



Highway Safety Plan Federal Fiscal Year 2009

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Executive Summary

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each State shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes, deaths, injuries, and property damage. In order to secure funding each State must submit to NHTSA a Performance Plan as well as a Highway Safety Plan. Contained in the Performance Plan must be a set of clear and measurable highway safety goals, brief descriptions of the process used in determination of the highway safety problems, and definitions of highway safety goals and performance measures. Activities on how projects will address the highway safety problems must also be explained.

On a yearly basis, the Pennsylvania Department of Transportation (PennDOT) develops a Comprehensive Highway Safety Performance Plan, which reflects the goals for safer roadways in the Commonwealth. The Department's Bureau of Highway Safety and Traffic Engineering (BHSTE) is directly responsible for the identification of problems related to both inappropriate driver behavior and potential roadway improvements that can enhance the safety of the motoring public. Although the Performance Plan is specifically developed for the National Highway Traffic Safety Administration (NHTSA) to define how the Commonwealth will utilize federal section 402 highway safety funds, it also includes an explanation of Pennsylvania's total traffic safety efforts. Details involving the utilization of other NHTSA incentive and special funding sections are also included.

Pennsylvania's Highway Safety Goal is to reduce 100 fatalities per year using the 2003-2007 five year average (1,547) as the baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less. Safety has always been one of PennDOT's strategic focus areas. The programs and activities in this outline of the Highway Safety Performance Plan reflect a substantial broad-based effort designed to meet the ambitious goals.

The Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) has been developed in order to identify priority Safety Focus Areas (SFAs) and strategies to reduce highway fatalities on Pennsylvania roadways. This plan details how the Commonwealth will reach our goal of reducing 100 fatalities per year. The comprehensive approach engaged state and national experts by conducting a highway safety summit to gather input and establish a highway safety steering committee to develop the plan.

The following six SFAs that would have the largest impact on reducing traffic-related fatalities:

1. Reducing Aggressive Driving
2. Reducing Impaired Driving
3. Increasing Seatbelt Usage
4. Safety Infrastructure Improvements
5. Improving the Crash Records System
6. Improving Pedestrian Safety

Recognition of these SFAs will help decide allocation of funding and resources. These areas have been analyzed and prioritized based on their cost effectiveness, potential to

save lives, proven success, and acceptability to the public. The execution of the CSHSIP will rely on the Multi Agency Safety Team (MAST). The MAST will be responsible for the approval of the CSHSIP, oversee the implementation, and enforce accountability of the plan.

The following focus areas were also identified in the CSHSIP:

7. Enhancing Safety on Local Roads
8. Improving Younger Driver Safety
9. Improving Heavy Truck Safety
10. Reducing Crashes Involving Inattentive or Drowsy Drivers
11. Improving Motorcycle Safety and Increasing Awareness
12. Improving Older Driver Safety and Mobility
13. Improving Bicycle Safety
14. Improving Emergency Response Time
15. Improving Work Zone Safety
16. Reducing Vehicle-Train Crashes

Introduction

Mission Statement

Vision: Reduce 100 Fatalities per year using the current five year average (1,547) as the starting baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less.

Mission: Develop and implement road safety initiatives that lead to the reduction of crashes and fatalities. To create one of the safest roadway systems in the country.

The Department has developed a Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) for Pennsylvania to help reach this goal. This plan was developed using the Integrated Safety Management Process (NCHRP 501) which includes the involvement of partner agencies and stakeholders.

Delegation of Authority

The Safety Management Division (SMD) of the Bureau of Highway Safety and Traffic Engineering (BHSTE) is the Highway Safety Office. It was established as result of the Highway Safety Act of 1966. The location and name of the office has changed over the years. As of November 25, 1992, Executive Order 1987-10 Amended, identified the Deputy Secretary of Highway Administration as the Governor's Highway Safety Representative to carry out the responsibilities and functions of the Highway Safety Act of 1986, P.C. 89-564, as amended. It also designated the BHSTE Director as the coordinator of Highway Safety Programs. This supports the Pennsylvania Bulletin, Vol. 22, No. 41, October 10, 1992, approving the reorganization of the Department of Transportation, effective September 25, 1992. This reorganization changed the Deputate over the Highway Safety Office from Safety Administration to Highway Administration.

The highway safety grants require the signature of the Deputy Secretary, Bureau Director, and Division Chief (or their designee based on signature authority). All grants, excluding PennDOT grants, must be approved through the Legal Office and the Office of the Comptroller. Depending on the type of grant, it may also require the signature of the Office of the General Counsel.

Organization and Staffing

BHSTE is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach our fatality reduction goals. All programs will be conducted in accordance with National Highway Traffic Safety Administration (NHTSA) guidelines. The Bureau fulfills its mission through a variety of public information, education, and enforcement efforts. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe much can be accomplished in promoting safe driving practices.

The Deputy Secretary for Highway Administration, **Richard Hogg, P.E.**, is the Governor's Highway Safety Representative for Pennsylvania. The Acting Director of the Bureau of Highway Safety and Traffic Engineering, **Daryl St.Clair, P.E.**, is the Coordinator for Pennsylvania's Highway Safety Program.

The functions of the Highway Safety Program are conducted by the Program Services Section of the Safety Management Division (SMD). The Division Chief of SMD is **Girish (Gary) Modi, P.E.**, who oversees the activities of the Highway Safety Program as well as the Low Cost Safety Improvement Program and Bicycle/Pedestrian Program. Gary is also the operational manager for deploying the Integrated Safety Management System (ISMS) and for the development of the Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP).

The Program Services Section consists of one Manager, two Supervisors, four Specialists, and one Clerk Typist 2. In addition, the financial functions of the Highway Safety Program are handled by the Fiscal Administration Section. The Fiscal Administration Section includes a Budget Analyst, one Fiscal Technician, and the Division of Risk Management. All positions are outlined below:

Louis Rader, Manager of the Program Services Section- Manages the planning, administration, fiscal control, and evaluation of the Commonwealth's Highway Safety Program financed through 402 highway safety and other federal and state funds.

Troy Love, Transportation Planning Specialist Supervisor - Responsible for managing the federally funded Alcohol Highway Safety Program for Pennsylvania. Oversees individual grants to conduct sobriety checkpoints, DUI court, the DUI Technical Services contract, statewide Ignition Interlock Quality Assurance Program, and other alcohol programs and activities. Assists with the Department's e-grant system and oversees any upgrades and enhancements needed. Supervises two Transportation Planning Specialists.

Thomas Glass, Transportation Planning Specialist Supervisor – Is responsible for managing the grants administration, the Comprehensive Highway Safety Program, the Child Passenger Safety Program, Public Information and Education contract activities, and enforcement programs. Assists with the Department's e-grant system and oversees any upgrades and enhancements needed. Supervises two Transportation Planning Specialists and a Clerk Typist 2.

Scott Kubisiak, Transportation Planning Specialist - As Assistant Alcohol Highway Safety Program Manager, compiles all statistical data and assists with the administration of the Sobriety Checkpoint Program. Serves as project manager of the DUI Association Ignition Interlock contract and DUI Court grants. Also coordinates the Smooth Operator program, motorcycle safety initiatives, and tracks the media budget.

Nicole Cristini, Transportation Planning Specialist - Provides assistance for grants administration of the highway safety program. Assists with public information and education contract activities, processes grant reimbursements, and assists with the day-to-day operation of the Community Traffic Safety Program. Helps out with the PA Traffic Injury Prevention Project (PA TIPP), the Pennsylvania State Police's Occupant Protection Program, and the National Child Passenger Safety Program. Assists with the Department's e-grant system.

Ryan McNary, Transportation Planning Specialist - As Assistant Alcohol Highway Safety Program Manager, monitors the activities of the DUI Association Technical Services contract and the administration of programmatic operations of the Alcohol Grant Program. Provides grant administrative assistance to the Comprehensive Traffic Safety Program. Technical Advisor for the State Police in their Ticketing Aggressive Cars and Trucks (TACT) pilot program. Contacts state and local police for the unknown BAC of

surviving drivers involved in fatal crashes. Provides technical and managerial assistance with the Department's e-grant system.

Vacant, Transportation Planning Specialist- Provides assistance for the grants administration of the highway safety program. Prepares budget modifications, processes contract and grant reimbursements, and assists with the day-to-day operations of the Community Traffic Safety Program.

Jessica Hoover, Clerk Typist 2 - Provides clerical assistance for the Program Services Section. Prepares correspondence and reports, assists with the development of grant packages and approvals, and conducts other functions as required under the program.

Mark Fausey, Budget Analyst - Responsible for the Bureau's State and Federal budgets. Develops and oversees the Highway Safety Program funding through the Federal grants tracking system. Responsible for maintaining a system of tracking all projects approved costs expended by Program and Task. Oversees the eligibility of program costs and the processing of all grant reimbursement requests. Conducts close-out activities and prepares reports as required by NHTSA.

Vacant, Fiscal Technician - Assists the Budget Analyst with the fiscal administration of the Highway Safety Program. Responsible for reviewing, determining eligibility, and processing grant reimbursements on all highway safety grants.

Relevant Training

As indicated below the staff of the Program Services Section regularly participates in NHTSA training opportunities as well as management training offered within the state.

Lou Rader, Manager of the Program Services Section- NHTSA Highway Safety Financial Management Trainings, DUI at 0.08 Training, Time Management Training, and the PennDOT Leadership Academy for Supervisors.

Troy Love, Transportation Planning Specialist Supervisor, Alcohol Programs, Program Services Section - NHTSA Program Management, NHTSA Data Analysis in Highway Safety Problem Identification and Program Evaluation, NHTSA Financial Seminar, DUI at 0.08 Training, PennDOT's Effective Presentations and Leadership Academy, and The Hiring Toolkit (specifically for PennDOT Supervisors).

Thomas Glass, Transportation Planning Specialist Supervisor, Program Services Section - NHTSA Program Management, NHTSA Financial Seminar, National Association for Pupil Transportation courses #801 and 802, and the National Safe Kids Campaign Standardized Child Passenger Safety Training Program.

Scott Kubisiak, Transportation Planning Specialist, Alcohol Program, Program Services Section - NHTSA Program Management, NHTSA Financial Seminar, NHTSA

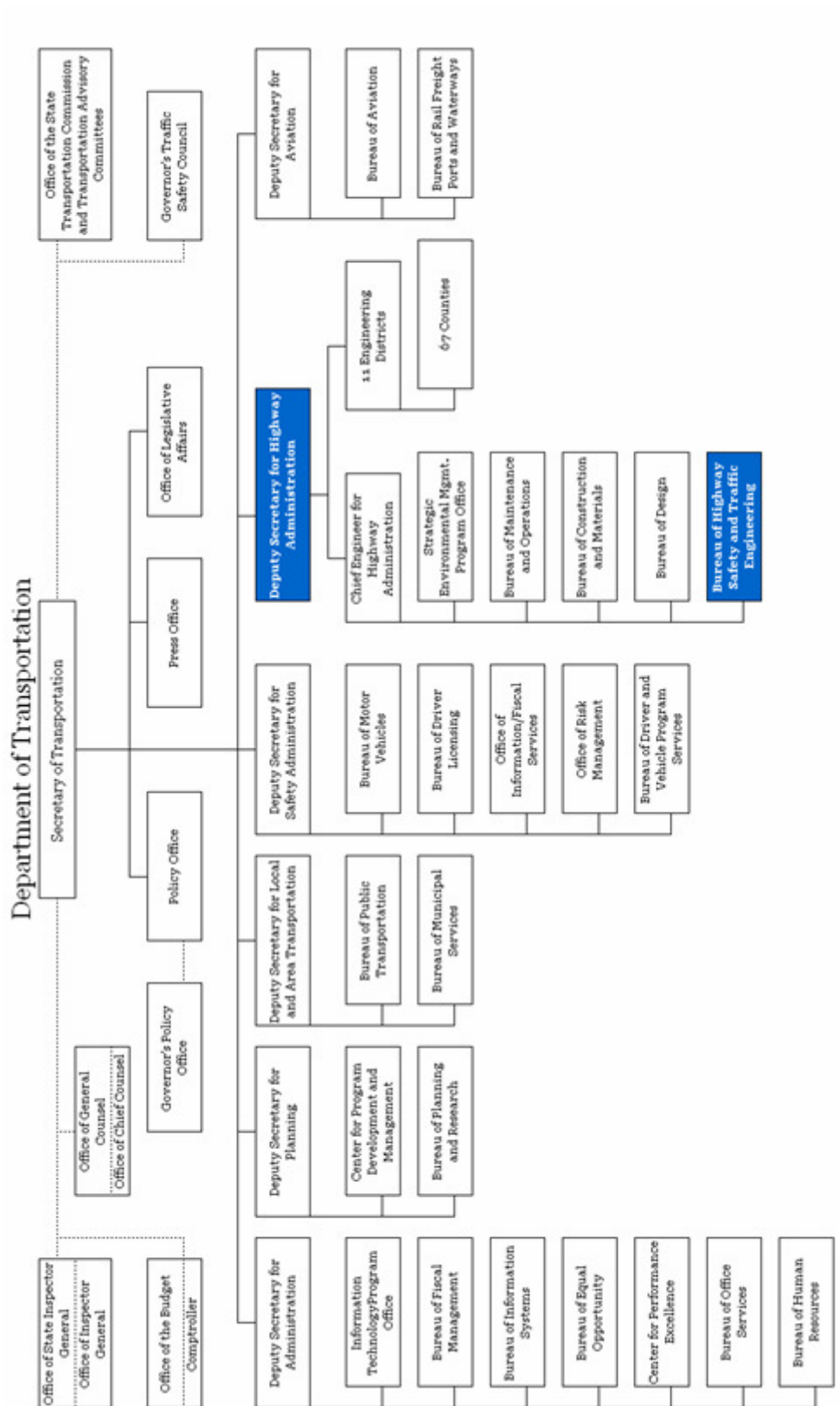
Data Analysis in Problem Identification and Program Evaluation, and Crash Data Analysis Retrieval Tool Training (CDART).

Nicole Cristini, Transportation Planning Specialist, Program Services Section – National Standardized Child Passenger Safety Training, NHSTA Program Management Training, and Crash Data Analysis Retrieval Tool Training (CDART).

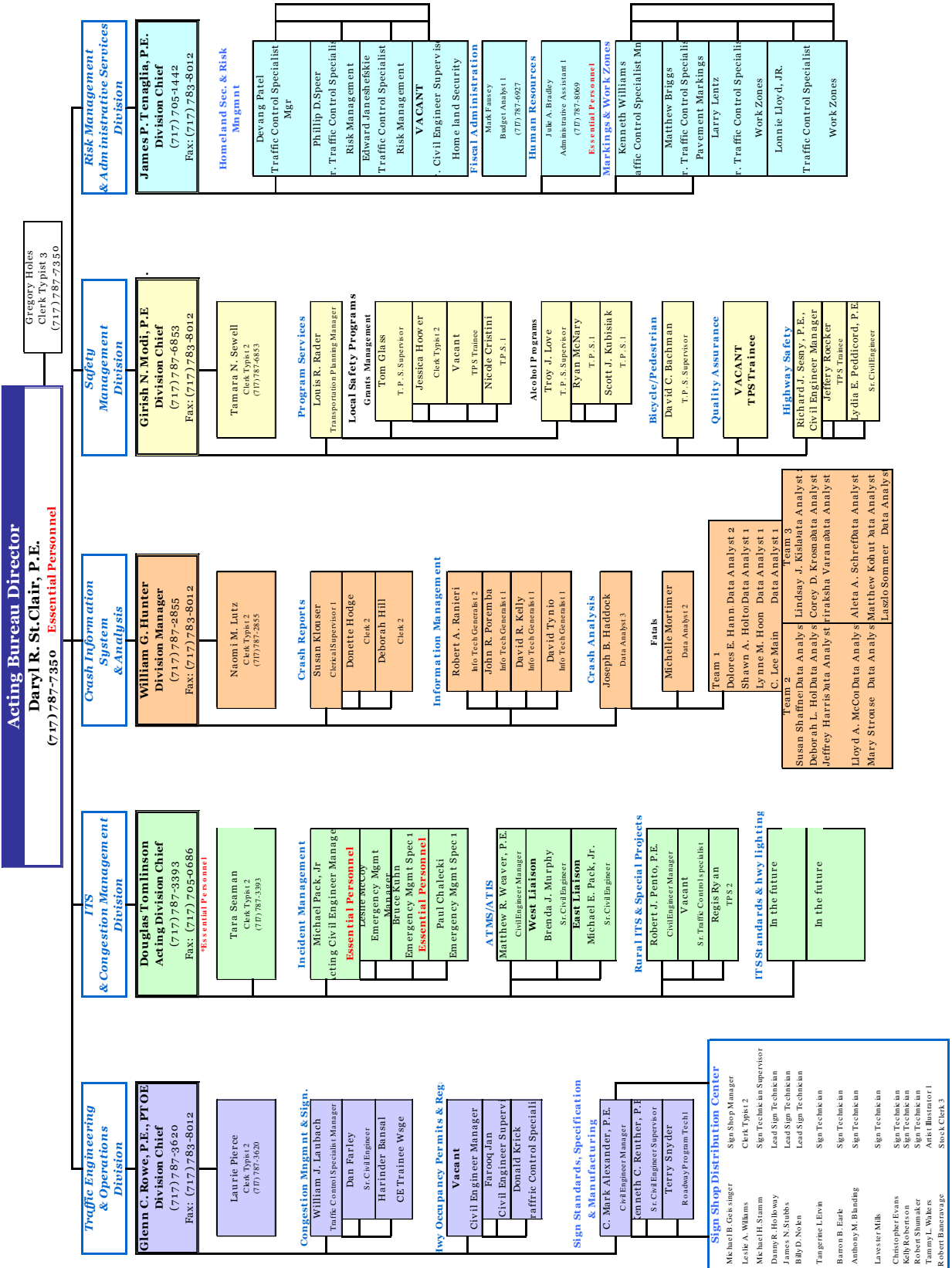
Ryan McNary, Transportation Planning Specialist, Alcohol Programs, Program Services Section – Crash Data Analysis Retrieval Tool Training (CDART).

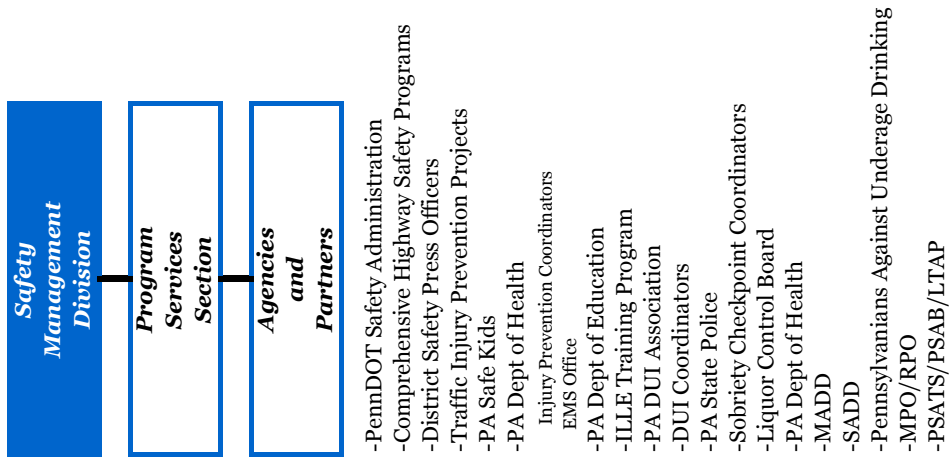
Jessica Hoover, Clerk Typist 2, Program Services Section - No training to report

Mark Fausey, Budget Analyst, Fiscal Administration – NHTSA Financial Management Training.



Bureau of Highway Safety & Traffic Engineering Organization Chart





Statewide Demographics

Pennsylvania is the 6th most populous state in the nation and has a population per square mile of 274. The state's 44,817 square miles (32nd in size) are divided into 67 counties. Pennsylvania's largest cities include Philadelphia, Pittsburgh, Allentown, and Erie. Thirty-three percent of the state's 120,000 miles of roadways are state owned and the remaining 80,000 miles, 67 %, are local roads. Rural roads make up 71 % of the state's roadways and the remaining 29 % are classified as urban.

According to the US Census Bureau the population of Pennsylvania is 12,440,621. Approximately 86% of the population is Caucasian, 10% African-American, 4.1% Hispanic, 2.2% Asian/Pacific Islander, and less than one percent Native American. Pennsylvania's population has increased 1.3 % since 2000. The US Census Bureau predicts the population of Pennsylvania will reach 12.5 million by the year 2015.

The demographics of Pennsylvania show females slightly outnumber males, 51.7% to 48.3 %. People age 65 and older comprise 15.6 % of the 2000 population. In addition, people of legal driving age encompass 78.9 % of the total population.

Motor Vehicle Data

	Licensed Drivers (millions)	Registered Vehicles (millions)	VMT (millions)
1998	8.405	9.842	100.4
1999	8.478	9.901	102.5
2000	8.229	10.085	102.4
2001	8.226	10.630	103.5
2002	8.324	10.520	104.8
2003	8.370	10.768	106.1
2004	8.430	10.921	107.2
2005	8.489	11.058	107.9
2006	8.556	11.086	108.1
2007	8.600	11.220	108.3

Law Enforcement

The police force of Pennsylvania is comprised of nearly 1,300 local police departments and the PA State Police. The Pennsylvania State Police are organized into 3 Deputates, 13 Bureaus, 5 Area Commands, and 16 Troops. Over 4,300 personnel, both enlisted and civilian, are employed by the State Police.

Medical Community

There are 265 hospitals and 109 ambulatory surgery centers in PA. Of those facilities, there are 190 hospital emergency departments and 27 accredited trauma centers.

Workforce

Pennsylvania has a workforce of over 6 million people. Medical corporations such as UPMC Health System, Penn State Geisinger Health, and Blue Cross/Blue Shield are some of Pennsylvania's largest employers. The Commonwealth of Pennsylvania is also one of the state's leading employers with a workforce of more than 30,000. Over 850,000 people are employed by some type of manufacturing company. Some of the commonwealth's major manufacturers are Hershey Foods Corp, Merck & Co Inc, Wyeth Pharmaceuticals, General Electric Co Inc, Boeing Co, Air Products & Chemicals Inc, GlaxoSmithKline, Unisys Corp, United States Steel Corp, and Medtronic Inc.

Elected Officials

The Governor of Pennsylvania, Edward G. Rendell (D), was inaugurated January 21, 2003 and re-elected in 2006. Pennsylvania's Lieutenant Governor is Catherine Baker Knoll (D). The General Assembly consists of the House of Representatives and the Senate. There are 101 Republican and 102 Democratic seats in the House. The Senate is comprised of 29 Republican and 21 Democratic seats. The Pennsylvania United States Congressional Delegation is comprised of two Senators, Arlen Specter (R) and Robert Casey Jr. (D). There are 21 Congressmen representing Pennsylvania, 9 Republicans and 12 Democrats.

Legislative and Major State Issues

There has been legislative discussion in Pennsylvania regarding a primary seatbelt law, allowing the use of radar by local police departments, and automated enforcement.

Due to a stretched state budget, Commonwealth employees are restricted from out of state travel unless deemed absolutely necessary for job related duties.

BHSTE has contact with the Legislature as needed. This is accomplished through a PennDOT Legislative Liaison. Also, BHSTE participates in legislative hearings when invited to review and analyze highway safety related Bills. BHSTE is assigned various legislative mandates that are related to highway safety.

Highway Safety Plan

Summary of Goals

Pennsylvania's Highway Safety Goal is to reduce 100 fatalities per year using the 2003-2007 five year average (1,547) as the starting baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less. Education, enforcement, and engineering tools will be implemented to obtain the 100 fatality per year reduction. Fiscal Year 2008 (FY 2008) is the first year the goal will be implemented. PennDOT hopes to see a reduction from 1,491 fatalities in 2007, to 1,450 fatalities in 2008, and to 1,350 in 2009. The CSHSIP has identified six priority Safety Focus Areas (SFAs) to improve highway safety in the state. Every SFA makes up a percentage of the total fatalities. If we assume that

each SFA will at least be responsible for the same percentage of overall fatalities, then the resulting goals established reflect the pace necessary to achieve an overall 100 fatality reduction each year.

1. **Reducing Aggressive Driving (incl. Speeding Related)** - Approximately 65% of all 2007 fatalities in Pennsylvania involve aggressive driving. Of the 1491 total fatalities, 25% were speed-related. As the speeding convictions are going down, the average speed on our interstate highways is going up. Our goal is to reduce speed-related fatalities from 385 in 2007 to 293 in 2008, and 273 in 2009.

Starting in June of 2006 Pennsylvania joined the Smooth Operator program with the neighboring states of Maryland, Virginia, and the District of Columbia. Smooth Operator is a public safety initiative, which aims to provide education, information, and solutions for the problem of aggressive driving. The program has been a success to date. In 2007, Pennsylvania experienced a 7% reduction in aggressive driving crashes, off the prior three year average, on the enforcement corridors. We hope that further expansion of the program to 450 corridors and 400 police agencies in 2009 will keep Pennsylvania on pace to reach our aggressive driving and speeding fatality reduction goals.

2. **Reducing Impaired (DUI) Driving** - Impaired drivers continue to be involved in a high percentage of crashes and fatalities (approximately 35 %) around the state. With highly visible and sustained DUI enforcement activities in connection with newer DUI legislation, Pennsylvania should be able to reach its fatality reduction goals. The coordination of DUI Courts, Ignition Interlock, training classes, and media events play a major role in keeping impaired drivers off the road.
3. **Increasing Seatbelt Usage** - Increasing the rate of properly restrained drivers and passengers is a top priority for Pennsylvania. NHTSA estimates show that for every 1 percent increase in usage in Pennsylvania, we can expect 8 to 12 lives to be saved annually. We believe the 2007 usage rate of 86.7 percent can be raised to 88.5 percent by 2008, and 89.2 percent in 2009 by continuing the “Click It or Ticket” initiative. “Click it or Ticket” includes high-visibility enforcement in conjunction with public information and education.
4. **Infrastructure Improvements (Roadway Departure and Intersection Crashes)** - These improvements include the reduction of hit fixed object crashes, run off the road crashes, head on or cross median crashes, and the improvement of intersection safety. These engineering improvements include items such as relocation of hazardous utility poles, protection of bridge end walls, installation of rumble strips, and improvement in intersection geometry.
5. **Improving the Crash Records System and other Information/Decision Support Systems** – Pennsylvania’s goal is to complete all 2008 year crash data by April 2009. Currently, Pennsylvania is up to date on crash reports entered.

Pennsylvania deployed the Crash Data Analysis and Retrieval Tool (CDART) in November 2005 to help PennDOT staff get crash data analysis capabilities at their individual work stations. There were a total of 4 revisions made to the CDART system in 2006, 2 revisions in 2007, one revision for the current year of 2008, and one more scheduled for 2009. Since its inception, there have been approximately 230 individuals trained as CDART users.

6. **Improving Pedestrian Safety** - Pedestrian fatalities represent 10% of highway fatalities in PA, on average. Pedestrians are legitimate roadway users but are sometimes overlooked in the building and remodeling of transportation systems. Building new infrastructure or renovating existing facilities plans should be made to accommodate pedestrians and other special users of the transportation system. Strategies for improving pedestrian safety will include, but not limited to, the implementation of Walkable Communities Programs, deployment of yield to pedestrian channelizing devices, and support for Hometown Streets and Safe Routes to School programs.

Major Goals for Top 6 Focus Areas

	Goal for Fiscal Year 2009	Accomplished Y/N
1. Reducing Aggressive Driving Crashes	Reduce fatalities to 873 or less	
	Conduct enforcement on 450 corridors	
	Involve at least 400 departments in enforcement efforts	
	Reach 70% of all PA District Judges	
2. Reducing Impaired Driving Crashes	Reduce fatalities to 518 or less	
	Make 500,000 contacts through DUI Enforcement	
	Conduct 2,000 enforcement events. (500 Checkpoints/ 1,250 Roving Patrols /100 Mobile Awareness/150 Cops in Shops	
	Initiate 3 new municipal DUI Task Forces and 3 new DUI Courts	
3. Increasing Seatbelt Usage	Reduce fatalities to 568 or less	
	Increase seatbelt usage to 89%	
	Conduct 300 informal seatbelt surveys	
	Conduct at least 2 "Click it or Ticket" Mobilizations	
	Conduct 50 Nighttime Traffic Safety Checkpoints	
4. Safety Infrastructure Improvements	Reduce local road fatalities to 234 or less	
	Complete 800 low cost safety improvement projects	
5. Improving the Crash Records System	Train 100 new CDART users.	
	Complete all 2008 crash data by April 2009	
6. Improving Pedestrian Safety	Reduce fatalities to 153 or less	
	Distribute at least 1,000 yield to pedestrian channelizing devices	
	Install pedestrian crossing countdown signals in 50 locations	

Grant Selection Process

In 2006/2007 Pennsylvania developed a Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) to identify priority Safety Focus Areas (SFAs) and strategies in order to meet the Commonwealth's fatality reduction rate goal of 1.0 per 100 million VMT by 2008. At the time the five year baseline fatality rate was 1.52 fatalities per 100 million VMT. To meet this ambitious goal, PA would have to reduce the fatality rate by over one-third. This would have equated to saving more than 400 lives per year by 2008 from the old five-year average rate of 1,560 fatalities. Since the development of these goals in 2006/2007, Pennsylvania has devised a new goal, which will be the driving force behind the use of our funds and the selection of our grants. The new goal is to reduce 100 Fatalities per year using the current five year average (1,547) as the starting baseline. By 2011, Pennsylvania hopes to reduce fatalities to 1,150 per year or less.

This plan is based on the legislative requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equality Act (SAFETEA-LU). The CSHSIP is a reliable source of information for developing the Highway Safety Plan and establishing grant priorities. The draft CSHSIP is shared with the Safety Advisory Committee (SAC) to provide guidance to develop the grant program. Some of the members of the SAC are also part of the Safety Steering Committee who worked on the development of the CSHSIP. The SAC was established in March 2003 by the Program Management Committee (PMC) to provide input into the development of the Highway Grant Safety Program.

Pennsylvania's approach for developing the CSHSIP was to engage state and national experts by conducting a 1) Highway Safety Summit to gather general input and 2) establish a Highway Safety Steering Committee to develop a draft CSHSIP. Safety partners from both public and private sectors contributed to the development of the plan. A Highway Safety Steering Committee (HSSC), comprised of 35 people from different organizations, developed the draft CSHSIP. Each of the AASHTO safety emphasis areas were studied and prioritized. In addition, the committee identified strategies, owners, and measures that will be useful by the Multi-Agency implementation teams.

Six priority Safety Focus Areas (SFAs) were chosen by Pennsylvania's key highway safety partners. These are the six areas that offer the highest potential for lives saved and the possibility of reaching our fatality reduction goals. See the six SFAs below:

1. Reducing Aggressive Driving
2. Reducing Impaired (DUI) Driving
3. Increasing Seatbelt Usage
4. Safety Infrastructure Improvements
5. Improving the Crash Records System
6. Improving Pedestrian Safety

In addition to these six SFAs, ten additional ones are also identified and will continue to be implemented in that they all contribute to saving lives.

The Safety Advisory Committee (SAC) members, and ultimately the Program Management Committee (PMC), approve the state's overall highway safety program (HSP). The HSP shows the total amount of federal funds that will be committed to each program. The SAC provides a broad perspective in the alignment of soft side highway safety programs across all critical safety partners in PA. Soft side highway safety programs are generally considered to be those that are related to programmatic or behavioral highway safety issues. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Hard side safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Hard side safety programs are identified in the PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan. In overview, the 2008 soft side programming funded through SAFETEA-LU legislation involves the following program focus areas:

1. Increasing occupant protection use
2. Child passenger safety
3. Various programs to reduce alcohol related crashes and fatalities
4. Motorcycle education and training
5. Crash data improvement program
6. Reduce racial profiling

Once approved and implemented, all projects are monitored on a regular basis. Project directors are required to submit a quarterly report indicating activities and progress. Reports are requested on standard quarters; October to December, January to March, April to June, and July to September. Annual reports are also requested for identified projects. In addition to quarterly reports, the sobriety checkpoint projects are required to submit event data as it occurs or monthly.

All highway safety grants are reimbursable in nature, meaning that the agency must first incur all costs and then request reimbursement. In order to be reimbursed for funds spent as part of the grant, grantees must submit a standard reimbursement form and a corresponding electronic reimbursement form through the dotGrants webpage. Both forms indicate the amount of funds spent. Backup documentation must be attached to the hard copy reimbursement request as outlined in the approved itemized budget. This documentation would include receipts, timesheets, etc.

Overall Problem Identification process and data sources

The Bureau of Highway Safety and Traffic Engineering (BHSTE) is responsible for the Commonwealth's Crash Record System. This system provides the means for identifying high crash locations, alcohol-related crashes, locations for unbelted fatalities, aggressive driving crash locations, heavy truck crashes, pedestrian and bicycle crashes, etc. The crash location data can be broken out by county, district office, Metropolitan Planning Commission areas, and municipality. The data can be broken down by ages, types of vehicles, holiday periods, etc.

The system can also identify high crash cluster areas to address particular types of crashes. The definition of a cluster can vary based on the problem identified. A particular length of roadway is reviewed, and if five or more crashes occurred within the required length of roadway over a three to five year period, it may be considered a cluster. A decision is then made to determine if education, enforcement, engineering, or a combination of these components are needed to address the problem.

The BHSTE Crash Records Division provides five year alcohol-related crash data on a yearly basis for distribution to each of the approximately fifty DUI law enforcement projects. This data enables project coordinators to pinpoint significant high crash target roadways for directing sobriety checkpoints and roving patrols. Additionally, State and Local Police rely upon local road data for targeting enforcement events. Local data would include non-reportable alcohol-related crashes, as well as alcohol-related incidents and DUI arrests.

In selecting our criteria for aggressive driving enforcement corridors for the Smooth Operator Program we looked into many different possibilities. Aggressive driving fatalities and major injuries were considered as a determining factor in where to place enforcement, however rarely (and fortunately) on a statewide level there aren't many single road segments with fatal crashes concentrated enough where extra police enforcement would be feasible. We wanted to make sure all of the officers were on roadways where the opportunity is there to make numerous contacts per hour. Using total aggressive driving crashes in our threshold ensures that our officers will most likely be in the presence of more aggressive drivers. Based on the amount of funding available between FY 2006-2009 the threshold for aggressive driving crashes was continuously adjusted to coincide with the level of enforcement possible. Originally only the highest priority roadways on a regional level saw extra enforcement. Now every roadway with an aggressive driving problem can be addressed.

When conducting occupant protection education and enforcement programs, unbelted crashes and fatalities, and seat belt observational use data are used to determine our low seat belt use locations. In 2004, PennDOT piloted and evaluated a nighttime safety belt enforcement project in the City of Reading to determine if nighttime enforcement for seat belts should be conducted statewide. Based on the results of the project, all NHTSA Region 3 States and the District of Columbia conducted border-to-border nighttime

enforcement projects in 2006, as well as in 2007. Nighttime belt enforcement will again be used in 2008 and 2009.

NHTSA requires that each highway safety office have an individual capable of crash data analysis on staff. The Chief of the Safety Management Division acts as this individual who reviews and evaluates the crash data to determine where and what type of crash problems are occurring.

The Community Traffic Safety Coordinators and District Safety Press Officers also contact BHSTE to obtain localized crash data to better assist in implementing educational programs and working with police departments to address high crash problem areas.

Pennsylvania has placed high importance on the availability of crash data. Pennsylvania crash data for 2007 was made available in April of 2008. The goal for completion of 2008 crash data is April of 2009. Currently, there is no backlog of un-entered crash report forms. Every crash report form received is entered into the system within 30 days.

All proposals for highway safety grants include county by county tables of fatalities and crashes for each of the AASHTO strategic focus areas. These tables were provided to the grantees by PennDOT and help them identify trends and pinpoint locations with higher than average crash problems.

The following are examples of data supplied to grantees:

- County crash and fatality data for the past five years
- Statewide trends for crashes and fatalities in all safety focus areas
- Grant specific trends and goals for crashes and fatalities
- Municipal specific data on all types crashes including tables and maps
- County specific data on all types crashes including tables and maps

Individual Program Area Details

Police Traffic Services (Aggressive Driving)

Approximately 65% of all 2007 traffic fatalities in Pennsylvania involved aggressive driving. Of those aggressive driving fatalities, 41% were speeding-related. Aggressive driving is broadly recognized as a general concept, but has proven difficult to define and enforce legally. NHTSA defines aggressive driving as when “an individual commits a combination of moving traffic offenses so as to endanger other persons or property.” Aggressive acts include speeding, red light running, tailgating, making frequent lane changes, failing to yield the right of way, and passing improperly. Dangerous driving habits such as these played a part in 971 traffic fatalities on Pennsylvania roadways in 2007. Motorists have cited aggressive driving as the number one traffic safety threat. Reducing aggressive driving behavior would have the greatest overall impact in reducing traffic fatalities since it is the single largest crash and fatality causation factor. Aggressive Driving fatalities constitute the highest percentage of all traffic fatalities and therefore is considered Pennsylvania’s most important highway safety focus area.

Pennsylvania has developed an Aggressive Driving Strategic Plan to help reduce the number of aggressive driving related crashes and fatalities. The Strategic Plan has been embraced by eight other commonwealth agencies. The plan is based on recommendations that were received at the initial statewide Aggressive Driving Symposium and three subsequent steering committee meetings. The Symposium was co-sponsored by PennDOT, the State Police and the PA Commission on Crime and Delinquency.

In the summer of 2006, Pennsylvania joined the states of Maryland, Virginia, and Washington, D.C. in the Smooth Operator program to combat aggressive driving. The Smooth Operator program is a public safety initiative, which aims to provide education, information, and solutions for the problem of aggressive driving. FY 2008 marks Pennsylvania’s third year of participation in the program. Three enforcement waves were conducted between the months of December through July, with the fourth wave scheduled for September 2008. Another four waves are being planned for 2009. Police agencies will collect pre and post wave enforcement data to help evaluate the success of the program. In addition, a judicial outreach effort will be conducted to educate and alert the magisterial district judges of the enforcement activities that will be conducted in their respective areas.

Goal: To reduce statewide aggressive driving fatalities to at least 692 deaths per year or less by 2011. This represents the pace at which the aggressive driving fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures (All paid for through Section 402 funds):

- Participate in the NHSTA Smooth Operator Aggressive Driving Campaign in 2008 and 2009

- Target high crash rate areas through a safety corridors high visibility enforcement program, including the pilot double fine safety corridor as per Act 229 of 2002
- Target enforcement in areas with a high rate of aggressive driving crashes through:
 - Implementing the Smooth Operator enforcement and public awareness program in all 67 counties and more than 450 corridors.
 - Problem specific policing and selective traffic enforcement programs (STEP).
- Involve at least 400 different municipal police departments and all State Police Troops in enforcement activities.
- Reach out to at least 390 of Pennsylvania's 560 District Judges (approximately 70%) in Fiscal Year 2009. Compliance from local judges is important for all Highway Safety Programs.
- Establish public and private partnerships to increase awareness and generate community support.
- Pilot new technologies for speed enforcement and red light running to assist in the enforcement efforts.
- Pilot Heavy Truck and Motorcycle enforcement and education programs through already existing Smooth Operator Aggressive Driving infrastructure.
- Conduct training for police and allow police to attend conferences/workshops to encourage targeted enforcement activities.
- Continue to have members of BHSTE be part of the Pennsylvania Motor Carrier Advisory Committee.
- Continue funding for the City of Philadelphia's speed enforcement project on Roosevelt Boulevard.

The measures will include:

- Reduction in number of aggressive driving related crashes and fatalities
- Number of citations, warnings, etc. issued.
- Number and types of educational/media events conducted
- Reduction in incident clearance times and number of secondary crashes
- Results of new technology devices and methods.

Impaired Driving

Reducing the number of alcohol-related crashes, fatalities, and injuries occurring on our highways is a major safety focus area for Pennsylvania. In 2007, there were 525 fatalities as a result of alcohol-related crashes. Also in 2007, alcohol-related crashes accounted for 10% (12,893 of 130,958) of the total crashes, but resulted in 35% of all traffic related fatalities. Of particular concern is the involvement of drinking drivers under the age of 21. The driver deaths in the 16-20 age group represented 21% of the drinking drivers, down from 24% in 2006. This is an improvement, but work still needs to be done.

Research indicates that one of the most successful means of reducing the incidence of impaired driving is by creating the perception of detection and apprehension. This deterrence measure can only be effective if aggressive and visible DUI enforcement is obvious to the public. In order to maintain a perception of detection and apprehension, we must continue to encourage and manage our municipal and State Police DUI Task Forces. This also includes continuing a public outreach and earned media effort, as well as keeping officers up to date with current training and technologies.

After a motorist receives a DUI, there is a strong probability the act of drinking and driving may be repeated. Reducing DUI recidivism is very important in decreasing alcohol related crashes and fatalities. The Ignition Interlock device and DUI Courts are two methods used in Pennsylvania that are designed to make a lasting change in a “hardcore” drinking driver’s behavior.

Underage drinking and underage drinking and driving is another issue impacting the safety of teenagers and the overall motoring public. Besides conducting sobriety checkpoints and roving patrols to address the problem, officers are encouraged to do “Cops in Shops” details. A “Cops in Shops” operation is defined as a special detail that puts non-uniformed police officers into bars and bottle shops to act on and prevent the purchase of alcohol by minors and visibly intoxicated patrons. This type of enforcement is typically a joint effort between the police department and the owner or manager of the liquor establishment.

Goal: To reduce statewide alcohol related fatalities to at least 411 deaths per year or less by 2011. This represents the pace at which the alcohol related fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures:

- Maintain approximately 50 Local and one State Police DUI law enforcement project statewide. These projects will involve well over 450 law enforcement agencies. Three new municipal DUI projects are expected to begin in 2008-2009 (Haverford Twp, Susquehanna Twp, and Cambria County). (Section 410 funds)
- Conduct 2,000 DUI enforcement events. The 2,000 events will include 500 Sobriety Checkpoints, 1,250 Roving Patrols, 100 Mobile Awareness Phantom Checkpoints, and 150 Cops in Shops Underage Drinking Enforcement Operations (Section 410 funds)
 - All projects will participate in the DUI Mobilizations and corresponding earned media campaigns identified on the NHTSA communications calendar.
 - Special project activity will be occurring in conjunction with the National Impaired Driver crackdown surrounding Labor Day.
- Make at least 500,000 contacts through DUI enforcement activities. (Section 410 funds)

- Give 2.5 million “We Check for DUI” handouts to police for distribution to motorists during enforcement events. The handout will serve an educational purpose, as well as provide a simple method for counting police contacts. (Section 402 funds)
- Continue funding the Pennsylvania State Police for their participation in the sobriety checkpoint program including “Operation Nighthawk” DUI enforcement events. “Operation Nighthawk” enforcement is scheduled for four separate waves statewide. Events will include the use of motivational speakers and roving patrols. (Section 410 funds)
- Conduct Drug Recognition Expert (DRE) Training – The PA State Police will continue DRE training efforts for the State Police and Municipal officers. (Section 402 funds)
- Continue three existing DUI court projects as well as the implementation of three additional courts in Centre, Lebanon, and Wyoming counties. (Section 410 funds)
- Continue Interlock Quality Assurance activity to assure that device manufacturers and service centers adhere to specifications for quality and service. (State Funds)
- Conduct ignition interlock device bench and field testing to ensure that the devices approved or submitted for approval pass in-vehicle field testing. (Section 402 funds)
- Continue managing the PA DUI Association’s Technical Services contract to provide Alcohol Highway Safety School (AHSS) certification/re-certification trainings and Court Reporting Network (CRN) evaluator certification/re-certification training (50). (Section 402 funds)
- Conduct one County DUI Program Coordinator and one Sobriety Checkpoint update conference. (Section 402 funds)
- Provide DUI law enforcement technical services to sobriety checkpoint grantees and support for DUI Court implementation. (Section 402 funds)
- Continue to support the Institute for Law Enforcement and Education (ILEE) grant for municipal police trainings. ILEE will conduct approximately 300 training programs in the area of breath testing, standardized field sobriety testing, sobriety checkpoints, DUI-Drug recognition, case law, selective enforcement, central processing video taping, in-car video, and other trainings as required. The Institute will also create and update training curriculum and materials as well as train approximately 6,500 police officers annually. (Section 402 funds)
- Continue to support funding for the State Police to conduct standardized field sobriety testing training for its troopers. (Section 402 funds)
- Participate in the NHTSA Traffic Safety Summits.

The measures will include:

- Reduction in number of impaired driving related crashes and fatalities
- Number of citations, warnings, etc. issued.
- Number and types of educational/media events conducted
- Number of enforcement events

Occupant Protection

Proper and consistent use of safety belts and child safety seats is known to be the single most effective protection against death, and a mitigating factor in the severity of traffic crashes. The current usage rate of 86.7%, as of 2007, is excellent for a state that has a secondary seat belt law, and is well above the national average. However, analysis of 2006 FARS Data shows a usage rate of 47.5% in fatalities. Along with this, approximately 5% of all drivers involved in reportable crashes are unbelted.

To address these rates, the implementation of the “Click It or Ticket” (i.e., enforcement, education & paid media) model has helped the Commonwealth has achieve over a 16-percentage point increase (70.7% in 2000, to 86.70% in 2007) in the seat belt rate, as well as a 2.2% increase in the fatality seat belt usage rate.

The following is a table of conversion rates for non-users.

Year	Conversion Rate	Use Rate
2003	13.58%	79.00%
2004	13.33%	81.80%
2005	8.24%	83.30%
2006	16.35%	86.03%
2007	16.00%	86.70%
2008	17.30%	88.50 Goal
2009	19.30%	89.20% Goal
2010	20.30%	89.50% Goal

As of 2004, in PA, 70% of child restraint devices are misused. For the 90,802 reportable crashes in 2007, approximately 10% of those crashes involved children under the age of eight years old.

To address this issue, we have implemented an excellent child passenger safety program encouraging more educational and informational programs provided to the public. With educational programs, child passenger fitting stations, and a more knowledgeable staff available to the public, we are hoping to reduce the misuse number significantly.

Goal: Increase the safety belt use rate in fiscal year 2009 to 89%.

-To reduce statewide unbelted fatalities to at least 451 deaths per year or less by 2011. This represents the pace at which the unbelted fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

-To increase the fatality seat belt usage rate 2.0%

Activities/Measures:

- At a minimum conduct two “Click It or Ticket” campaign in the Commonwealth from May/June 2009, using paid advertising, education, and enforcement (both day and night) to increase awareness and usage.(Section 405 funds)
- Conduct a statewide nighttime safety belt observational use survey. (Section 405 funds)
- Conduct 50 Nighttime Traffic Safety Checkpoints. (Section 405 funds)
- Conduct a minimum of one federally approved daytime observational safety belt use survey immediately following the May CIOT Mobilization. (Section 402 funds)
- Complete 300 informal seatbelt surveys (Section 402 funds)
- Host a NHTSA Region 2 Child Passenger Safety (CPS) Technical Conference. (Section 402 funds)
- Maintain funding for the Buckle Up PA project to ensure continuation of all Law Enforcement Liaisons (LEL) and the participation of 500 local and municipal law enforcement agencies.(Section 402 + 405 funds)
- Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2008 and 2009 mobilization (s). (Section 405 funds)
- Maintain funding to the PA Traffic Injury Prevention Project (PATIPP) to ensure continuation of CPS Instructor & Technician trainings, 1-800-CARBELT hotline, and all necessary staff positions. (Section 402 funds)
- Maintain CPS funding for the PA State Police to continue operation of the Commonwealth’s 82 CPS fitting stations. (Section 402 funds)
- Maintain funding for the Community Traffic Safety Coordinators and the Traffic Injury Prevention Project to conduct educational programs on the effectiveness of occupant restraints. Issues addressing airbags; educating parents on the proper installation of child safety seats and booster seats; developing educational programs to be implemented in communities, churches, teen centers, elementary schools and secondary schools will also be addressed. (Section 402 funds)
- Identify and support a Pennsylvania Occupant Protection Coordinator.(Section 405 funds)
- Provide and complete a 12 month Occupant Protection Enforcement and Media Planner. (Section 402 funds)
- Complete an unfunded Sustained Seat Belt Enforcement Project with 500 municipal police agencies from December 2008 to May 2009. (Section 405 funds)
- Establish 6 Regional Occupant Protection Planning Teams for 2008-2009 Mobilization Strategic Planning. (Section 402 funds)
- Update and provide Occupant Protection Educational Curriculums to Regional Community Traffic Safety Projects, Police Agencies, and Other Partners for K-12 grade levels. (Section 405 funds)

Roadway Safety (Safety Infrastructure Improvements)

Over the last five years (2003-2007) 30% of statewide fatalities occurred on local (municipally owned) roads in Pennsylvania and 47% of statewide reportable crashes occurred on local roads. To address this problem, BHSTE funds a contract for the Local Technical Assistance Program (LTAP). Through this contract, two program engineers act as traffic safety advocates to the Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training. Pennsylvania's municipalities employ over 12,000 road and bridge workers to manage over 70,000 miles of road.

The LTAP program is also responsible for coordinating low-cost safety improvements on local roads. Examples of low-cost safety improvements include rumble strips, advanced curve warning signs, utility pole relocation and delineation, tree removal, and guide rail installation and delineation. Through the LTAP program our highway safety office can provide a more well-rounded approach to addressing highway safety issues. Engineering enhancements go hand in hand with behavioral enforcement and education efforts in reducing crashes and fatalities on our roadways.

Goal: To reduce statewide local road crash fatalities to at least 186 deaths per year or less by 2011. This represents the pace at which the local road crash fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures (All paid for through Section 402 funds):

- Complete 800 low cost safety improvement projects.
- Provide over 50 on-site and additional telephone safety-related technical assists to municipalities.
- Conduct 100 safety training courses in the areas of work zone traffic control, traffic signs, risk management and tort liability, roadway safety improvement programs, engineering and traffic studies, roadway safety features, traffic signal maintenance, traffic calming, trenching and worker safety, and bicycle and pedestrian safety.
- Conduct 10 "Safety Improvement Program" training sessions and develop safety improvement plans for identified "Local Safe Roads Communities."

The measures will include:

- Number and types of trainings held
- Number of persons trained
- Number of municipalities receiving assistance
- Number and types of assistance provided

- Number of low cost safety countermeasures implemented
- Number of site reviews resulting from training sessions

Crash Data Records

Motor vehicle crash data is required by Federal and State laws. Timely and accurate crash data is needed by PennDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data is also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. The Highway Safety Office, State and municipal police agencies, and engineering districts use crash data to locate areas for directing education, engineering, and enforcement efforts.

There are three main deficiencies in processing crash records that we plan to address in the following years. The first being we cannot precisely identify crashes on local roads. This is a vital part needed by our programming, since 47% of all reportable crashes occur on local roads. One of our main goals will be to implement this in the next version of CRS (Crash Reporting System).

The second area of deficiency is the lack users in our highway safety offices, and municipal police departments, who have access and training in the CDART (Crash Data Analysis and Reporting Tool) system for report generation. Currently, all crash data for these agencies must come from a central office function which does not allow non-PennDOT personnel to do their own analysis. Extra enhancement and training will foster new skills for them.

The third area of deficiency is data quality and timeliness. Last year a process for determining errors and error-rates for police agencies was developed. This year, a process to communicate those results with the police and help them improve their crash report submissions will be developed. In addition, the division will continue to work towards bringing more police agencies to the electronic data capture arena. Currently, about 50% of all crash reports are received electronically. We hope to be closer to 60% by the end of FFY09.

Crash Data collection is vital to our strategic planning and overall safety goals. The reports that we generate from our crash data allow us to pinpoint specific problem areas.

Goal: To improve the timeliness and quality of crash data. Complete all 2008 crash data by April 2009.

Activities/Measures (All paid for through Section 408 funds):

- Through our efforts in traffic records we are hoping to make the following improvements:

- Improve the timeliness of crash data submitted by local police departments.
- Increase electronic submission, which will also reduce crash submission time and improve data quality.
- Conduct major initiatives to improve data quality especially for crashes on local roads.
- Enhance the analytical capability of the crash system users by future expansion of CDART.
- Train 100 new CDART users.
- Developing a training package for police officers in crash reporting.

Pedestrian Safety

Pedestrian fatalities account for 11% of the total traffic-related fatalities in Pennsylvania. Those over the age of 60 are especially vulnerable. Nearly 4% of total highway deaths are pedestrians over the age of 60. In addition, one-third of all pedestrian deaths are above that age. Recent research has revealed that a comprehensive approach is the most effective manner to improve pedestrian safety. Included are enforcement, education, and engineering solutions that may be utilized simultaneously on a targeted safety problem. This allows for a wide variety of community segments (schools, seniors, children, politicians, law enforcement, roadway safety specialists, engineers, etc.) to be applied to a safety problem in a concentrated effort.

PennDOT has taken proactive measures by incorporating new elements in design manuals that are used when constructing sites that include pedestrian facilities. A safer environment will also encourage more people to walk, thus reducing the number of motor vehicles on the road and decreasing overall exposure to pedestrians.

Goal: To reduce statewide pedestrian fatalities to 122 deaths per year or less by 2011. This represents the pace at which the pedestrian fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures (All paid for through Section 402 funds, unless otherwise indicated):

- Implement 12 Walkable Community Programs in municipalities across the Commonwealth. These programs outline the combined engineering, enforcement, and education options that are tailored to fit specific participating communities.
- Install pedestrian crossing countdown signals in 50 locations.
- Assist the District Bicycle/Pedestrian Office to address one bike/ped safety problem per quarter.
- Continue to deploy yield-to-pedestrian channelizing devices to communities across the commonwealth (State funds). It is anticipated that 1,000 will be distributed this year. A 2006 study by PennDOT contractor Western Transportation Institute found substantial improvements in motorist and

- pedestrian compliance with pedestrian laws at locations where the devices had been deployed.
- Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets, and Safe Routes to Schools programs
 - Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries. The Department has aggressively launched training programs aimed at Pedestrian Safety as well as specialized courses addressing compliance with the Americans with Disabilities Act.
 - Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals). The Department is incorporating widespread new guidance to improve access and safety in this area.
 - Support the Heed-The-Speed Program in Philadelphia

Community Traffic Safety Projects

As Pennsylvania continues to grow and expand in population, our highway safety efforts are growing as well. The statewide network of Community Traffic Safety Projects (CTSP) is viewed as an extension of the highway safety office and is a critical component of the highway safety program. Our CTSPs are vital in aiding our office at a local level with earned media, mobilization coordination, and programmatic issues.

The CTSP Coordinators are responsible for the development, implementation, and evaluation of programming initiatives to improve highway safety in their counties. Comprehensive programming initiatives focus on Safety Focus Areas including: occupant protection, impaired driving, underage drinking, pedestrian/bicycle, motorcycle, school bus safety, aggressive driving, young driver safety, older driver safety, and commercial vehicle safety. Each of the CTSP Coordinators conduct extensive countywide problem identification, from data distributed by PennDOT, to determine the most appropriate highway safety programs/countermeasures to impact the identified Safety Focus Areas. Their success is directly related to their ability to establish and maintain partnerships with law enforcement, hospitals, businesses, corporations, fire/EMS, insurance companies, parenting groups, day cares, schools, colleges, and safety/advocacy groups.

In addition to the CTSP Programs, each of PennDOT's eleven District Offices also promotes the Department's Strategic Safety Focus Areas.

PennDOT has a contract with the PA Chapter of the American Academy of Pediatrics titled "Traffic Injury Prevention Project". This contract focuses on child passenger safety, seat belts, pedestrian safety, school bus safety, DUI awareness, inattentive and drowsy driving, and bicycle safety. The contract promotes highway safety programs that target children from birth to age 21, and will be re-contracted this upcoming fiscal year.

BHSTE takes the responsibility of being a source of highway safety information for the entire state. Different publications and educational tools are available to the public and can be obtained from our Highway Safety Office.

Goal: Reduce 100 Fatalities per year using the current five year average (1,547) as the starting baseline.

Activities/Measures (All paid for through Section 402 funds, unless otherwise indicated):

- Identify the county/region's most significant traffic safety problem(s)
- Collect and Analyze Crash Data
- Implement the most strategic and effective countermeasures to address the problem(s)
- Prepare quarterly and final progress reports
- In conjunction with the Highway Safety Office:
 - Conduct seat belt observational surveys
 - Participate in Regional Planning Teams to coordinate activity among highway safety partners
 - Support regional LEL occupant protection law enforcement trainings.
 - Support PA TIPP CPS trainings and CPS clinics.
 - Conduct earned media events to support the Occupant Protection Mobilizations, Impaired Driving Crackdowns, CPS Week, Put the Brakes on Fatalities Day, Work Zone Safety Week, and other safety events identified by NHTSA and PennDOT.
 - Dissemination of child safety seats to loaner programs
 - Maintain the toll-free 1-800-CAR-BELT child passenger safety information telephone line.
 - Provide technical assistance to hospital staff, school districts, pediatricians, police, etc.
 - Promote the bicycle helmet, child safety seat, and seat belt laws to all audiences and encourage enforcement by the police.
 - Work with municipal police agencies and provide them with pedestrian channeling devices to improve pedestrian safety.(State funds used for channeling devices)
 - Review county/regional crash data, and if applicable, implement a rail-highway awareness program to reduce crashes/fatalities.
 - Assist with administering NHTSA Region 2 Child Passenger Safety Technical Conference

The measures will include:

- Increase in the observed safety belt use rate
- Reduction in alcohol-related fatalities
- The numbers and types of programs conducted
- The number of individuals reached
- Amount of earned media and the estimated dollar value

- Reduction in traffic crashes
- Number of municipalities receiving pedestrian channeling devices

Older Driver Safety

According to the National Cooperative Highway Research Program (NCHRP), older drivers represent a subset of the driving population that deserves special attention. Changes in vision, physical fitness, and reflexes cause safety concerns. According to NCHRP, older driver adults are among the safest on a licensed-driver basis but not when measured on the basis of vehicle miles traveled. Compared to an overall fatality rate of 2 per 1,000 crashes, persons ages 65-74 have a fatality rate of 3.2. For those 75-84, the rate is 5.3 and at 85 and above it climbs to 8.6. Older individuals are more fragile and more likely to be seriously injured or killed if involved in a crash.

According to NHTSA, most traffic fatalities involving older drivers occurred during the daytime, on weekends, and involved another driver. Since Pennsylvania has a high percentage of individuals over age 65, we will be focusing our efforts toward addressing the safety of older persons when driving or riding in a vehicle and as pedestrians.

A large majority of PennDOT's initiatives to address older driver safety involve engineering improvements such as signage, wider lanes/shoulders, longer merge lane, rumble strips, and pedestrian-friendly features at intersections. PennDOT will be partnering with NHTSA in 2009 to develop an older driver enforcement course for officers throughout the state. The course will focus on educating law enforcement on how to handle a traffic stop with an older driver.

Education of older drivers is also very important. It is important for them to keep abreast of new laws, engineering improvements, and the meaning of signs and traffic signals. PennDOT has a random generated test for drivers starting at age 40 which checks for knowledge of traffic laws and driving abilities.

Goal: To reduce statewide older driver fatalities to at least 206 deaths per year or less by 2011. This represents the pace at which the older driver fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures (All paid for through Section 402 funds):

- Through the Comprehensive Highway Safety Program, coordinators will conduct educational programs at senior citizen centers and offer assistance to the older driver courses provided by AAA, National Safety Council, and AARP Driver Safety Program.
- PennDOT is working to develop an older driver safety plan with counterparts throughout various agencies.
- Encourage seat belt use by older drivers and passengers.

- Involve older driver organizations to be part of the Comprehensive Strategic Highway Safety Program Plan.
- Update and disseminate older driver safety information.
- Strengthen the role of medical advisory boards.
- Enhance PennDOT's Medical Advisory Computerized System infrastructure

The measures will include:

- Number and types of programs conducted
- Number of individuals reached
- Reduction in older driver and passenger fatalities

Young Driver Safety

Traffic Crashes are the number one killer for teens and young adults. Pennsylvania's graduated driver's license has been highly effective in reducing fatalities for 16 year old drivers; however, the results for 17-24 year old drivers have shown little if any improvement. This age group represents 12% of all licensed drivers in Pennsylvania, but represents 46% percent of the crashes and 34% of the fatalities.

Through the Community Traffic Safety Projects, PennDOT funds educational programs for newly licensed drivers. Local Community Traffic Safety grantees are encouraged to help take these programs into high schools and generate contacts among the students. The programs cover safe driving practices from seatbelts to DUI deterrence. "Survival 101" and "Every 16 minutes" are two of the effective teen driver outreach curriculums used by PennDOT's grant funded highway safety personnel.

Currently, Safety Administration is exploring partnering with the Center for Injury Prevention and Research to conduct a teen focused crash research project. The analysis will guide the development of interventions to mitigate the risk that younger drivers present to themselves and others on the roadways of Pennsylvania.

Goal: To reduce young driver fatalities (16-17 yr) to at least 70 deaths per year or less by 2011. This represents the pace at which the young driver fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.

Activities/Measures (All paid for through Section 402 funds)

- Through the Comprehensive Highway Safety Program, coordinators conduct educational programs such as "Survival 101" and "Every 16 Minutes"
- Encourage seat belt use by young drivers and passengers.
- Educate teens on the dangers of drinking and driving.
- Update and disseminate young driver safety information.

The measures will include:

- Number and types of programs conducted
- Number of individuals reached
- Reduction in young driver and passenger fatalities

Special Grant Programs

Section 405

Eligibility for this section of funding includes meeting 4 of the following 6 criteria:

- A law requiring seat belt use by all front seat passengers
- A primary enforcement seat belt law.
- Minimum fine or penalty points for occupant protection law violations.
- A statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A statewide child passenger safety education program.
- A child passenger law that requires minors to be properly secured in a child safety seat.

Section 405 grants are available to states that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

In FY 2005, we received \$816,567 and in 2006 we received \$1,243,111. In 2007, we received \$1,020,272 and in 2008 we received \$1,228,855. These funds are used to support both state and municipal child passenger and seat belt education and enforcement programs. Activities will include the following:

- At a minimum conduct two “Click It Or Ticket” campaign in the Commonwealth during May/June in 2008, and May/June 2009, using paid advertising, education, and enforcement to increase awareness and usage.
- Conduct nighttime enforcement in a minimum of 75% of the municipal enforcement projects and implement the program in 10 additional jurisdictions.
- Ensure continuation of enforcement and education grants to a minimum of 250 local and municipal law enforcement agencies.
- Maintain seat belt enforcement funding for the PA State Police to ensure their participation in mobilizations and Smooth Operator Program.
- Pilot one pickup truck safety belt use enforcement/education project.
- Conduct one Hispanic safety belt/cps enforcement/education project.
- Participate in the NHTSA Region’s Law Enforcement Summit.
- Participate in the NHTSA Region’s 24/7 law enforcement seat belt task force meeting.

Section 406

By reaching and maintaining a seatbelt usage rate of over 85% for two consecutive years (86.3 in 2006, 86.7 in 2007), Pennsylvania qualified for approximately 28 million dollars in additional highway safety funding from the National Highway Traffic Safety Administration. This funding will be directed at highway safety improvements, such as center and edge-line rumble strips, traffic control devices, and other safety initiatives across the Commonwealth.

Approximately \$1,000,000 of Section 406 funds will be directed towards Pennsylvania's Smooth Operator Aggressive Driving Program. The extra enforcement/awareness is hoped to result in fewer aggressive driving crashes and fatalities.

Section 408 Traffic Record

The purpose of this grant program is to support the development and implementation of effective programs by the States to: (1) Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that States need to identify priorities for national, State, and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including crash records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and (4) improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States, and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

These grant funds support the activities of the Traffic Records Coordinating Committee.

The Traffic Records Coordinating Committee is as follows:

- The Traffic Records Coordinating Committee (TRCC) is a multi-agency team working to ensure good data is available for highway safety.
- TRCC operates under the auspices of the Multi-Agency Safety Team, agency leaders committed to reducing the incidence and severity of vehicle crashes in PA, and the Bureau of Highway Safety and Traffic Engineering..
- The TRCC was established under the rules of the new Section 408 regulations.
- TRCC Participants/Partners
 - PennDOT – Bureau of Maintenance and Operations, Bureau of Planning and Research, Bureau of Motor Vehicles, Bureau of Driver Licensing, and Bureau of Highway Safety and Traffic Engineering
 - Outside – State Police, Local Police, Dept of Health, Administrative Office of PA Courts

- Program objective is to conduct IT projects that will facilitate the needs of safety professionals in problem identification, countermeasure development, and evaluation.
- Seven projects were approved last year and are currently underway. They include:
 - Continue development of CDART – Crash Data Analysis and Retrieval Tools
 - CDART User Training
 - Improve crash reporting timeliness and increase electronic submissions
 - Improve crash data quality and improve GIS capabilities
 - Installation of the NEMSIS Standard Emergency Medical System (Dept. of Health)
 - Monitor the re-write of Roadway Management System in PA
 - Monitor “dot centric” – the rewrite of the driver and vehicle systems.
- The committee proposes the following new projects for Fiscal Year 2009.
 - Develop a new GIS interface for the crash system to allow local crashes to be geo-coded
 - Further develop CDART by providing access to local police agencies.
 - Develop a new output capability for the NEMIS compliant EMS system.
 - Develop a new interface for the NEMIS EMS system for small ambulance services.
 - Support the development of e-citations by the PSP
 - Expand the use of TraCS to local agencies.
- The TRCC meets bi-annually to review the status of existing projects and discuss ideas that would eventually lead to new and unique projects.

Section 410

Section 410 funds are awarded to support implementation of effective impaired driving programs. As with other grant programs states must submit an application to NHTSA with required criteria documentation to receive the funds.

Federal Fiscal Year	Section 410 Funding Level
2002	\$1,839,132
2003	\$1,853,635
2004	\$1,883,906
2005	\$1,870,634
2006	\$4,021,148
2007	\$4,229,093

Funds are used to support a statewide, highly visible, and aggressive DUI law enforcement program for state and local police agencies.

See Impaired Driving section for more details.

Section 2010 Motorcyclist Safety

Section 2010 funding for fiscal year 2008 will be used primarily for public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcycles. PennDOT plans to deliver the message by conducting a “Share the Road” program based off NHTSA’s Share-the-Road model language.

Funds will also be used to make any necessary changes to the Motorcycle Safety Program’s curriculum and program delivery. An evaluation of Pennsylvania’s Motorcycle Safety Program was conducted using previous Section 2010 funds. The results of the evaluation will guide the way toward identifying areas for further program improvement.

The Bureau of Driver Licensing (with the Bureau of Highway Safety and Traffic Engineering acting as Project Manager) handles the majority of the distribution and spending of Section 2010 Funding.

Certifications and Assurances



PennDOT
 Personnel
 Information
 Memorandum

Number: X-03-048
Issue Date: April 25, 2003
Effective Date: Immediately

Subject: Drug Free Work Place Act of 1988
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Distribution: All PENNDOT Employees
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References: Management Directive 505.25
Attachment: Executive Order 1996-13

By Direction of: <i>Allen D. Biehler</i>
Allen D. Biehler, P.E. Secretary of Transportation

On November 18, 1988, Congress passed a series of laws to eliminate the use of drugs in the work place. These laws became necessary due to numerous incidents and reports indicating that drug use is responsible for serious accidents, poor product quality and reduced productivity.

One of these laws became effective on March 18, 1989, and it covers Pennsylvania Department of Transportation employees. I expect all Department employees to comply with the requirements. Attached is a copy of Executive Order 1996-13.

The unlawful manufacture, distribution, dispensing, possession or use of controlled substances in the work place will not be tolerated. Any employee involved in these activities will be subject to administrative penalties, up to and including dismissal. In addition, you may be subject to criminal penalties.

You must notify your supervisor, in writing, of any criminal drug statute conviction for a violation occurring in the work place, no later than five calendar days after such conviction.


If you have a problem with alcohol or drugs, you can receive a free and confidential evaluation by calling the State Employee Assistance Program at 1-800-692-7459.

With your cooperation, we can maintain a safe and productive work place and provide quality transportation products to citizens and visitors in Pennsylvania.

Comments and Questions Regarding This PPIM Should Be Directed To: Bureau of Human Resources, Employee Safety Division @ 717-787-9601.

Commonwealth of Pennsylvania
GOVERNOR'S OFFICE

EXECUTIVE ORDER

Subject:		Number:	
Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace		1996-13	
Date:	Distribution:	By Direction Of:	
December 20, 1996	B	 Thomas J. Ridge, Governor	

WHEREAS, illegal or inappropriate use of alcohol and other controlled substances by Commonwealth employes impairs the efficiency and effectiveness of the workforce, compromises public health and safety, and undermines attainment of the missions of government agencies, thereby increasing the operating costs of state government; and

WHEREAS, the Commonwealth is concerned with the well-being of its employes and the general public, attainment of agency missions, maintenance of employe productivity, and safe work environments; and

WHEREAS, as the state's largest employer, the Commonwealth should promote a model workplace substance abuse policy to foster the development of drug-free workplaces and encourage creation and use of employe assistance programs.

NOW, THEREFORE, I, Thomas J. Ridge, Governor of the Commonwealth of Pennsylvania, by virtue of the authority vested in me by the Constitution of the Commonwealth of Pennsylvania and other laws, do hereby establish the following policies:

1. The unlawful manufacture, distribution, dispensation, possession or use of alcohol and other controlled substances by a state employe, either while on duty or in any Commonwealth workplace, is prohibited. Such conduct shall subject the employe to appropriate disciplinary action.

2. An employe determined to be unfit either while on duty, or in any Commonwealth workplace, as a result of alcohol or other controlled substances shall be subject to appropriate disciplinary action.

3. Any employe who is convicted of violating any statute governing the unlawful manufacture, distribution, dispensation, possession or use of alcohol or other controlled substances in any Commonwealth workplace shall notify his or her supervisor of such conviction, in writing, no later than five days after such conviction. A conviction means a finding of guilt (including a plea of nolo contendere, disposition in lieu of trial, probation without verdict or accelerated rehabilitative disposition) or imposition of sentence, or both, by any judicial body charged with responsibility to determine violations of the federal or state criminal drug statutes.

4. Any employe convicted of drug abuse violations occurring in the workplace must satisfactorily participate in the State Employee Assistance Program or other rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency. Any employe convicted of drug abuse violations occurring in the workplace who refuses to participate in the State Employee Assistance Program shall be subject to appropriate disciplinary action.

5. Any employe who has self disclosed a problem with alcohol or other drugs shall be advised to contact the State Employee Assistance Program for assistance.

6. Education and training about the inappropriate use of alcohol and other controlled substances are important components of this policy. The Office of Administration shall provide for and initiate such education and training programs in state agencies. Education and training programs shall be consistent with this *Executive Order, Management Directives 505.22, State Employee Assistance Program* and *505.25, Substance Abuse in the Workplace*, and *Executive Order 1980-18, Code of Conduct*.

7. The Office of Administration is responsible for assuring that the Commonwealth's Policy on Substance Abuse in the Workplace and information about the State Employee Assistance Program are furnished to all employes.

8. The Office of Administration shall:

a. Monitor and review the implementation of this policy and assure compliance with state and federal statutes and regulations.

b. Coordinate the implementation and revision of this policy with representatives of state labor organizations.

9. Effective Date. This order shall be effective immediately.

10. Rescission. *Executive Order 1989-6, Commonwealth of Pennsylvania's Policy on Substance Abuse in the Workplace.*

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political

subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding

Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

(See below)

37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

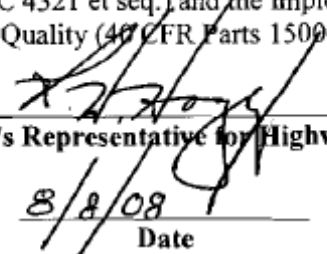
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is

prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/8/08
Date

Financial Documentation

U.S. Department of Transportation National Highway Traffic Safety Administration		
State: Pennsylvania	Highway Safety Plan Transaction 2009-HSP-1 For Approval	Page: 1 Report Date: 07/17/2008

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2009-01-00-00	Planning & Administration	\$.00	\$100,000.00	\$250,000.00	\$.00
<u>P and A Total</u>					\$.00	\$100,000.00	\$250,000.00	\$.00
Alcohol								
	5	Plan	AL-2009-01-00-00	75 Pa.C.S. 3817 Contract	\$.00	\$100,000.00	\$.00	\$.00
	6	Plan	AL-2009-02-00-00	PA DUI Association	\$.00	\$200,000.00	\$600,000.00	\$800,000.00
	7	Plan	AL-2009-03-00-00	ILEE (Dept. of Ed)	\$.00	\$500,000.00	\$500,000.00	\$1,000,000.00
	8	Plan	AL-2009-04-00-00	DUI Handouts	\$.00	\$25,000.00	\$.00	\$25,000.00
<u>Alcohol Total</u>					\$.00	\$825,000.00	\$1,100,000.00	\$1,825,000.00
Occupant Protection								
	16	Plan	OP-2009-01-00-00	BUPA	\$.00	\$1,000,000.00	\$.00	\$1,000,000.00
<u>Occupant Protection Total</u>					\$.00	\$1,000,000.00	\$.00	\$1,000,000.00

Police Traffic Services								
2	Plan	PT-2009-01-00-00	PSP 402	\$.00	\$552,630.00	\$1,000,000.00	\$.00	\$.00
3	Plan	PT-2009-02-00-00	Roosevelt Blvd. Initiative	\$.00	\$100,000.00	\$150,000.00	\$250,000.00	\$250,000.00
4	Plan	PT-2009-03-00-00	Smooth Operator	\$.00	\$1,500,000.00	\$800,000.00	\$2,300,000.00	\$2,300,000.00
<u>Police Traffic Services Total</u>				\$.00	\$2,152,630.00	\$1,950,000.00	\$2,550,000.00	\$2,550,000.00
Community Traffic Safety Project								
9	Plan	CP-2009-01-00-00	PA S.A.F.E. Grants	\$.00	\$1,973,846.00	\$1,500,000.00	\$3,473,846.00	\$3,473,846.00
10	Plan	CP-2009-02-00-00	Traff. Injury Prev. Proj (TIPP)	\$.00	\$450,000.00	\$450,000.00	\$900,000.00	\$900,000.00
11	Plan	CP-2009-03-00-00	PI&E	\$.00	\$55,000.00	\$20,000.00	\$75,000.00	\$75,000.00
12	Plan	CP-2009-04-00-00	Grant-Specific Training	\$.00	\$14,000.00	\$.00	\$.00	\$.00
<u>Comm. Traffic Safety Proj Total</u>				\$.00	\$2,492,846.00	\$1,970,000.00	\$4,448,846.00	\$4,448,846.00
Driver Education								
14	Plan	DE-2009-01-00-00	Young Driver Behavior (BDL)	\$.00	\$155,000.00	\$.00	\$.00	\$.00
15	Plan	DE-2009-02-00-00	Mature Driver Taskforce (BDL)	\$.00	\$189,000.00	\$.00	\$.00	\$.00
<u>Driver Education Total</u>				\$.00	\$344,000.00	\$.00	\$.00	\$.00
Roadway Safety								
13	Plan	RS-2009-01-00-00	Local Tech Asst. Program (LTAP)	\$.00	\$300,000.00	\$200,000.00	\$500,000.00	\$500,000.00
<u>Roadway Safety Total</u>				\$.00	\$300,000.00	\$200,000.00	\$500,000.00	\$500,000.00
NHTSA 402 Total				\$.00	\$7,214,476.00	\$5,470,000.00	\$10,323,846.00	\$10,323,846.00
NHSTA 405								
17	Plan	K2-2009-01-00-00	PSP 405	\$.00	\$260,000.00	\$240,000.00	\$.00	\$.00
18	Plan	K2-2009-02-00-00	BUPA	\$.00	\$907,000.00	\$900,000.00	\$1,807,000.00	\$1,807,000.00
NHTSA 405 Total				\$.00	\$1,167,000.00	\$1,140,000.00	\$1,807,000.00	\$1,807,000.00

NHTSA 406								
	19	Plan	K4PT-2009-01-00-00	Smooth Operator 406	\$.00	\$.00	\$1,000,000.00	\$1,000,000.00
NHTSA 406 Total					\$.00	\$.00	\$1,000,000.00	\$1,000,000.00
NHTSA 408								
	20	Plan	K9-2009-01-00-00	Traffic Records	\$.00	\$1,000,000.00	\$2,000,000.00	\$.00
NHTSA 408 Total					\$.00	\$1,000,000.00	\$2,000,000.00	\$.00
NHTSA 410								
	21	Plan	K8-2009-01-00-00	PSP 410	\$.00	\$.00	\$2,080,000.00	\$.00
	22	Plan	K8-2009-02-00-00	PA DUI Checkpoint Programs	\$.00	\$.00	\$3,185,000.00	\$3,185,000.00
	23	Plan	K8-2009-03-00-00	DUI Courts	\$.00	\$.00	\$410,900.00	\$410,900.00
	24	Plan	K8-2009-04-00-00	Blood Alcohol Testing Lab	\$.00	\$.00	\$438,650.00	\$438,650.00
NHTSA 410 Total					\$.00	\$.00	\$6,114,550.00	\$4,034,550.00
NHTSA 2010								
	25	Plan	K6-2009-01-00-00	Motorcycle Safety (BDL)	\$.00	\$.00	\$300,000.00	\$.00
NHTSA 2010 Total					\$.00	\$.00	\$300,000.00	\$.00
NHTSA Total (402, 405, 406, 408 410, 2010)					\$.00	\$9,381,476.00	\$16,024,550.00	\$17,165,396.00

Appendix A (Charts and Graphs)

