to work on a state comprehensive traffic records system that will enable us to evaluate our programs more effectively.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Traffic Control Devices	3. No. CD-73-361 46-73-13-04	4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 313												
	I	Total (000)	115	100		15								
	S	Federal	115	100		15								
	T	To Localities	115	100		15								
	R	Prev. Obligations	0	0		0								
		New Obligations	115	100		15								
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.		Local Costs by Object												
		Salaries												
		Per Diem and Travel												
		Contracts												
		Equipment												
		Supplies												
		Maintenance and Operations												
		Total												

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. CD-73-361 46-73-13-05 Traffic Control Devices	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Number of accidents and deaths at improved traffic signal locations.										
1.										
Number of accidents at traffic control locations										
1. Traffic lanes marked		18,908	21,248	23,752					24,578	
2. Yield signs		1,142	1,222	1,285					1,451	
3. Automatic stop and go signals		2,985	3,471	4,034					4,458	
2. 4. Stop sign or signal		5,379	5,762	6,512					7,505	
5. Slow sign		1,389	1,357	1,416					1,358	
6. Traffic officer		181	165	194					223	
7. No passing lines		2,695	2,778	2,792					2,818	
8. Railroad watchman		6	9	8					7	
3. 9. Railroad gates or signals		56	69	87					60	
10. No control present		18,006	19,567	21,052					21,128	
11. One way street		667	680	667					705	
4.										
Number of fatalities at traffic control locations										
1. Traffic lanes marked		417	425	488					439	
2. Yield signs		4	3	4					0	
5. 3. Automatic stop and go signals		7	4	8					11	
4. Stop sign or signal		39	36	47					45	
5. Slow sign		33	35	23					30	
6. Traffic officer		1	1	0					2	
7. No passing lines		58	72	61					61	
6. 8. Railroad watchman		0	1	0					0	

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. CD-73-361 / 46-73-13-06 Traffic Control Devices (Continued)	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
1. 9. Railroad gates or signals		3	0	8					2	
10. No control present		156	159	204					170	
11. One way street		16	12	12					11	
2. Total accidents at traffic control locations		5,414	56,328					61,799	64,291	
3. Total fatalities at traffic control locations		734	748					1,111	771	
4.										
5.										
6.										

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices VDH (FHWA)	3. NO. CD-73-362 / 46-73-13-01	4. DATE 4-1-72
	5. DRAFTED BY Jesse Bullock (WLH) APPROVED BY John T. Hanna			

6a. EFFECTIVENESS No. of accidents at improved traffic signal locations since 1969	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
							130	200	250
6b. OUTPUT C % of traffic signal locations improved since 1969			NA	NA	NA	NA	NA	NA	NA
6b. OUTPUT V No. of traffic signal locations improved							150	200	250

7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH	313	1. Develop a program to study accident prone locations after improvements have been made	Design	Imple.							
VDH	313	2. Personnel									
		A. Traffic Eng. "A" ($12,500)	3	3	3	3	3	3	3	3	3
		B. Traffic Eng. "C"($14,500)	1	1	1	1	1	1	1	1	3
		C. Clerk Steno "C" ($6,500)	1	1	1	1	1	1	1	1	1
		D. Maintenance Personnel	170	180	185	185	185	185	185	190	195
		E. Pavement Marking (No. of Personnel)	302	310	320	320	320	320	320	330	340
		F. Traffic Signal Personnel (No.)	30	35	40	40	40	40	40	45	50
VDH	313	3. Equipment (Procurement)									
		A. Paint Trucks ($25,000)	2	2	1	1	1	0	3	4	5
		B. Pickup Trucks $4,000)	0	10	2	2	2	4	10	10	12

10. **DESCRIPTION:** Our long-term goal in this standard area is to reduce the number of accidents including fatalities, personal injuries and property damage due to lack of and/or improper control devices throughout the state. We plan to improve our program by continuing to improve and update all traffic control devices as need demands. It is our policy, upon notice of a high accident location, to investigate said location, with the use of specially trained personnel, and make recommendations accordingly. Breakaway signs are now installed at all new sign locations and also where replacements have to be made. The Virginia Department

11. COST BY TASK $(000)									
2. Personnel	2,800	3,000	800	800	800	800	3,200	3,600	4,000
12. TOTAL COST $(000)	3,866	4,239	1,155.5	1,155.5	1,155.5	1,155.5	4,622	5,250	5,845
LOCAL SHARE	0	0	0	0	0	0	0	0	0
STATE SHARE	*3,866	*4,239	1,155.5	1,155.5	1,155.5	1,155.5	*4,622	*5,250	*5,845
FEDERAL SHARE	0	0	0	0	0	0	0	0	0
TO LOCALITIES	0	0	0	0	0	0	0	0	0

*Not 402 Federal funds.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices VDH (FHWA)	3. NO. CD-73-362 46-73-13-02	4. DATE 4-1-72
	5. DRAFTED BY Jesse Bullock (WLH) APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH	313	3. Equipment									
		C. Electrical Trucks ($10,000)	4	2	1	1	0	0	2	2	2
		D. Sign Trucks ($6,000)	5	6	1	1	1	2	5	5	5
		E. Pole Trucks ($35,000)	0	0	0	0	0	0	0	0	0
		F. Drills ($500)	3	3	1	1	1	1	4	4	4
		G. Compressor (105 cfm $8,000)	3	3	1	1	1	1	4	4	4
VDH	313	4. Department Operations									
		A. Supplies (pencils, paper, etc.)	12	12	3	3	3	3	12	12	12
		B. Rent(No. Months)									
		C. Travel									

of Highways has complete control over all traffic control devices within its jurisdiction, which includes all but two of Virginia's counties. It has limited authority in the cities. We also plan to work with the Traffic Records Committee to develop a more effective evaluation of our program by keeping records on traffic signals that have been installed or improved since 1969. We anticipate more effective evaluation of our program upon completion of the state's new traffic records data system.

11. COST BY TASK $(000)									
3. Equipment	159	209	54.25	54.25	54.25	54.25	217	250	270
4. Dept. Operation									
Supplies	2.8	2.9	.75	.75	.75	.75	3	3.2	3.5
Rent	3	3	.125	.125	.125	.125	.500	.550	.600

12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices VDH (FHWA)	3. NO. CD-73-362 46-73-13-03	4. DATE 4-1-72
	5. DRAFTED BY Jesse Bullock (WLH) APPROVED BY John T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
VDH	313	5. Training (on the job) (no cost)									
		A. Traffic Sign Maintenance (no cost)	50	50					55	55	60
		B. Painters	25	30					35	40	45
		C. Signs (installation)	10	15					10	10	15
		D. Signals	8	10							
		E. Signal Installations	4	7							
VDH	313	6. Installment of Traffic Control Devices									
		A. Primary									
		1. Signs at $30 each	14,000	15,000					15,500	16,000	16,500
		2. Signals at $7,500 each	40	50					70	90	100
		B. Interstate									
		1. Signs at $300 each	600	650					700	800	900
		2. Signals at $1,300 each	1	3					1	1	1
10.		11. COST BY TASK $(000)									
		6. Install Traffic Control Devices									
		Primary Signs	420	450	116.25	116.25	116.25	116.25	465	480	495
		Signals	300	375	131.25	131.25	131.25	131.25	525	675	810
		Interstate Signs	180	195	52.50	52.50	52.50	52.50	210	240	265
		Signals	1.3	3.9	.325	.325	.325	.325	1.3	1.3	1.3
		12. TOTAL COST									
		LOCAL SHARE									
		STATE SHARE									
		FEDERAL SHARE									
		TO LOCALITIES									

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Control Devices VDH (FHWA)	3. NO. CD-73-362 46-73-13-04	4. DATE 4-1-72
	5. DRAFTED BY Jesse Bullock (WLH) APPROVED BY John T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
VDH	313	7. Studies made by Traffic and Safety Division									
		A. Railroad grade crossings	5	7					7	8	9
		B. Studies to design and recommend highway illumination - No. of sites approved	2	3					4	5	6
		C. Traffic signals	80	85					90	95	100
		D. Traffic signal modifications	20	30					40	50	60
		E. Flashing caution signals	10	15					20	25	30
		F. Flashing beacons	9	13					17	20	24
		G. Railroad flashing light signals	7	10					15	20	25
Traffic Records Committee	310	8. Development of a data system to effectively evaluate our program		Devel.					Imple.	Imple.	
		11. COST BY TASK $(000)									
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. State of Virginia | 2. TITLE (FHWA) Traffic Control Devices | 3. No. CD-73-362 46-73-13-05 | 4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D I S T R	Standard: Total $(000) Federal To Localities Prev. Obligations New Obligations	4,622		3,200	217	3.5		1,201 3					
	I B U T I O	Standard: Total Federal To Localities Prev. Obligations New Obligations												
	N B Y	Standard: Total Federal To Localities Prev. Obligations New Obligations												
	S T A N D	Standard: Total Federal To Localities Prev. Obligations New Obligations												
	A R D	Total Federal To Localities Prev. Obligations												
14.	Local Costs by Object Salaries Per Diem and Travel Contracts Equipment Supplies Maintenance and Operations Total													

FFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. CD-73-362 46-73-13-06 Traffic Control Devices	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Number of accidents and deaths at improved traffic signal location.										
1.										
Number of accidents at traffic control locations										
1. Traffic lanes marked		18,908	21,248	23,752					24,578	
2. Yield Signs		1,142	1,222	1,285					1,451	
3. Automatic stop and go signal		2,985	3,471	4,034					4,458	
2. 4. Stop sign or signal		5,379	5,762	6,512					7,505	
5. Slow sign		1,389	1,357	1,416					1,358	
6. Traffic officer		181	165	194					223	
7. No passing lines		2,695	2,778	2,792					2,818	
8. Railroad watchman		6	9	8					7	
3. 9. Railroad gates or signals		56	69	87					60	
10. No control present		18,606	19,567	21,052					21,128	
11. One way street		667	680	667					705	
4.										
Fatalities										
1. Traffic lanes marked		417	425	488					439	
2. Yield Signs		4	3	4					0	
5. 3. Automatic stop and go signal		7	4	8					11	
4. Stop sign or signal		39	36	47					45	
5. Slow sign		33	35	23					30	
6. Traffic officer		1	1	0					2	
7. No passing lines		58	72	61					61	
6. 8. Railroad watchman		0	1	0					0	

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. CD-73-362 - 46-73-13-07 Traffic Control Devices (Continued)	Date 4-1-72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Fatalities										
9. Railroad gates or signal		3	0	8					2	
10. No control present		156	159	204					170	
11. One way street		16	12	12					11	
1.										
Total Accident at traffic control locations		5,414	56,328					61,799	64,291	
2.										
Total fatalities at traffic control locations		734	748					1,111	771	
3.										
4.										
5.										
6.										

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TRAFFIC CONTROL DEVICES

Section 46.1-173 of the Code of Virginia authorizes the State Highway Commission to classify, designate, and mark state highways and provide a uniform system of marking and signing such highways, and provides that such system of marking and signing shall correlate with and so far as possible conform to the system adopted in other states.

Section 46.1-187 of the Virginia Code provides that traffic signs erected on and after January 1, 1959, and traffic signals and markings placed or erected on and after January 1, 1969, by local authorities shall conform in size, design, and color to those erected for the same purpose by the State Highway Department. Also, Section 33-36 of the Virginia Code provides that all markings and traffic signals installed or erected by towns on primary roads maintained by the State Highway Department shall first be approved by the State Highway Commission.

The Virginia Manual of Uniform Traffic Control Devices for Streets and Highways conforms in all major respects to the current manual on Uniform Traffic Control Devices for Streets and Highways (as prepared by the National Joint Committee on Uniform Traffic Control Devices), and applies to all traffic control devices erected on the state highway system.

In Virginia, the major problem with the traffic control devices program lies with the municipalities not under the jurisdiction of the Virginia Department of Highways. Many of the localities lack sufficient funds for the development of a program that would eliminate these problems. There is also a lack of qualified traffic engineers to carry out the necessary programs for uniform traffic control devices.

In order to alleviate this problem, the HSD plans to hire consultants to work with those municipalities unable to justify a full-time traffic engineering staff. Provisions

for upgrading the skills of practicing traffic engineers, and providing basic instruction in traffic engineering techniques to subprofessionals and technicians will also be a part of the highway safety program.

The traffic control devices program at the local level will include:

(1) An inventory of traffic control devices.

(2) Periodic review of devices.

(3) A maintenance schedule adequate to ensure the proper operation and timely repair of control devices, including daytime and nighttime inspections. Additional programs (as funds permit) will be developed by the consultants.

The Virginia Department of Highways is in compliance with the standards as they apply to traffic control devices. Below are statements reflecting this compliance.

Standard I. "The program shall provide, as a minimum, that:

A. There is a method:

1. To identify needs and deficiencies of traffic control devices."

The identification and surveillance phase of PPM21-16 established an identity means of determining locations and necessary improvements for traffic control devices. Locations reflected as needing attention on this program are investigated and corrective action taken through installation or changes to existing control devices. In addition, the Department has traffic engineers assigned to its eight construction districts who are in daily contact with specific locations, and corrections are often initiated prior to problems developing.

2. "To assist in developing current and projected programs for maintaining, upgrading, and installing traffic control devices."

The traffic engineers assigned to the construction districts maintain a record of all traffic control devices which show dates of installation, changes and maintenance data. These field engineers have a comprehensive sign maintenance program which provides records indicating cleansing and clear-coating information including the next scheduled maintenance operation.

Standard I. "B. Existing traffic control devices on all streets and highways are upgraded to conform with standards issued or endorsed by the Federal Highway Administrator."

A program has been under way for a number of years to upgrade all traffic control devices in accordance with the standards issued and endorsed by the FHWA. The upgrading program is well under way in the state, and, of course, will be further implemented to conform with the latest manual on Uniform Traffic Control Devices issued by the Department of Transportation.

Standard I. "C. New traffic control devices are installed on all streets and highways, based on engineering studies to determine where devices are needed for safety. Such devices conform with standards issued or endorsed by the Federal Highway Administrator."

As previously stated, all new traffic control devices are installed based on engineering studies of the operational characteristics of the location to afford maximum safety and capacity. All such devices conform to the manual of Uniform Traffic Control Devices.

Standard I. "D. There are programs for preventive maintenance, repair, and daytime and nighttime inspection of all traffic control devices."

The previously stated program of maintaining traffic control devices under Roman Numeral, I., A., 2., under this standard applies to this element. In addition, nighttime inspections are conducted on a scheduled basis of all control devices to determine their effectiveness through reflectorization, etc., under actual operational conditions.

Standard I. "E. Fixed or variable speed zones are established, at least on expressways, major streets and highways, and through streets and highways, based on engineering and traffic regulations."

The establishment of speed zones on all highways in the state of Virginia is controlled by the Va. Code Ann., Section 46.1-193. This section requires that any changes in speed limits as established by law shall be based on a traffic and engineering investigation. This investigation encompasses the use of radar speed samples, engineering review, roadway width, alignment and condition, shoulder width and condition, and roadside development. The State Highway Commissioner reviews and approves each speed zone change and records are maintained in the Central Office of the Highway Department.

The Highway Department also sends its engineers to training schools and participates in traffic engineering seminars.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Pedestrian Safety (NHTSA)	3. NO. PS-73-161 / 46-73-14-01	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	See Effectiveness Supplement to the Subelement
6b. OUTPUT	C % of Political Subdivisions Conducting Ped. Safety Programs V No. of cities, towns, and counties conducting Ped. Safety Programs.

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
HSD	NHTSA 314	1. Public Information Program (continuation and expansion)	Study	Devel. Imple.	Imple.	Imple.	Imple.	Imple.	Imple.		
Dept. of Educ.	NHTSA 314	2. Personnel									
		A. Full-time pedestrian safety officer to coordinate state program			1	1	1	1	1	1	1
HSD Localities	NHTSA 314	3. Bicycle safety program									
		A. Lite-a-bike kits (nighttime riding)			150	150	150	150	600	600	600
		B. Bicycle testing machines $150 each (safety check)			Bids	6	0	0	6	6	6
		C. Talking bicycles (sets) (Provides safety message to the young)		5	Bids	7	0	0	7	9	12

10. DESCRIPTION

In 1970, Virginia had 2,466 vehicle-pedestrian related crashes in which 240 pedestrians were killed. This represents 19.5% of the total traffic deaths in Virginia.

The figures are higher for the rural areas of the state with 142 pedestrians killed compared to 98 in urban areas. An interesting point to note is that there were 66 fatalities in rural areas while crossing not at an intersection. This figure represents the greatest number killed at any location. There were 34 persons killed while walking along rural highways.

11. COST BY TASK $(000)									
1. Public information program		37.2	12.5	12.5	12.5	12.5	50	75	80
2. Personnel			3.5	3.5	3.5	3.5	14	15	16
3. Bicycle safety program				3.9			3.9	3.9	3.9
12. TOTAL COST $(000)		45.2	32.8	19.90	24.0	16.0	92.70	103.7	101.65
LOCAL SHARE		0	0	0	0	0	0	0	0
STATE SHARE		8.0	16.4	9.95	12.0	8.0	46.35	51.85	50.83
FEDERAL SHARE		37.2	16.4	9.95	12.0	8.0	46.35	51.85	50.83
TO LOCALITIES		37.2	16.4	9.95	12.0	8.0	46.35	51.85	50.83

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Pedestrian Safety (NHTSA)	3. NO. PS-73-161 46-73-14-02	4. DATE 4/1/72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Police	NHTSA 314	4. Safety magic shows to elementary children (No cost)			10	0	10	0	20	30	30
Departments	NHTSA 314	5. Pedestrian safety films $175 each			50	0	0	0	50	10	10
HSD Localities	NHTSA 314	6. Training (No cost) A. School crossing guards B. Safety patrols									
HSD	314	7. Hot Dots Program (millions)		1	1.5	0	1.5	0	3	1	0

10. **DESCRIPTION** continued.

In pedestrian-vehicle related collisions, 127 pedestrians between the ages of 15 and 64 were killed and 1,085 were injured. 20 children under the age of 4, 52 persons between the ages of 5 and 14, and 41 persons over the age of 65 were killed.

A total of 48 of the pedestrians killed had been drinking.

The long-term goal of our Pedestrian Safety Program in Virginia is to reduce the number of vehicle-pedestrian related accidents, with emphasis on the rural areas.

11. COST BY TASK $(000)										
5. Films		0	8.75	0	0	0	8.75	1.75	1.75
7. Hot Dots Program		8	8.0	0	8	0	16.0	8.0	0
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

Pedestrian Safety (NHTSA) PS-73-161 / 46-73-14-03 DESCRIPTION: (Cont.)

In accomplishing this goal, the Highway Safety Division of Virginia plans to work with local political subdivisions in developing programs that will help reduce the number of pedestrians killed on our highways.

The first area of concentration will be a public information program for the purpose of educating pedestrians, from preschool age to the elderly, as well as drivers. This program will include television spot announcements, posters, radio spots, motion picture films, exhibit material, billboards, bus and mail truck type cards, coloring books, hot dots, and lite-a-bike kits.

At this time pedestrian safety is taught in Virginia schools beginning in the first grade. Safety patrols are formed to assist school children walking to and from school. In addition, adult school crossing guards are employed and stationed at high traffic volume intersections where children must cross.

It is anticipated that a full-time pedestrian safety education coordinator will be hired to work with the cities and towns in developing good safety programs to improve the pedestrian safety program for the entire state.

We also propose to build safety towns to help teach pedestrian safety to everyone.

We will continue our bicycle safety programs, which include reflectorized lite-a-bike kits that make bicycles visible at night, the purchasing of several bicycle testing machines to test bikes for safety features and thus determine whether they are safe enough to be on the streets and highways, and the procurement of bicycles that include a recording of two bicycles talking to each other about bicycle safety.

The HSD, AAA, State Department of Education and persons at the local levels are working together to provide the state with the very best program possible.

The effective evaluation of the program will be available upon completion of the state's new traffic records system being developed by the Traffic Records Committee.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. State of Virginia	2. TITLE Pedestrian Safety (NHTSA)	3. No. PS-73-161 46-73-14-04	4. DATE 4/1/72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 314												
	I	Total $(000)	92.65	50	14	3.9		8.75		16.0				
	S	Federal	46.35	25	7	0		0		14.35				
	T	To Localities	46.35	25	7	0		0		14.35				
	R	Prev. Obligations				0		0						
		New Obligations	46.35	25	7	0		0		14.35				
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. PS-73-161 46-73-14-05 Pedestrian Safety	Date 4/1/72	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6a. EFFECTIVENESS										
Number of pedestrian-vehicle related injuries										
Urban		1,774	1,817					1,751	1,833	
Rural		740	718					749	776	
1.										
Number of pedestrian-vehicle related deaths										
Urban		84	95					94	98	
Rural		133	137					147	142	
2.										
Number of pedestrian-vehicle related deaths among: 1. Individuals (0-4 years)		15	20					15	20	
(5-14 years)		42	46					34	52	
(15-64 years)		120	119					138	127	
3. (65+ years)		40	47					53	41	
2. Drinking pedestrians										
Urban		10	14					14	15	
Rural		44	32					40	33	
4.										
Bicyclists injuried — Age										
1. 0-4 years		3	1					2	5	
2. 5-9 years		83	85					86	94	
3. 10-14 years		139	129					114	103	
5.										
4. 15-19 years		35	31					21	27	
5. 20-24 years		4	2					2	4	
6. 25-34 years		7	0					1	5	
7. 35+ years		5	2					5	8	
6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. PS-73-161 46-73-14-06 Pedestrian Safety	Date 4/1/72	1967 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19__ FY+2
8a. EFFECTIVENESS										
1. Bicyclists Killed	Total	8	6					6	9	
Age:										
1. 0-4		0	0					0	0	
2. 5-9		1	1					0	1	
3. 10-14		5	3					3	4	
4. 15-19		0	0					2	1	
5. 20-24		0	0					0	0	
6. 25-34		0	0					0	2	
7. 35 and over		2	2					1	1	
2.										
Nighttime pedestrian deaths		77	83					88	92	
Daytime pedestrian deaths		140	149					153	148	
3.										
4.										
5.										
6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Pedestrian Safety (FHWA)	3. NO. PS-73-162 / 46-73-14-01	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS Reduction in Accidents at Identified and Corrected High Ped. Acc. Locations										
6b. OUTPUT	C% of High Ped. Acc. Locations Identified and Corrected V No. of High Ped. Acc. Locations Identified and Corrected				NA	NA				

7. RESP.	8. STD.	9. TASKS & MILESTONES	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
HSD	FHWA 314	1. Identification of high pedestrian accident locations. (develop and implement program) Hire consultant.			Hire Consult. Study	Develop	Imple. before & after studies	Imple.	Imple.	Con't.	Con't.
HSD	FHWA 314	2. Safety towns		2	Bids	2	0	0	2	5	5
HSD	FHWA 314	3. Manual on pedestrian safety standards in roadway construction.			Contract Consult.	Devel.	Imple.	Imple.	Imple.	Imple.	Imple.
HSD	FHWA 314	4. Develop manual on pedestrian crossing markings			Contract Consult.	Devel.	Imple.	Imple.	Imple.	Imple.	Imple.
		5. Develop data system									

10. DESCRIPTION: The long-term goal of our pedestrian safety program is to reduce the number of accidents including fatalities, personal injury and property damage attributed to poor walking habits and/or attitudes, the lack of sufficient sidewalks and the proper lighting in areas of high volume pedestrian traffic. The municipalities in Virginia plan to establish a program to identify high vehicle-pedestrian related accident locations. Construct additional sidewalks in the vicinity of schools and other needed areas and install lighting in areas of high pedestrian volume. To assure the proper maintenance of pedestrian crossings we intend to contract with a consulting firm for the

11. COST BY TASK									
1. Identification of high ped. acc. locations			3	3	2	2	10	4	4
2. Safety towns		58.2	0	35	0	0	35	87.5	90
3. Manual on ped. safety standards			3	0	0	0	3	0	0
4. Manual on ped. crossing markings			2.5	2.5	0	0	5	0	0
12. TOTAL COST		58.2	8.5	40.5	2	2	53	91.5	94
LOCAL SHARE		0	0	17.5	0	0	17.5	43.7	45
STATE SHARE		0	0	0	0	0	0	0	0
FEDERAL SHARE		58.2	8.5	23	2	2	35.5	47.8	49
TO LOCALITIES		58.2	8.5	23	2	2	35.5	47.8	49

Pedestrian Safety (FHWA) PS-73-162 / 46-73-14-02 DESCRIPTION: (Cont.)

development of a manual on pedestrian crossing markings. This manual will be distributed to all local jurisdictions. Safety towns have proven to be very successful in Virginia. There is presently one completed safety town near Richmond, Virginia. Authorities of the Henrico Police Department, who conduct the course, say that their safety town has been most beneficial in the reduction of pedestrian accidents among the young. Because of the success of the safety town in Henrico the H.S.D. plans to continue funding additional safety towns in other areas of high construction.

A data system is being developed by the traffic records committee which will enable us, upon its completion, to evaluate our pedestrian safety program more effectively.

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT | 1. State of Virginia | 2. TITLE Pedestrian Safety FHWA | 3. No. PS-73-162 / 46-73-14-03 | 4. DATE 4-1-72

			TOTAL	TASKS 1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 314												
	I	Total $(000)	53.0	10	35	3	5							
	S	Federal	35.5	10	17.5	3	5							
	T	To Localities	35.5	10	17.5	3	5							
	R	Prev. Obligations	0	0	0	0	0							
		New Obligations	35.5	10	17.5	3	5							
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
	B	Federal												
	Y	To Localities												
		Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.	Local Costs by Object													
	Salaries													
	Per Diem and Travel													
	Contracts													
	Equipment													
	Supplies													
	Maintenance and Operations													
	Total													

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. 46-73-14-04	Date	19 67	1968	Fiscal Year 1969					19 70	19 71
Pedestrian Safety	1-15-72	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6a. EFFECTIVENESS										
Number of pedestrian — Vehicle related injuries — Urban		1,774	1,817					1,751	1,833	
Rural		740	718					749	776	
1.										
Number of pedestrian — Vehicle related deaths — Urban		84	95					94	98	
Rural		133	137					147	142	
2.										
Number of pedestrian — Vehicle related deaths among										
1. Individuals (0-4 yrs)		15	20					15	20	
(5-14)		42	46					34	52	
3. (15-64)		120	119					138	127	
(65 +)		40	47					53	41	
2. Drinking pedestrians — Urban		10	14					14	15	
Rural		44	32					40	33	
4.										
Bicyclists injuried — Age										
1. 0-4		3	1					2	5	
2. 5-9		83	85					86	94	
3. 10-14		139	129					114	103	
5.										
4. 15-19		35	31					21	27	
5. 20-24		4	2					2	4	
6. 25-34		7	0					1	5	
7. 35 Over		5	2					5	8	
6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. 46-73-14-05	Date	19 67	19 68	Fiscal Year 1969					19 70	19
Pedestrian Safety	1-15-72	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
a. EFFECTIVENESS										
Bicyclists Killed	Total	8	6					6	9	
Age:										
1. 0-4		0	0					0	0	
2. 5-9		1	1					0	1	
3. 10-14		5	3					3	4	
4. 15-19		0	0					2	1	
5. 20-24		0	0					0	0	
6. 25-34		0	0					0	2	
7. 35 and over		2	2					1	1	
b.										
Nighttime pedestrian deaths		77	83					88	92	
Daytime pedestrian deaths		140	149					153	148	
c.										
d.										
e.										

PEDESTRIAN SAFETY

Perhaps because the number of pedestrian fatalities has decreased over the last generation, programs to minimize traffic safety hazards to the pedestrian have traditionally been assigned low priority in the states. Nationwide 150,000 people were injured in vehicle-pedestrian accidents in 1970. Virginia in 1970 experienced 2,466 vehicle-pedestrian traffic crashes in which 240 pedestrians were killed. Nearly every pedestrian who is struck sustains an injury. These facts make it imperative that the driver maintain the greatest vigilance to protect pedestrians.

On a national level far more pedestrians are injured in urban areas than in rural areas, probably because of the much greater population density in the urban areas. But, a pedestrian struck in a rural area is more likely to be killed because of the generally greater speeds involved. Virginia, having predominantly a rural highway system, reverses the national figures: in 1970 more accidents occurred in rural rather than in urban areas.

The goal of the Pedestrian Safety Program in Virginia is to permanently reduce the number of vehicle-pedestrian accidents. The reduction of rural pedestrian injuries is the first priority. It is felt the major thrust of the program should be educationally and informationally oriented so as to ease the overwhelming job of protecting the pedestrian; a duty relegated for the most part solely to the driver. Though the education of pedestrians has advanced, efforts to change maladaptive behavior patterns have been less than successful.

Current Programs

The budget for fiscal year 1972 allocated funds for the improvement of pedestrian safety in three areas: informational, educational, and environmental.

The informational campaign in Virginia will be keynoted in 1972 by a stepped-up emphasis on informing the public as to the scope of the problems of a pedestrian in an automobile-oriented society and exactly what the individual can do to alleviate these problems. It is anticipated that this program will be implemented by wide-spread dissemination of advertising material and talks given by highway safety personnel to local citizen groups. The program also includes demonstrations, news conferences, news stories and public service announcements on radio and television. A full-time pedestrian safety officer will be needed for these efforts. It seems clear that the success of these efforts will depend more on the individual initiative of persons at the grass roots level than it will on the aggregate total allotment of funds. The Highway Safety Division is particularly intent on showing the disproportionate rural involvement in vehicle-pedestrian accidents in the Commonwealth by using public information techniques.

Organizationally similar to the information dissemination program is the educational campaign designed to improve pedestrian safety. The sub-program could be characterized as merely different in degree from the information program. Basically it seeks to inform the public of the dangers to pedestrians from vehicle traffic, but focuses on those who are already in an educational environment. It also attempts to focus more directly on the task, hopefully it can determine through testing exactly how much the audience learns. Elementary school children throughout the state will be treated to safety magic shows which graphically illustrate what can happen to a pedestrian when he tangles with a moving automobile. It is felt that impressing upon the younger age groups the precautions needed to be taken by a pedestrian will decrease accident invovlement in future years. The behavior patterns of youths are also more easily modified by psychological training than rigid habits of middle-aged citizens.

Pedestrian safety films to be distributed to schools and civic organizations throughout the state are designed to accomplish the same end as magic shows but to an older audience. These films will probably be most extensively utilized in driver education classes in the high schools.

A novel idea of the Highway Safety Division of Virginia is the establishment of safety towns for use by elementary age school children. Safety towns are reconstructed simulated street patterns designed to facilitate the presentation of basic pedestrian problems in situations as close to the real world as possible. The Police Department of the surrounding jurisdiction educates the area children between the ages of 4 and 8 years by a program divided into five one-hour sessions on consecutive days. At the end of the weekly period the children participate in written tests and practical problems on the safety town site. 7,000 1st graders in the state have completed a similar two-hour program which emphasizes pedestrian safety, school bus safety, bicycle safety, railroad safety and child molestation. The program also utilizes visual aids in teaching the students about pavement markings and playing safely near streets and intersections. The only fully operational safety town is located in Henrico County. Other safety towns are either in the planning or construction stage in Fairfax County, Chesterfield County and Virginia Beach.

The Commonwealth's pedestrian safety program has a further goal in minimizing environmental hazards to protection of the pedestrian. This task must necessarily begin by identification of high pedestrian accident locations. In cities, where it is easier to identify these high risk areas, spot maps are the technique likely to be used. After the high risk areas are identified it will be easy to use that information to develop a manual on pedestrian safety standards. The manual will include recommendations based on the analysis of accident situations and locations by experts who then decide

on necessary physical changes for the sites. These standards should be applicable throughout the state. The physical characteristics to be standardized include visibility, clearances, traffic regulation devices, shoulders and sidewalks.

The long standing program to structure traffic flow and pedestrian movements (particularly as related to elementary school children) will be continued at an increased participatory level. The school safety guards employed by the local police direct traffic flow during school ingress and egress periods while the school patrols (comprised of upper elementary school students) control student pedestrians approaching and leaving the school area.

A new statewide program is designed to improve the visibility of pedestrians to motorists driving at night. The program utilizes reflective stick-on circles called Hot Dots. These dots are attached to books or clothing by pedestrians to increase their visibility to passing drivers. One million Hot Dots have already been distributed by service stations in the urban areas of Virginia. It is anticipated that the program will spread rapidly to other less accessible areas of the state. Field tests of the Hot Dots have shown that they are visible to motorists at distances greater than 500 feet. An experimental group of school children in Richmond not using the Hot Dots were lost in the darkness at about 200 feet. The impetus for the program was stated recently by John Hanna, Director of the Highway Safety Division of Virginia, "The pedestrian is the most ill-equipped of all persons using the highways. Yet this slow, unprotected road user is the only one allowed on public roads at night without a light or reflectorized material."

A part of the Commonwealth's pedestrian safety program utilizes a series of teaching devices designed to decrease accidents between vehicles and bicycles. Experimental studies showing the probability of accidents between automobiles and

bicycles that cause injury have been rare. The problem is complicated by the lack of a rational nationally accepted code that regulates the operation of bicycles. But it seems clear that a significant percentage of the population has at one time or another been involved in an automobile-bicycle collision. The Department of the Interior has documented an increased interest in bicycling expected to continue over the coming decade. It has concluded that bicycling will enjoy a 32% growth rate from 1965 to 1980 and that bicycling has shown the greatest increase of all outdoor sports since 1965. It seems that the anticipated major growth in the use of bicycles should warrant an added administrative effort toward improving bicycle safety.

Virginia will seek to inform that section of the public most likely to be riding bicycles (school age children between the ages of 6 and 14) of the dangers inherent in operating slow moving unprotected bicycles in an automobile-oriented transportation system. This will be accomplished by animated talking bicycles calculated to be both entertaining and educational to the children. It is hoped that redirecting behavior at such an early age will result in safety gains for years to come. The state also will purchase bicycle testing machines which determine whether a bicycle has any safety hazards such as faulty braking systems, unbalanced wheels or loose construction. After training the bicycle rider to operate his bicycle in a safe manner, it is imperative to remove physical impediments (such as faulty, hazardous bicycles) to the goal of accident-free enjoyable bicycle-riding. A "Hot Dots" program for bicycles in the form of Lite-A-Bike Kits will be distributed by the Highway Safety Division throughout the state. They basically furnish reflectorized material to apply to bicycles to improve their roadside visibility.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 46-73-15-01	4. DATE 4-1-72

5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS See Effectiveness Supplement to the Subelement									
6b. OUTPUT C No. of Roadways Within Five Min. of Cruising Patrol Car V No. of Citations Issued For Moving Violations									
7. RESP. / 8. STD. / 9. TASKS & MILESTONES									
Local Police Depts. / 315				Date	Not Available				
1. Training (policemen in all cities and counties)									
A. In-service training	3,000	3,500					*3,800	4,000	4,500
B. New recruits (minimum of 200 hr)	400	400					* 500	600	800
C. Refresher	2,000	3,000					*3,300	3,500	4,000
D. Supervisors	1,000	1,999					*1,300	1,500	2,000
E. Accident Investigation	400	500					* 500	500	700
F. Pursuit driving training (1 city)	NA	NA					1	100	100
G. IACP convention	NA	NA	1				1	100	100
H. Seminar for law enforcement planning officers	NA	NA	1				1	100	100
I. Principles of police management	NA	NA	1				1	100	100

10. **DESCRIPTION** The ultimate goal of the cities and counties in Virginia is to reduce the number of accidents including fatalities, personal injury and property damage caused by those individuals violating the traffic laws with particular attention on the repeat violator. The lack of sufficient enforcement at high accident locations as well as the lack of training in handling all aspects of enforcement are additional problems faced by our cities and towns.

In accomplishing this goal the cities and towns throughout Virginia plan to develop and implement the following programs:
(1) the establishment of a minimum of at least

11. COST BY TASK $(000)									
1. Training	* 1,385	* 1,701	486.75	486.75	486.75	486.75	* 1,947	2,849	3,500
*Estimated cost									
12. TOTAL COST $(000)	22,281	23,258	5,714.75	6,833	5,714.75	5,714.75	23,977.2	25,841	26,967
LOCAL SHARE	22,213	22,994.2	5,689.25	6,608	5,689.75	5,689.75	23,677.2	25,341	26,367
STATE SHARE	0	0	0	0	0	0	0	0	0
FEDERAL SHARE TO LOCALITIES	68	263.8	25	225	25	25	300	500	600
	68	263.8	25	225	25	25	300	500	600

IV-58

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HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 46-73-15-0.2	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	315	2. Personnel - On Going Program									
		A. Policemen (cities and counties)	4,500	4,700	5,000	5,000	5,000	5,000	5,000	5,300	5,800
		B. Additional and replacement	400	400	500	500	500	500	500	600	700
		C. Specially trained records analyst	4	8	12	12	12	12	12	6	8

10. DESCRIPTION: 200 hour training for all new recruits; (2) refresher traffic training and in-service training courses will be made available to officers performing traffic duties; (3) additional training for supervisory personnel in the fundamentals of organization and administration training techniques and in the use of records; (4) the development of traffic sections within the police departments; (5) traffic records systems; and (6) additional training in all phases of traffic investigation. To further accomplish this goal the cities and counties in Virginia will be hiring additional personnel, purchasing new equipment, and establishing better communications systems for their police work.

11. COST BY TASK $(000)									
2. Personnel	19,983	20,443	5,228	5,228	5,228	5,228	20,912	21,394	21,700
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

1973

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 / 46-73-15-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6b. OUTPUT		C V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	315	3. Procure equipment									
		A. Vehicles $3000 each	70	100	Bids	100	0	0	100	150	200
		B. Radar units $900 each	10	20	Bids	30	0	0	30	40	50
		C. Electric speed computers $950 each	0	0	Bids	100	0	0	100	50	50
		D. Sirens $150 each	20	100	Bids	100	0	0	100	150	200
		E. Projectors $600 each	5	10	Bids	10	0	0	10	5	5

The law enforcement officers training standards commission is presently developing a visual file that will contain information pertaining to training of all police officers in the state and the amount and type of training they have had. This system will be available for use in the evaluation of the police traffic services program. A data system is also being developed by the Traffic Records Committee that will enable us to evaluate the PTS and Program more effectively.

11. COST BY TASK $(000)									
3. Procure Equipment	349	510							
A. Vehicles				300	0	0	300	450	600
B. Radar				27	0	0	27	36	45
C. Electric Speed Computers				95	0	0	95	47.5	47.5
D. Sirens				15	0	0	15	22.5	30
E. Projectors				6	0	0	6	3	3
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 / 46-73-15-04	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1971 FY-2	19_72 FY-1	FISCAL YEAR 19_73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19_74 FY+1	19_75 FY+2
6a. EFFECTIVENESS											
6b. OUTPUT		C V									
Local Political Subdivisions	315	3. Equipment (Continued)									
		G. Polaroid cameras $170	5	10	Bids	10	0	0	10	10	10
		H. VHF-FM Radios $800	10	15	Bids	10	0	0	10	25	25
		I. Battery chargers $200 each	1	2	Bids	10	0	0	10	10	10
		J. Measuring wheels $80	25	30	Bids	40	0	0	40	60	10
		K. Accident kits $50	150	150	Bids	200	0	0	200	200	200
		L. Motorcycles $4,000 each	10	20	Bids	10	0	0	10	10	10
		M. Tape recorders $200	15	20	Bids	30	0	0	30	10	10

10. DESCRIPTION	11. COST BY TASK $(000)									
	G. Cameras			0	1.7	0	0	1.7	1.7	1.7
	H. Radios			0	8	0	0	8	20	20
	I. Chargers			0	2	0	0	2	2	2
	J. Wheels			0	3.2	0	0	3.2	4.8	0.8
	K. Accident kits			0	10	0	0	10	10	10
	L. Motorcycles			0	40	0	0	40	40	40
	M. Recorders			0	6	0	0	6	2	2
	12. TOTAL COST $(000)									
	LOCAL SHARE									
	STATE SHARE									
	FEDERAL SHARE									
	TO LOCALITIES									

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 / 46-73-15-05	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	315	3. Equipment (Continued)									
		N. Tape measures $35	500	500	Bids	700	0	0	700	100	200
		O. Twin Beacon Rays with visabor $150 each	NA	NA	Bids	3	0	0	3	10	10
		P. Fluorescent traffic cones $5	1,000	1,000	Bids	1,000	0	0	1,000	1,500	2,000
		Q. Throw away blankets $2 each	1,000	1,500	Bids	1,500	0	0	1,500	500	500
		R. Scramblers $56 each	NA	NA	Bids	1	0	0	1	10	10
		S. 35 mm camera $140	100	100	Bids	20	0	0	20	0	0
10. DESCRIPTION		11. COST BY TASK $(000)									
		N. Tape measures			Bids	24.5	0	0	24.5	3.5	7
		O. Twin Beacon Rays			Bids	.45	0	0	.45	1.5	1.5
		P. Cones			Bids	5	0	0	5	7.5	10
		Q. Blankets			Bids	3	0	0	3	1	1
		R. Scramblers			Bids	.056	0	0	.056	.56	.56
		S. Cameras			Bids	2.8	0	0	2.8	0	0
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM
ANNUAL SUBELEMENT PLAN

1. State of Virginia

2. TITLE Police Traffic Services

3. NO. PT-73-471 / 46-73-15-06

4. DATE 4-1-72

5. DRAFTED BY W. L. Howard
APPROVED BY J. T. Hanna

6a. EFFECTIVENESS

6b. OUTPUT C / V

7. RESP.: Local Political Subdivisions

8. STD.: 315

9. TASKS & MILESTONES	1971 FY-2	1972 FY-1	FISCAL YEAR 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
4. Communications									
A. Police communicating consoles with tape recording $48,000 each	NA	NA		3	0	0	3	10	10
B. Walkie-Talkies $200 each	400	400	Bids	500	0	0	500	700	700
C. Two-way radios $700 each	50	50		100	0	0	100	100	100
D. Console equipment $7,950	25	30		10	0	0	10	10	10
E. Miscellaneous radio equipment (batteries, frequency bands, etc.)									

10. DESCRIPTION

11. COST BY TASK $(000)	1971 FY-2	1972 FY-1	1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
4. Communications									
A. Police communicating consoles			Bids	144	0	0	144	480	480
B. Walkie-Talkies	80	80	Bids	100	0	0	100	140	140
C. Two-way Radios	35	35	Bids	70	0	0	70	70	70
D. Console Equipment	199	239	Bids	79.5	0	0	79.5	79.5	79.5
E. Misc. radio equipment	50	50	Bids	75	0	0	75	75	75

12. TOTAL COST
LOCAL SHARE
STATE SHARE
FEDERAL SHARE
TO LOCALITIES

1480

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services	3. NO. PT-73-471 / 46-73-15-07	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
		G. Base Stations $20,000 each	10	10	Bids	5	0	0	5	5	5
10. DESCRIPTION		11. COST BY TASK $(000)									
		G. Base stations	200	200	0	100	0	0	100	100	100
		12. TOTAL COST LOCAL SHARE STATE SHARE FEDERAL SHARE TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Police Traffic Services					3. No. PT-73-471 46-73-15-08		4. DATE 4-1-72
				TASKS											
			TOTAL	1	2	3	4	5	6	7	8	9	10		
13.	D	Standard: 315													
	I	Total $(000)	23,977.2	1,947	20.912	549.7	568.5								
	S	Federal	300	100	0	100	100								
	T	To Localities	300	100	0	100	100								
	R	Prev. Obligations			0										
		New Obligations	300	100	0	100	100								
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. PT-73-471 46-73-15-09 Police Traffic Services	Date 4-1-72	1967	1968	1969 1st Qt.	1969 2nd Qt.	1969 3rd Qt.	1969 4th Qt.	1969 Total	1970	1971
6a. EFFECTIVENESS										
1. Violations by Drivers (1) Accidents A. Urban B. Rural 1.		55,326 47,566	58,702 51,792					65,935 57,667	67,189 58,999	
(2) Fatalities A. Urban B. Rural 2.		249 696	246 712					220 795	240 744	
2. % of Fatal Accidents Where Pedestrian Violated Law 3.		43.2	33.1					35.6	40.1	
3. Speed Violations — All Crashes A. Urban B. Rural 4.		5,257 10,661	5,190 11,145					5,514 12,421	5,494 12,385	
Fatal Crashes A. Urban B. Rural 5.		99 348	106 365					102 410	115 374	
6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Police Traffic Services-State	3. NO PT-73-472 46-73-15-01	4. DATE 4-1-72
	5. DRAFTED BY Major J. S. Pearson APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS	Miles of highway per trooper	19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
		61.1	60.6	60.6	60.7	60.7	60.8	60.8	61.1	52.1
6b. OUTPUT	C Number of troopers	826	846	846	846	846	846	846	846	996
	V Miles of highway under State Police jurisdiction	50,500	51,300	51,300	51,400	51,400	51,500	51,500	51,700	51,900
7. RESP.	8. STD.	9. TASKS & MILESTONES								
State Police	315	1. Personnel								
		A. Field Supervisor	1	1	1	1	1	1	1	1	1
		B. Captains	6	6	6	6	6	6	6	6	6
		C. Lieutenants	12	12	12	12	12	12	12	12	12
		D. First Sergeants	3	6	6	6	6	6	6	6	43
		E. Sergeants	43	43	43	43	43	43	43	43	93
		F. Troopers	826	846	846	846	846	846	846	846	996
		2. Equipment									
		A. Helicopters at $131,410 Each	2								
		B. Hanger Rental	2	2	2	2	2	2	2	2	2
		C. Direct Operating Costs and Insurance	2	2	2	2	2	2	2	2	2
		3. Training Helicopter Pilots			4				4		

10. DESCRIPTION

The State Police in Virginia render many services in the reduction of motor vehicle crashes involving fatalities, personel injuries and property damage. Services include: (1) the well-rounded enforcement of traffic laws, (2) the investigation of motor vehicle crashes, (3) the surveillance of highways and traffic for adverse conditions, (4) the directing and controlling of traffic, and (5) the providing of emergency assistance to the motoring public.

The immediate goal is to increase the strength of the Department to more adequately carry out these services. Troopers are assigned to counties

11. COST BY TASK $(000)									
1. Personnel	12,435.9	12,665.5	3,711.4	2,881.9	2,881.9	2,881.9	12,357.1	12,357.1	16,836.8
2. Equipment	415.0	140.0	71.0	23.0	23.0	23.0	140.0	105.0	105.0
3. Training Helicopter Pilots			16.6				16.6		
12. TOTAL COST $(000)	12,850.9	12,805.5	3,799.0	2,904.9	2,904.9	2,904.9	12,513.7	12,462.1	16,941.8
LOCAL SHARE									
STATE SHARE	12,435.9	12,665.5	3,711.4	2,881.9	2,881.9	2,881.9	12,357.1	12,462.1	16,941.8
FEDERAL SHARE	415.0	140.0	87.6	23.0	23.0	23.0	156.6		
TO LOCALITIES									

Police Traffic Services — State PT-73-472 / 46-73-15-02 DESCRIPTION: (Cont.)

throughout the State according to the basic assignment factors of: (1) traffic volumes, (2) miles of highway, and (3) motor vehicle crashes. Increases in these factors dictate a need for additional manpower.

It is felt that the use of two recently acquired helicopters to supplement existing methods and facilities will materially aid in fulfilling the Department's primary mission of reducing death, injury, and property damage on the highways of Virginia.

According to arrest statistics, 96.5% of the Department's activity is directly related to the highways.

HIGHWAY SAFETY PROGRAM
SUBELEMENT SUPPLEMENT

1. State of Virginia | 2. TITLE Police Traffic Services – State | 3. No. PT-73-472 / 46-73-15-03 | 4. DATE 4-1-72

			TOTAL	1	2	3	4	5	6	7	8	9	10	
13.	D	Standard: 315												
	I	Total $(000)	12,513.7	12,357.1	140	16.6								
	S	Federal	156.6	0	140	16.6								
	T	To Localities	0	0	0	0								
	R	Prev. Obligations	0	0	0	0								
		New Obligations	156.6	0	140	16.6								
	I	Standard:												
	B	Total												
	U	Federal												
	T	To Localities												
	I	Prev. Obligations												
	O	New Obligations												
	N	Standard:												
		Total												
		Federal												
	B	To Localities												
	Y	Prev. Obligations												
		New Obligations												
	S	Standard:												
	T	Total												
	A	Federal												
	N	To Localities												
	D	Prev. Obligations												
		New Obligations												
	A	Total												
	R	Federal												
	D	To Localities												
		Prev. Obligations												
14.		Local Costs by Object												
		Salaries												
		Per Diem and Travel												
		Contracts												
		Equipment												
		Supplies												
		Maintenance and Operations												
		Total												

1987

POLICE TRAFFIC SERVICES

Police agencies in the state of Virginia are readily divided into two groupings: local law enforcement agencies of the counties, cities, and towns, and state law enforcement agencies, the largest of which is the State Police Department. Below is a description of the structure of the local law enforcement agencies, an examination of the personnel and budgetary resources of the local law enforcement agencies, a discussion of present training and equipment resources, and a description of the present communication system between the state, county, and local law enforcement agencies.

Local Law Enforcement Agencies

The enforcement of the law in Virginia is primarily the responsibility of law enforcement officials in the counties, cities, and towns.

For those unfamiliar with the Virginia system of local government, it must be kept in mind that the Virginia city is completely separate from and independent of adjacent counties. However, this separation is not true of the towns, which remain an integral part of the county. Among other things, this means that the county sheriff has no jurisdiction within a city, the major exception being "cities of the second class" (populations of less than 10,000) which share the sheriff with the adjacent county.

Counties

Each of the 96 counties in the state has a sheriff who is a constitutional officer and, according to the size and population, various numbers of deputy sheriffs working directly under him. The sheriff is elected by the voters of the jurisdiction and he and his deputies and some employees are charged with the responsibility of enforcing all of the criminal laws within the jurisdiction as well as certain other duties such as

serving civil papers and the operation of the jail. The state of Virginia contributes two-thirds of the funds necessary for the operation of the sheriff's office, and the State Police patrol the highways in those counties where there are no organized county police forces.

The sheriffs in the Counties of Prince George, Prince William, Roanoke and York have a special police department whose members enforce the criminal laws. Because of the size and density of population, the counties of Arlington, Chesterfield, Fairfax, and Henrico maintain a police department separate from the sheriff's office.

Cities

There are 29 cities of the first class within the Commonwealth which have a constitutional officer called the city sergeant whose duties include that of acting as a jailor and process server, but rarely include actual law enforcement. The nine cities of the second class share the sheriff with the surrounding county. The city sergeant has various numbers of deputy city sergeants and some employees under his command whose authority is the same as that of a deputy sheriff.

There are 38 cities within the state of Virginia which have organized police departments. Their authority for enforcing the criminal laws is Section 15.1-138 of the Code of Virginia and the provisions contained in the special act charters granted to each city by the state legislature.

Each of these police departments is headed by a chief of police who reports to a director of public safety, or a city manager. The police officers in these cities are confined to the enforcement of state law and local ordinances within the boundary of the jurisdiction.

Towns

Of the 195 towns within the Commonwealth there are 154 which maintain either a small organized police department headed by a chief of police or a police officer designated as a town sergeant. The authority for providing law enforcement in these jurisdictions is the same as that for cities. The chiefs of police or town sergeants, whichever applies, report directly to the mayor or town manager. The remaining 41 Virginia towns depend on the county sheriff or county police force for law enforcement.

Resource Inputs to Local Police Agencies

During 1968, cities, towns, and counties in Virginia expended approximately $44 million on police agencies. These expenditures ranged from a low of $1,035 for the New Castle Town Police to a high of approximately $4 million for the Richmond Police Department. During this period there were three counties with a police budget of over $1 million and a force of over 100 men, and six counties with budgets less than $10,000 and with three or less men. Eight cities in Virginia had police budgets of more than $1 million, and 11 cities had a police force of greater than 100 men. During the same period, there were 55 towns with police budgets less than $10,000 and seventy towns with police forces of exactly one man.

The wide variation in sizes and budgets of local police agencies, and concomitant discrepancies in the quality of training and equipment, make the problem of interaction and cooperation very difficult.

The responsibility for the investigation and disposition of crimes which are not within the capability of any one local law enforcement agency is in general vested in the Department of State Police.

The Police Traffic Services Program in Virginia seeks to reduce the number of accidents, including fatalities, personal injury and property damage, caused by individuals violating traffic laws, with particular attention directed toward the repeat violator. Problem areas include lack of sufficient enforcement at high accident locations as well as lack of training in handling all aspects of enforcement. The police departments are improving officer training and are establishing better communications systems in order to cope with accidents and traffic violators.

To accomplish this goal, the cities and towns throughout Virginia plan to develop and implement the following programs: (1) establishment of a 200-hour minimum training program for all new recruits; (2) refresher and in-service training courses for officers performing traffic duties; (3) setting up additional training for supervisory personnel in the fundamentals of organization and administration training techniques and in the use of records; (4) development of traffic sections within the police departments; (5) establishment of traffic records system; and (6) setting up additional training in all phases of traffic investigation.

The police departments also plan to hire additional personnel, purchase new equipment and establish better communications systems. The Highway Safety Division will provide funding for additional police equipment, communications and training.

The law enforcement officer's training standards commission is presently developing a visual file that will contain information pertaining to all police officers in the state and the amount and type of training they have had. This system will be available for use in the evaluation of the police traffic services program. A data system is also being developed by the Traffic Records Committee that will enable the Highway Safety Division to evaluate the police traffic services more effectively.

State Police

The Department of State Police is a law enforcement agency charged with the powers and duties to enforce all of the criminal laws of the Commonwealth of Virginia (Section 52.8, Code of Virginia) as follows:

> The powers and duties of the Department of State Police are to enforce criminal laws and investigate aircraft accidents. The superintendent of State Police, his several assistants, and police officers appointed by him are vested with the powers of a sheriff for the purposes of enforcing all the criminal laws of this state and for investigating any aircraft accident which occurs in the state, and it shall be the duty of the superintendent, his several assistants and police officers appointed by him to use their best efforts to enforce the same.
>
> Nothing in this section shall be construed as relieving any sergeant or sheriff, commissioner of the revenue, police officer or any official now or hereafter invested with police powers and duties, state or local, from the duty of aiding and assisting in the enforcement of such laws within the scope of his authority and duty.

The Department was established with the functions of patrolling highways, operating police schools, operating the State Police radio and communications system, supervising inspection stations and inspectors of motor vehicles, promoting highway safety, adopting standards for motor vehicle appliances and safety devices, and registering machine guns. Other statutory functions are a State Police teletype system and a joint state and local radio and teletype system operated for the benefit of the state and local police agencies throughout the state.

In accordance with the description stated above in Section 52.8 of the Code, the Department of State Police is also authorized to enforce all criminal laws of the state and to stand ready to assist any and all local law enforcement agencies in carrying out their responsibilities with manpower and other resources such as armored cars, polygraphs, scuba divers, airplanes, training facilities, and many investigative aids.

Officers of the State Police have concurrent jurisdiction in all of the localities of the state. The State Police, however, do not routinely patrol the streets of cities and towns in the Commonwealth where there are duly organized police departments, but instead, are confined to rural areas. In case of riots or other disturbances, the State Police, when requested by local authorities, are sent to troubled areas and assume concurrent jurisdiction with the local officers.

As in all other branches of law enforcement, expenditures of this Department are increasing due to increased numbers of rural highways, increased motor vehicle registrations, increased numbers of motor vehicle crashes, extension of mileage of interstate highway systems, and increased crime both statewide and in rural Virginia. According to projections of this Department, the Department of Highways, and the Division of Motor Vehicles, rural miles traveled, motor vehicle registrations, and motor vehicle crashes will increase 5% annually. These increases will demand more and more efficient services from this Department. Such services, of course, will demand a greater expenditure of funds. The fact that the Department of State Police is basically a service organization is best seen in the maintenance and operation budget request for 1970-71, which shows that salaries are 63.89% of the total.

An added obligation of the State Police has been brought about by the continuing increase in serious crimes, and habeas corpus proceedings brought about by recent United States Supreme Court decisions. Investigations of habeas corpus proceedings, although a function of the Attorney General's office, must be handled by the Department of State Police since the Attorney General has no investigative force and must rely on the State Police for assistance upon request of city, town, and county police departments in investigations, as well as handling the investigation of matters brought directly to their attention.

The State Police also render many services in a continuing effort to reduce motor vehicle crashes involving fatalities, personal injuries and property damage. These services include: (1) complete enforcement of traffic laws, (2) investigation of motor vehicle crashes, (3) surveillance of highways and traffic for adverse conditions, (4) directing and controlling traffic, and (5) providing emergency assistance to the motoring public.

An immediate concern of the Department is the need for additional manpower, due to an increase in traffic volume, highway mileage and the number of motor vehicle accidents. More troopers are required to enable the State Police to continue to provide traffic services which will result in a reduction of motor vehicle crashes. According to arrest statistics, 96.57% of State Police activity is directly related to the highways. An increase in manpower is necessary for State Police to continue its vital function of highway patrol.

To supplement traditional methods in fulfilling the Department's primary mission of reducing death, injury and property damage on Virginia highways, State Police have recently acquired two helicopters. These helicopters will enable State Police to further reduce reaction time in responding to accident calls and will also provide a method of response for calls from inaccessible areas. The helicopters will supplement existing methods of monitoring traffic flow and will aid in determining traffic volume.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Accident Cleanup	3. NO. DC-73-281 46-73-16-01	4. DATF 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY John T. Hanna			

			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6a. EFFECTIVENESS		Crashes involving previous crash debris or blockage	80	85					90	100	110
6b. OUTPUT		C % of crash sites cleaned of debris within 20 minutes	68	71					83	85	90
		V No. of crash sites cleaned of debris within 20 minutes	90,000	100,000					125,000	135,000	150,000
7. RESP.	8. STD.	9. TASKS & MILESTONES									
HSD	316	1. Manual on uniform accident cleanup procedures	Study	Devel. & Dist.						Review	Review
HSD	316	2. Training A. Train cleanup personnel on accident cleanup manual (No. trained)			62	62	63	63	250	300	400

10. **DESCRIPTION** There are approximately 85 crashes involving previous crash debris in Virginia each year. With the number of car registrations and licensed drivers increasing this figure could also increase.

It is our goal in Virginia to reduce the number of accidents including fatalities, personal injuries and property damage attributed to these secondary and chain reaction collisions and conditions hazardous to the driving public by providing for a rapid, orderly and safe removal from the roadway of wreckage, spillage and debris from motor vehicle accidents as well as acts of God.

To eliminate these crashes and provide for

11. COST BY TASK $(000)									
1. Manual	8	32	0	0	0	0	0	10	10
2. Training A. Manual	0	0	7.5	7.5	7.5	7.5	30	30	30
12. TOTAL COST $(000)	8	32	7.5	577.5	7.5	7.5	600	616.5	626.5
LOCAL SHARE	0	0	0	545	0	0	545	466.5	526.5
STATE SHARE	0	0	0	0	0	0	0	0	0
FEDERAL SHARE	8	32	7.5	32.5	7.5	7.5	55	150	100
TO LOCALITIES	8	32	7.5	32.5	7.5	7.5	55	150	100

1405

HIGHWAY SAFETY PROGRAM
ANNUAL SUBELEMENT PLAN

1. State of Virginia

2. TITLE Accident Cleanup

3. NO. DC-73-281 / 46-73-16-02

4. DATE 4-1-72

5. DRAFTED BY W. L. Howard
APPROVED BY John T. Hanna

	1971 FY-2	1972 FY-1	FY 1973 1st Q	2nd Q	3rd Q	4th Q	TOTAL	1974 FY+1	1975 FY+2
6a. EFFECTIVENESS									
6b. OUTPUT C									
V									
7. RESP.: Local Political Subdivisions; 8. STD.: 316; 9. TASKS & MILESTONES									
3. Procure equipment									
A. Heavy duty trucks $25,000 each	*NA	NA	Bids	5	0	0	5	3	3
B. Tow trucks $13,500 each	NA	NA	Bids	4	0	0	4	5	5
C. Crash trucks $10,000 each	NA	NA	Bids	10	0	0	10	10	10
D. Electronic detection devices $2000 each	NA	NA	Bids	2	0	0	2	10	15
E. First aid kits $10 each	NA	NA	Bids	300	0	0	300	600	600
	*Not available								
11. COST BY TASK $(000)									
3. Equipment									
A. Heavy duty trucks	0	0	0	125			125	75	75
B. Tow trucks	0	0	0	54			54	67.5	67.5
C. Crash trucks	0	0	0	100			100		
D. Electronic detection devices	0	0	0	4			4	20	30
E. First aid kits				3			3	6	6
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE TO LOCALITIES									

10. DESCRIPTION rapid and safe removal from our roadways a contract has been let for the review of the accident cleanup program in Virginia. A manual will be published and distributed to all political subdivisions explaining proper cleanup techniques. At the present time wrecker services in most cities and counties throughout the State are required to cleanup all accident sites they work.

The Virginia Department of Highways has available special crews for debris cleanup in emergency situations as well as continuous cleanup of dead animals and trash from the highways.

Four regional training courses are proposed which would train appropriate local officials in the

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Accident Cleanup	3. NO. DC-73-281 46-73-16-03	4. DATE 4-1-72
	5. DRAFTED BY W. L. Howard APPROVED BY J. T. Hanna			

6a. EFFECTIVENESS			19 71 FY-2	19 72 FY-1	FISCAL YEAR 19 73 1st Q	2nd Q	3rd Q	4th Q	TOTAL	19 74 FY+1	19 75 FY+2
6b. OUTPUT		C									
		V									
7. RESP.	8. STD.	9. TASKS & MILESTONES									
Local Political Subdivisions	316	4. Communications									
		A. Radio base stations ($1,000 each)	NA	NA	Bids	10	0	0	10	10	10
		B. Radio consoles($800)	NA	NA	Bids	5	0	0	5	10	10
		C. Highway emergency alarms and vehicle status equipment, so that direct communications with other departments and radio frequencies may be had from one console,$25,000 per unit)			Bids	10	0	0	10	10	10
		D. Two-way radios($400 each)			Bids	50	0	0	50	100	100

10. **DESCRIPTION** handling and disposition of hazardous materials as well as encouraging a uniform procedure for accident cleanup.

Work continues on the development of a state traffic records system that after completed will enable us to evaluate our accident cleanup programs more effectively.

11. COST BY TASK $(000)										
4. Communications										
A. Base stations	0	0	0	10	0	0	10	10	10
B. Consoles	0	0	0	4	0	0	4	8	8
C. Alarms	0	0	0	250	0	0	250	250	250
D. Two-way radios				20	0	0	20	40	40
12. TOTAL COST $(000)									
LOCAL SHARE									
STATE SHARE									
FEDERAL SHARE									
TO LOCALITIES									

HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT			1. State of Virginia					2. TITLE Accident Cleanup					3. No. DC-73-281 46-73-16-04		4. DATE 4/1/72
				TASKS											
			TOTAL	1	2	3	4	5	6	7	8	9	10		
13.	D	Standard: 316													
	I	Total ($000)	600	0	30	286	284								
	S	Federal	55	0	30	25	0								
	T	To Localities	55	0	30	25	0								
	R	Prev. Obligations													
		New Obligations	55	0	30	25	0								
	I	Standard:													
	B	Total													
	U	Federal													
	T	To Localities													
	I	Prev. Obligations													
	O	New Obligations													
	N	Standard:													
		Total													
	B	Federal													
	Y	To Localities													
		Prev. Obligations													
		New Obligations													
	S	Standard:													
	T	Total													
	A	Federal													
	N	To Localities													
	D	Prev. Obligations													
		New Obligations													
	A	Total													
	R	Federal													
	D	To Localities													
		Prev. Obligations													
14.	Local Costs by Object														
	Salaries														
	Per Diem and Travel														
	Contracts														
	Equipment														
	Supplies														
	Maintenance and Operations														
	Total														

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. DC-73-281 46-73-16-05 Accident Cleanup	Date 4-1-72	1970 FY-2	1971 FY-1	Fiscal Year 72 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 73 FY+1	19 74 FY+2
6a. EFFECTIVENESS										
Crashes Involving Previous Crash Debris or Blockage		75	80					85	90	100
1.										
2.										
3.										
4.										
5.										
6.										

ACCIDENT CLEANUP

Each local political subdivision, in cooperation with the state, is developing a program which provides for the rapid, orderly and safe removal from the roadway of wreckage, spillage and debris resulting from motor vehicle accidents. Rapid cleanup should reduce the likelihood of secondary and chain-reaction collisions, and conditions hazardous to the public health and safety. A study has been completed of the accident cleanup program in Virginia to help eliminate automobile crashes by providing for a rapid and safe removal of accident debris from the highways. The study, conducted by Wilbur Smith and Associates, Consulting Engineers of Richmond, involved highway safety incidents and a determination and evaluation of the existing methods utilized to control debris caused by accidents. The study resulted in a manual of recommended procedures and operational guidelines to restore an accident scene to its original condition. It identifies the important state government resources and personal contacts which may be used for assistance.

The procedure manual is indexed and categorized and is designed for use by local and state officials including police, medical services personnel, civil defense units, traffic engineers, rescue squads and other appropriate groups. All known resources and capabilities for restoring the accident sites to safe conditions are listed with administrative officials who need to be notified for site restoration.

An important result of the study is the familiarization of each governmental agency and contributory group with its responsibility in the area of debris hazard control and cleanup. Various organizations, such as police, medical engineers, and others, including citizens, are apprised of their areas of functional responsibility. Hopefully, this manual and follow-up meetings between agencies will increase the level of coordination and will assure a more thorough understanding by public officials of the importance of debris control and cleanup.

The debris control and cleanup project initiated last year has identified all available resources and capabilities (private, local and state) which can be utilized. The deficiencies in the program have been pointed out. The new operational procedure manual provides for:

(a) Enabling rescue and salvage equipment personnel to get to the scene of accidents rapidly and to operate effectively upon arrival;

(b) extricating trapped persons from wreckage with reasonable care;

(c) warning approaching drivers and detouring them with reasonable care past hazardous wreckage or spillage;

(d) safe handling of spillage or potential spillage;

(e) removing wreckage or spillage from roadways so as to facilitate the resumption of safe, orderly traffic flow.

In short, efforts have been made to ensure a uniform and effective statewide program of debris hazard control and cleanup.

At present, wrecker services in most cities and counties throughout the state are required to cleanup all accident sites. The Virginia Department of Highways also has available special crews for debris cleanup in emergency situations as well as continuous cleanup of dead animals and trash from the highways.

Four regional training courses are proposed which would train appropriate local officials in the handling and disposition of hazardous materials as well as encouraging a uniform procedure for accident cleanup.

Work continues on the development of a state traffic records system which should enable the Highway Safety Division to evaluate the accident cleanup programs more effectively.

PART V

AGREEMENT PROVISIONS

RESPONSIBILITY FOR WORK. The State, through its Governor, will implement the attached Annual Work Program for fiscal year and will perform, or by formal agreement with appropriate officials of a political subdivision or State agency, cause to be performed under its supervision the work covered by such Program in accordance with the detailed plans and specifications annexed thereto and made a part hereof by reference.

BASE YEAR CRITERIA. The State will maintain the aggregate expenditure of funds of the State and political subdivisions thereof, exclusive of Federal funds, for highway safety programs at a level which does not fall below the average level of such expenditures for its last two full fiscal years preceding the date of enactment of the Highway Safety Act of 1966 (September 9, 1966).

MAINTENANCE.

1. National Highway Traffic Safety Administration. Facilities and equipment acquired under this agreement for use in highway safety standard areas administered by the National Highway Traffic Safety Administration 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 facilities and equipment to be used and kept in operation for highway safety purposes. Costs incurred under the terms of this agreement for necessary maintenance, repair, or upkeep of the facilities and equipment which neither add to the permanent value of the facility or equipment nor appreciably prolong its intended life, shall be eligible for reimbursement of the Federal share payable. Where facilities or equipment acquired in connection with a task subject to this agreement are not used and kept in operation for highway safety purposes, the Secretary shall withhold further reimbursement under 23 USC 116(c). When a task is subject to an agreement between the State and a political subdivision, or a State agency, the sanction shall apply only to such political subdivision or State agency.

2. Federal Highway Administration. The State will use and maintain, or by formal agreement between the State and appropriate officials of a political subdivision or State agency, cause to be used and maintained, for highway safety purposes, any facilities and equipment acquired in connection with this agreement for use in highway safety standards administered by the Federal Highway Administration. Costs incurred for necessary maintenance, repair, or upkeep of such facilities and equipment are not eligible for reimbursement of the Federal share payable. It is understood that the sanctions prescribed in 23 USC 116(c) shall apply separately to each task of the agreement. Where facilities and equipment are acquired in connection with a task subject to an agreement between the State and a political subdivision or State agency, as referred to above, the Secretary's withholding of further reimbursement under 23 USC 116(c) shall apply only to such political subdivision or State agency.

NONDISCRIMINATION PROVISION. The State agrees that, as a condition to receiving any Federal financial assistance under this agreement, it will comply with all applicable laws, regulations, executive orders, policies, and procedures relative to the assurance of equal opportunity without regard to race, religion, color, sex or national origin.

The State hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

1. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State setting forth the provisions of this nondiscrimination clause.

2. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

3. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State advising the said labor union or workers' representative of the contractor's commitments under this equal employment opportunity clause and shall post copies of the notice on conspicuous places available to employees and applicants for employment.

4. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

5. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the State, the National Highway Traffic Safety Administration, the Federal Highway Administration, and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations or orders.

6. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246

of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

7. The contractor will include the provisions of this equal employment opportunity clause in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State or the National Highway Traffic Safety Administration and the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided however, that in the event a subcontractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administrations, the contractor may request the United States to enter into such litigation to protect the interests of the United States, and, in addition, the contractor may request the State to enter into such litigation to protect the interest of the State".

The State further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work; However, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of the State which does not participate in work on or under the contract.

The State also agrees:

(1) To assist and cooperate actively with the Administrations and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Administrations and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Administration in the discharge of the Administration's primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Administrations or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State agrees that if it fails or refuses to comply with these undertakings, the Administrations may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State under the program with respect to which the failure and refusal occurred until satisfactory assurance of future compliance has been received from the State;

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Federal Highway Administration

FEDERAL-AID ANNUAL WORK PROGRAM AGREEMENT
(Volume 103)

The State, through its Governor, having complied, or hereby agreeing to comply, with the terms and conditions set forth in Chapter 4 of Title 23, United States Code, the provisions of Office of Management and Budget (OMB) Circular No. A-87, issued May 9, 1968, and the regulations, rules, policies and procedures issued pursuant thereto as well as all other applicable Federal laws and requirements, and the National Highway Traffic Safety Administration and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific part of the program, Federal funds are obligated not to exceed the amounts applicable to the National Highway Traffic Safety Administration part of the program and the Federal Highway Administration part of the program shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to those costs incurred by the State after authorization has been given to proceed with the particular part of the program involving such costs. The Federal funds obligated shall be subject to availability of Federal obligational authority and any other limitations as may be prescribed by statute, administrative action, or conditions of approval.

Program	Effective date of authorization	Estimated total cost of program	Federal Funds	
			FY	FY
National Highway Traffic Safety Administration	August 5,1971*	$ 72,000,000		1,378,415
Federal Highway Administration	August 5,1971*	423,000,000		122,500
Total		$495,000,000		1,500,915

* P&A and continuing projects authorized as of July 1, 1971

The State further stipulates that pursuant to said Title 23, regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the provisions set forth on the reverse side hereof.

State of VIRGINIA

By John T. Hanna
(Name of Official Authorized by the Governor)

Director, Virginia Highway Safety Division
(Title)

DATE September 10, 1971

National Highway Traffic Safety Administration

By Charles L. Allen
Acting Regional Administrator, Region III
(Title)

Date 10-1-71

Federal Highway Administration

By Request Waiver
Regional Federal Highway Administrator
(Title)

Date 10-1-71

Form HS-62 (Revised 6/71)

OMB No. 04-R5610

15.6

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Federal Highway Administration
MODIFICATION OF
FEDERAL-AID ANNUAL WORK PROGRAM AGREEMENT
(Volume 103)

The Annual Work Program Agreement entered into between the undersigned parties and executed on **October 1**, 19**71**, is hereby modified as follows:

Program	Effective date of authorization	Estimated total cost of program	Federal Funds	
			FY 1972	FY **1971**
National Highway Traffic Safety Administration				
Former Amount	**8-5-71**	**$72,000,000**	**$1,378,415**	
Revised Amount	**10-14-71**	**72,000,000**	**1,476,244**	**$10,835**
Federal Highway Administration				
Former Amount	**8-5-71**	**423,000,000**	**122,500**	
Revised Amount	**10-14-71**	**423,000,000**	**131,300**	
Total				
Former Amount	**8-5-71**	**495,000,000**	**1,500,915**	
Revised Amount	**10-14-71**	**495,000,000**	**1,607,544**	**10,835**

This modification is made for the following reasons: Additional funds available for obligation.

All other terms and conditions of the Annual Work Program Agreement will remain in full force and effect.

This modification is effective as of the **14th** day of **October** 19**71**.

State of **Virginia**

By Signed JTK 2/14/72
(Name of Official Authorized by the Governor)

(Title)

Date

National Highway Traffic Safety Administration

By

Regional Administrator, Region III
(Title)

Date

Federal Highway Administration

By

Federal Highway Administrator, Region 3
(Title)

Date

Form HS-62a Nov. 1971

ANALYSIS OF COSTS

ANNUAL WORK PROGRAM — FISCAL YEAR 1972

STATE OF Virginia (42)

Part A — NHTSA

SEP Number	Total Costs	State Share	Federal Share	Federal Share to Localities
PA72-001	477,825	290,450	187,375	
VI72-101	368,000	368,000	-0-	
VR72-201	8,018,000	8,018,000	-0-	
MS72-301	20,000	10,000	10,000	10,000
DE72-401	12,312,100	12,042,365	269,735*	238,500
DE72-417	156,200	91,600	64,600	
DL72-501	4,054,500	3,877,000	177,500	
CL72-601	23,000	10,000	13,000	13,000
TC72-701	1,747,883	1,716,600	31,283	31,283
AL72-801	43,000	2,000	41,000	41,000
TR72-001	50,000	-0-	50,000	
TR72-007	930,000	930,000	-0-	
EM72-101	1,298,995	1,071,442	227,553	164,383
PS72-401	54,400	27,200	27,200*	27,200
PT72-501	23,924,000	23,660,160	263,840	263,840
PT72-507	12,789,493	12,665,500	123,993	
DC72-601	-0-	-0-	-0-	
Totals (per AWP Agreement)	$66,267,396	$64,780,317	$1,487,079	$789,206 (53%)

*Funds transferred in the amounts of $6,835 and $4,000, respectively, from last year's projects.

ANALYSIS OF COSTS

ANNUAL WORK PROGRAM — FISCAL YEAR 1972

STATE OF Virginia (42)

Part B — FHWA

SEP Number	Total Costs	State Share	Federal Share	Federal Share to Localities
IS72-609	43,436	21,718	21,718	21,718
HD72-201	42,976,650	42,951,825	24,825	24,825
CD72-301	7,476,136	7,449,488	26,648	4,200
PS72-401	116,218	58,109	58,109	58,109
Totals (per AWP Agreement)	$50,612,440	$50,481,140	$131,300	$108,852 (82.9%)